THE HISTORY OF FLAGSTAFF

by

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CHAPTER I

EARLY HISTORY OF THE FLAGSTAFF AREA, 600 A.D. - 1870

The city of Flagstaff, Arizona, is situated in the northern part of the state, lying just north of the thirty-fifth parallel of latitude and about midway between the one hundred eleventh and the one hundred twelfth meridians of longitude. The outstanding topographic feature of the area is the San Francisco Peaks which rise to an altitude of more than twelve thousand feet. These lofty peaks were long a landmark in this region, serving as an orientation point for exploring and surveying parties. At the foot of these mountains lies the city of Flagstaff.

Archeologists were long puzzled by what appeared to be inconsistencies between the reports of Spanish travelers, which mention only a few pueblos and no nomadic peoples, and the easily observable evidence of many ruins in the area. That there once had been a large prehistoric population in the region seems indisputable. Archeologists, with the help of tree-ring experts, have been able to discover that the population increased and decreased during the era before the white man came. This ebb and flow of people was caused by geologic and climatic phenomena.¹

Studies show that between the years 600 A.D. and 1000 A.D., the population of northern Arizona increased rapidly. In fact, it is estimated that about the year 1000, the population of the area was at its peak with about twenty-three thousand people. An influx of people into the area was caused by the eruption of Sunset Crater, a volcano lying about fifteen miles northeast of Flagstaff. The eruption occurred about 885 A.D., and spread a layer of black volcanic sand over an area of one thousand square miles. The erupted material formed a mulch which conserved water and made agriculture possible.\(^2\)

From the high of twenty-three thousand, the population declined to about seven thousand by 1400 A.D. This was due to a great drought that lasted twenty-three years, ending about the year 1300. Pithouses and pueblos were abandoned as the natives deserted the region. The Hopi were the only people left in northern Arizona, having absorbed the remnants of other tribes. The Navajo, the most numerous native people in the region today, are not believed to have been in Arizona prior to 1600. By 1540, the date of the first white penetration into the region, the population had diminished further. All that was left of a once-great population were five Hopi and two Jeddito pueblos. These are the ones mentioned in the narratives of the early Spanish

\(^2\)Ibid.
The first white men to enter northern Arizona were members of the expedition of Francisco Vásquez de Coronado in the year 1540. Coronado arrived in Zuñi in the summer of that year searching for the mythical Seven Cities of Cíbola, and for the treasures they were reputed to hold. Unsuccessful in his original quest in what is now New Mexico, Coronado was resting at Cibola. While there he heard of a province composed of seven pueblos about twenty-five leagues northwest of Cibola. This province was called by the natives Tusayan.

Coronado dispatched Don Pedro de Tovar and a detachment of seventeen horsemen and three or four footmen to investigate the tale. The Spaniards approached the Jedddito village of Kiwaiiku at night. When the inhabitants came out in the morning they listened to what the strangers had to say, but refused to permit them to enter the village. The invaders attacked and many natives were killed and the town destroyed. The people of the neighboring villages sued for peace and brought gifts of food, cotton, and cloth, and admitted the Spanish without further opposition. Here, Tovar learned of a large river to the northwest, but

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3Ibid.

4George P. Hammond and Agapito Rey, (eds.), Narratives of the Coronado Expedition, p213.
since he had no commission to explore further, he returned to Cibola and reported his findings to Coronado.  

Another expedition was dispatched by Coronado to find the great river. This party consisted of twelve men, commanded by Don García López de Cárdenas. Some twenty days after leaving Cibola they reached the Grand Canyon of the Colorado, the first white men to see it. Hammond and Rey corroborate Pedro Casteñada's report of the discovery of the Grand Canyon. Casteñada, the chronicler of Coronado's wanderings, tells of the canyon in the following words:

This country was elevated and full of low, twisted pines, very cold and open to the northward. Three days were spent looking for a passage down to the river, which looked from above as if the water was six feet across, although the Indians said it was half a league wide. It was impossible to descend to the river, for after three days, Captain Melgosa, and one, Juan Galeras and another companion, who were the three lightest and most agile men, made an attempt to go down the least difficult place. They went down until those who were above were unable to keep sight of them. They returned about four o'clock in the afternoon, not having succeeded in reaching the bottom on account of the great difficulties which they found, because what seemed easy from the top was not so, but instead very hard and difficult. They said that they had been down about one-third of the way and the river seemed very large from the place which they reached, and that from what they saw they thought the Indians had given the width correctly. Those who stayed above estimated that some huge rocks on the sides of the cliffs seemed to be about as tall as a man, but those who went down swore.

5 Ibid., p214.
6 Ibid., p216.
that when they reached these rocks they were bigger than the great tower of Seville.\textsuperscript{7}

Cárdenas did not continue further along the canyon because of lack of water. There was plenty of water at the bottom of the canyon, but the Spanish were unable to reach it. The expedition then returned to Cíbola and there is no record of members of the Coronado expedition visiting the region again.\textsuperscript{8} In fact, the next recorded visit of white men into the area did not occur until forty-three years later.

In the fall of 1582, Antonio de Espejo, a Spanish merchant who had cattle ranches in New Spain (Mexico), was "vacationing" on the Santa Barbara frontier. He was, apparently, a fugitive from justice for murdering a cowboy on one of his ranches. While here Espejo heard of a small expedition being organized to rescue two priests from the Rio Grande pueblos. He saw in this expedition an opportunity to seek mitigation of his crime from the king if he assisted in the rescue. Espejo took part in it and was subsequently elected leader of the party which consisted of about fifteen persons. The expedition left from the Valle de San Gregorio

\textsuperscript{7}George P. Winship, (trans.) \textit{The Journey of Coronado}, pp129-30.

\textsuperscript{8}Hammond and Rey, \textit{op. cit.}, p217.
On reaching the Rio Grande pueblos, Espejo's party found that the missionaries had been killed. The expedition then took on a new character, that of prospecting for silver in order to recoup the fortunes the members had sunk into the expedition.

Turning west, the party followed nearly the same route as had Tovar and Cárdenas in 1540. On reaching the Hopi pueblos, Espejo took possession of them in the name of the king of Spain. The pueblos that were made Spanish possessions were: Aguato, Walpi, Shingopavi, Mishognovi, and Oraibi. Espejo visited the "sky pueblo" of Acoma, also.  

At Oraibi the party divided. Espejo and four others, including Diego Pérez de Luxan, the chronicler of the expedition, continued westward to search for the mines of which they had heard. Crossing the Little Colorado River somewhere north of the Indian School at Leupp, they probably reached the vicinity of the future Flagstaff townsite on May 2, 1583. Luxan's Journal for this day contains the following passage: "The route is rich in abundant pastures and cedar forests. These cedars bear a fruit the

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10Ibid., pp99-102.

size of hazelnuts, somewhat tasty." Luxan's entry for May 4, 1583, describing the area says that that day the party went "six leagues through a mountain dense with cedar forests and ash trees. We found many beautiful waterholes. This region is inhabited by mountainous people, because it is a temperate land."

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12 Hammond and Rey, op. cit., p105. This description of the fruit of the "cedars" suggested that they were really Utah Junipers. If the distribution of the species was the same in 1583, as now, it would appear that Espejo followed a route further to the southeast than was originally supposed. A special study has been made concerning this. The study disclosed the following findings: Not a single specimen of the Utah Juniper was found north of the San Francisco Peaks along U. S. Highway 89 as far as Cameron; none have been found between U. S. 89 and the Little Colorado River in the area north of U. S. 66; south of U. S. 66, and east of Flagstaff, the Utah Juniper is intermixed with the One-seeded Juniper, which has small bitter berries, at Walnut Canyon south of Winona and near Canyon Padre; the One-seeded Juniper becomes less abundant as Chavez Pass is approached; along the road from Pine and Clints Wells to Winslow, which passes only a few miles southeast of Chavez Pass, there is a dense stand of the One-seeded Juniper without a trace of the Utah Juniper. If the Espejo expedition had passed immediately to the south of Flagstaff, it would have had to come through a portion of the country east of Flagstaff that is now densely populated by the One-seeded Juniper, and from which the Utah Juniper is absent. If, on the other hand, it had followed a route farther to the southeast in the vicinity of Chavez Pass, it would have passed through an outer belt of One-seeded Juniper into a region where the Utah Juniper is dominant. It appears, therefore, that Espejo went through Chavez Pass or one of the passes immediately to the northwest, and did not go through the immediate Flagstaff area. (Plateau, XV, No. 12, October, 1942, pp 21-23.)

13 Ibid.
The next day, May 5, the party traveled about thirty-five miles through very broken mountainous country. A mule belonging to Espejo fell from the trail into a ravine and was "dashed to pieces." They found a river surrounded by grapevines, walnut and other trees. Luxan says this was a warm land, in which there were parrots. They called the river, El Rio de las Parras. This was, perhaps, Sycamore Creek, a tributary of the Verde River.

On May 8, the Verde River was discovered and given the name, El Rio de los Reyes. Indians (Yavapai, possibly) showed the Spaniards the mines, of which Luxan says they were "so worthless that we did not find in any of them a trace of silver, as they were copper mines, and poor." However, Espejo in his account of the journey says that the mines were rich and contained "much silver." This was the vicinity of Jerome, Arizona, which has produced fortunes in copper in recent times. After this disappointment, the Espejo party returned to Zuñi which they reached on May 17, 1583.

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15 Ibid.
16 Ibid.
17 Ibid.
18 Herbert E. Bolton, Spanish Explorations in the Southwest, p187.
19 Hammond and Rey, op. cit., p108.
The next recorded visit of white men into northern Arizona occurred fifteen years later, in November, 1598, when Don Juan de Oñate, the colonizer of New Mexico, came to the Hopi towns. There, in the name of the king of Spain, he received the formal submission of the Hopi chieftains. Oñate remained in Hopi until December 20, 1598, and from there sent out Captains Farfan and Quesade to search for mines.\textsuperscript{20} The route of Farfan was to the north of the San Francisco Peaks and it is not likely that he passed through or near the Flagstaff townsite.

On October 7, 1604, Oñate set out from the Villa of San Gabriel to search for the South Sea (Pacific Ocean), taking with him thirty soldiers and three priests. They traveled west to Cíbola, in the province of Zuñi, and continuing westward crossed the Little Colorado River, which Farfan had named Rio de la Alameda.\textsuperscript{21} They crossed a range of mountains covered by pine forests, "eight leagues across, on whose southern slope runs the San Antonio River, which is the Colorado; it runs from north to south through rough mountains and very high cliffs."\textsuperscript{22} The San Antonio River, "which is the Colorado," was the Verde, in all probability. Oñate and his party passed the Flagstaff area to the south

\textsuperscript{20}Bolton, \textit{op. cit.}, p265.
\textsuperscript{21}\textit{Ibid.}, p268.
\textsuperscript{22}\textit{Ibid.}, p269.
and continued west, finding Bill Williams Fork which they called the San Andres River. They traveled alongside this stream to the Colorado River and went down the Colorado to the Gulf of California. Oñate arrived at the mouth of the Colorado on January 25, 1605.23

Oñate returned, following much the same route. He arrived back at San Gabriel on April 25, 1605. The account of the journey mentions many hardships and "much hunger" which led to the eating of some of the expedition's horses.24

The Spanish made no attempt to colonize northern Arizona. However, in 1629, the Franciscan Order began to establish a series of missions in the Hopi towns. In all, three missions and two chapels were founded. The missions were at Walpi and Mishongnovi. During this period the San Francisco Mountains received their name. The friars named them in honor of Saint Francis of Assisi, the founder of their order.

After the Oñate expedition of 1604-05, there seems to be no record of other parties crossing the immediate Flagstaff area until 1776. In June and July of that year Father Francisco Garces, one-time resident minister of San Xavier del Bac mission near Tucson, crossed northern

23Ibid., pp270-71.
24Ibid., p280.
MAP OF REGIONS COVERED BY EARLY SPANISH EXPLORATIONS IN NORTHERN ARIZONA

-TOVAR (1540)
-CADEMAS (1540)
-ESPEJO (1583)
-PARFAN (1590)
-ONATE (1604)
Arizona from Cataract Canyon on the Colorado to the Hopi towns.\textsuperscript{25}

Again there seems to be no record of expeditions into the Flagstaff area following the trip of Father Gardé. When Mexico gained her independence from Spain in 1821, she claimed this area. Arizona remained a part of Mexico until the signing of the Treaty of Guadalupe Hidalgo that ended the Mexican War. This occurred in 1848. By the terms of this treaty the Gila River, generally, was the southern boundary of Arizona. The northern boundary was set at the thirty-seventh parallel on September 9, 1850, when President Millard Fillmore signed a bill creating the Territory of Utah.\textsuperscript{26}

There was little activity of note in northern Arizona by white men until gold was discovered in California and systematic explorations of routes to the Pacific were undertaken. No doubt there were some trappers in the area prior to 1850, but few records of their wanderings exist. In the years following 1850, the United States Army conducted a number of surveys and explorations in the area.

The first of these was the one directed by Captain Lorenzo Sitgreaves in 1851. He was ordered to explore

\begin{footnotesize}
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\item \textsuperscript{25}Elliot Couès (ed.), \textit{The Diary and Itinerary of Francisco Garcés}, I, p227.
\item \textsuperscript{26}James H. McClintock, \textit{Mormon Settlement in Arizona}, p52.
\end{itemize}
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along the courses of the Zuni and Colorado Rivers. He was to determine the course and character, particularly in reference to navigability, of these streams.27

The Sitgreaves party consisted of Lieutenant J. G. Parke; S. W. Woodhouse, M. D., physician and naturalist; R. H. Kern, draftsman; Antoine Leroux, guide; five Americans and ten Mexicans as packers. A military escort, under the command of Major H. L. Kendricks, rounded out the party.28

Sitgreaves left Zuñi on September 24, 1851, and followed the Zuñi River to its junction with the Little Colorado. Sitgreaves' report makes mention of passing through a region of petrified trees. Probably this was in what is now known as the Petrified Forest near Holbrook. On October 1, the San Francisco Mountains became visible to the party.29

The expedition was following northward along the Little Colorado River when Sitgreaves was informed by Leroux and others that the Grand Canyon lay in his path if he continued in this direction. Consequently, on October 8, the expedition turned westward and struck overland north of the

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28 Ibid.
29 Ibid., pp6-7.
thirty-fifth parallel. The plan was to strike the Colorado River below the Grand Canyon. They passed north of the San Francisco Peaks and discovered the ruins of Wupatki. On October 12, Camp number 17 was located at north latitude 35 degrees, 16 minutes, and west longitude 110 degrees, 29 minutes. This places the party near the Flagstaff townsite. While here Leroux discovered the spring which bears his name. It is only a few miles from present day Flagstaff. Sitgreaves remained in this place for several days and then continued westward, following along the thirty-fifth parallel. The party struck Bill Williams Fork and followed it to the Colorado. Sitgreaves and his party then went down the Colorado to its mouth.

The next expedition that touched the Flagstaff area was that of Francis Xavier Aubrey. He made a volunteer survey across northern Arizona in the summer of 1853. Leaving Tejon Pass in California on July 10, 1853, with a group of eighteen men, he went as far east as Zuñi. The Atlantic and Pacific Railroad followed Aubrey's line through Arizona.

Congress, on March 3, 1853, enacted a measure which authorized the Secretary of War to make surveys to determine

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31Ibid., pp11-12.
32Ibid., pp13-21.
the best route for a railroad from the Mississippi River to the Pacific Ocean. 34 One of the routes selected for survey was along the thirty-fifth parallel. Lieutenant A. W. Whipple was selected to conduct this survey.

Whipple left Fort Smith, Arkansas, on July 14, 1853. He was joined in November, near Albuquerque, by Lieutenant Joseph C. Ives, who was later to conduct an expedition of his own. 35 The Whipple expedition was guided by Antoine Leroux, the same guide that Sitgreaves had two years earlier. Traveling westward approximately along the present line of the Santa Fe Railroad, the party reached the San Francisco Peaks region on December 17, 1853. 36

On December 18, a survey party detached from the main body crossed the future site of Flagstaff and probably reached Oak Creek, a tributary of the Verde River. 37 This survey party returned east and met the wagons and the main body about eleven miles east of Flagstaff. Four or five miles north of Winona the survey party saw the curious Cosnino Caves. 38 The re-united expedition proceeded west

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34 Grant Foreman (ed.), A Pathfinder in the Southwest, the Itinerary of Lieutenant A. W. Whipple, p6.
36 Ibid., p166.
37 Ibid., p167.
38 Ibid., p168-69.
and reached the Cosnino Caves on December 23. They stopped here for three days and celebrated Christmas. Whipple reached Leroux Spring on December 27, and spent New Year's Day at a waterhole, which he called New Year's Spring, not far from Williams.

Whipple's expedition followed Bill Williams Fork to its junction with the Colorado River. On February 24, 1854, the party passed a group of three sharp peaks which Whipple named the Needles. The Needles are located on the Arizona side of the Colorado about five miles below where the Santa Fe Railroad crosses the river.

The aforementioned Lieutenant Joseph C. Ives led another United States government expedition into northern Arizona in 1857-58. This expedition left Fort Yuma on January 11, 1858, and went up the Colorado on the steamboat Explorer. This boat was a fifty-foot iron stern-wheeler that had been built in Philadelphia by Reaney, Neafie and Company. It was constructed in sections and, after being tested on the Delaware River, it was taken apart and

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39 Ibid., pp170-73.
40 Ibid., p177.
41 Ibid., p234.
42 36 Congress, First Session, Exec. Doc. 90, (Report Upon the Colorado River of the West), p45.
shipped in sections to Panama. The sections were carted across the Isthmus, and re-shipped to the mouth of the Colorado. There it was reassembled.43

As the Explorer was returning down the river, Ives and some of his party left the boat at the upper end of the Mohave Valley, "thence striking northeast to the mouth of the Diamond River and going thence eastward to the Cascade River and the San Francisco Mountains."44 Ives describes the San Francisco Mountains in the following words:

Rising in solitary grandeur to an altitude of 12,000 feet, its snowy summit is visible from nearly all parts of a circle drawn around it with a radius of 100 miles. In all that region it is without a rival or an associate, except its immediate subordinates; and its relief from the table-land on which it rests may be compared to some rocky island rising from the surface of the sea.45

A larger and more important expedition into the Flagstaff region occurred in the summer of 1857 and the winter of 1858. This was the wagon road survey of Lieutenant Edward F. Beale.46

Beale left San Antonio, Texas, on June 25, 1857, with a considerable company of men, equipment and animals.

43Ibid., p21.
44Ibid., p45.
46Stephan Bonsal, Edward Fitzgerald Beale, A Pioneer in the Path of Empire, p205.
Among the animals were a number of camels that had been imported from the Middle East for testing on the "Great American Desert."\(^{47}\) On July 3, the party was still in Texas and camped that night at Devils River.\(^{48}\) On July 4, 1857, the party did not engage in any special celebration in honor of Independence Day.\(^{49}\)

The Beale expedition left Fort Defiance, New Mexico, (now in Arizona) on July 7, 1857, and after a journey of forty-eight days arrived at the Colorado River.\(^{50}\) Bonsal states that Beale passed through the Flagstaff area early in October, 1857.\(^{51}\) Beale in his account of the journey, however, shows the following entries in his reports:

- **September 4:** The San Francisco Mountains came in view.
- **September 10:** Passed Cosmario Caves. (Probably Cosnano Caves.)
- **September 11:** Our camp is now at the base of the San Francisco Mountain, which looks down frowning upon us.
- **September 12:** Found Leroux's Spring which is one of transparent, sparkling water, and it bursts out of the side of the mountain and runs gurgling down for a quarter of a mile. Did not camp at Leroux's Spring but five miles west, in the midst of the forest.\(^{52}\)

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\(^{47}\) 35th Congress, First Session, Exec. Doc. 124, (Wagon Road from Fort Defiance to the Colorado River), pl3.

\(^{48}\) Ibid., p17.

\(^{49}\) Ibid., pp18-19. This is of special significance in light of subsequent events surrounding the naming of Flagstaff.

\(^{50}\) Bonsal, op. cit., pp211-12.

\(^{51}\) Ibid., pp212-217.

Another writer on the Beale expedition states that on September 11, 1857, Beale made camp at the base of the San Francisco Mountains at San Francisco Spring near the location of the present city of Flagstaff.53

Beale followed Whipple's trail most of the way from Zuni. He passed to the north of Mount Sitgreaves and between it and Mount Kendricks on his way toward Bill Williams Mountain. The party passed to the north of this mountain and thence to the Colorado.54

Beale was lavish in his praise of the camels, "who pack 750 pounds of corn apiece and get along very well."55 While the party was in the Flagstaff area, Beale wrote that the camels "continue undisturbed and can go twice as far as wagons in a day."56 Beale was voluble, also, on the subject of his guide, Saevedra, but in an uncomplimentary way. His entries show that Saevedra was not only incompetent but was a constant source of trouble. Beale writes that the guide's "entire and incredible ignorance of the country renders him totally unfit for any service."57

55 Ibid., p39.
56 Ibid., p53.
57 Ibid., p67.
On his return journey Beale and his party were ferried across the Colorado River on January 23, 1858, by the steamboat General Jessup. Beale retraced his path and reached Fort Defiance toward the end of February, 1858. 58

The account of the return journey, as set forth by Beale, shows the following notations concerning the Flagstaff area:

February 2: Reached Whipple's Lava Spring in a large tank in the rocky canon.

February 3: Reached Leroux's Spring.

February 5: Passed Cosnurio Caves. Found heavy snow in the San Francisco Mountain area.

February 17: Passed the pueblo of Zuni. 59

Beale made a second journey along the thirty-fifth parallel during the fall and winter of 1858-59. This was a survey to discover a suitable railroad route. He traveled from Fort Smith, Arkansas, to the Colorado River and was in the Flagstaff area in April, 1859. Writing of regions surveyed, Beale has this to say of Northern Arizona:

Once arrived on the banks of the Little Colorado River, there is before the traveler a wide river bottom, and abundant grass and timber, to the base of the San Francisco Mountain. At this point the road ascends to its greatest elevation, through pine forests and magnificent valleys, and by an ascent so gradual that there is but little appearance of it to the eye. From the San Francisco Mountain to Floyd's Peak the country is... high and rolling, but not hilly. It is nearly equally divided between open plains covered with nutritious grasses, and dense forest of pine, pinon, and cedar. 60

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58 Bonsal, op. cit., p228.
It was about this time that the Mormons began to look southward and to send missionaries into northern Arizona. The Franciscan and Jesuit friars had done the pioneering in southern Arizona. The Mormons performed the same service in the northern part of the state. In both instances the main concern was the conversion of the Indians. In neither case was there any great amount of success.

The Mormon Missionary Jacob Hamblin, sometimes called the "Leather-stocking of the Southwest," made the first Mormon venture into northern Arizona in the fall and winter of 1857. Hamblin was more of a trail blazer than a preacher. He was commissioned directly by President Brigham Young to work among the Indians, and it is known that he was in southern Utah in 1854, when the Mormon Church was looking toward the south for expansion.61

On September 26, 1858, a special conference of Mormon missionaries was held. It was decided at this conference to establish contact with the Hopis and attempt to convert them to the Mormon religion. As an outgrowth of this Hamblin journeyed to the Hopi mesas, arriving there in November, 1858. The Mormons were well received by the Indians and two of the whites were left with the Hopis as

61 McClintock, Mormon Settlement, op. cit., p59.
missionaries. These men, however, were driven out shortly after Hamblin returned to Utah.62

The second Mormon mission to the Hopis left Utah in October, 1859. It was led by Hamblin who had eight men with him. These were: Marion J. Shelton, a linguist who was to stay with the Hopis and teach them English; Thales Haskell, a constant companion of Hamblin on his journeys; Ira Hatch, Benjamin Knell, Isaac Riddle, James Pearce, Taylor Crosby, and John W. Young. This mission had no better success than the first, and the Mormon interest in the Hopis waned for a time.63

On March 16, 1858, while on one of his many journeys, Hamblin and his companions saw the steamboat Explorer at the head of Cottonwood Island in the Colorado River. The boat flew the American flag and mounted cannon. The Mormons thought that it might be a military expedition, or the first boat of an invasion fleet. Hamblin sent Thales Haskell to investigate while the remainder of the party kept out of sight. Haskell managed to get himself taken on board the Explorer, and remained there all night.64

When he rejoined his companions next morning, Haskell informed them that the boat's company was military in

63 Ibid., pp215-220.
64 Ibid., p181.
character just as they had feared. He stated further that men on the boat had exhibited very hostile feelings towards Mormons, and that he had learned that the expedition had been sent out by the United States government to examine the river to learn if an armed force could be taken into southern Utah by this means to subjugate the Mormons should this prove necessary.

This was the Ives expedition which, as has been noted earlier, was engaged in a topographical survey of the Colorado River.

In 1862, Mormon interest in the Hopis revived and Hamblin led another expedition into northern Arizona. The party left Saint George, Utah, in November, 1862, and crossed the Colorado a little south of the Grand Canyon. The fourth night after crossing the river, they camped at a small spring to the northwest of the San Francisco Mountains. On his return journey in late December, Hamblin persuaded three Hopis to accompany him to Salt Lake City.

On March 18, 1863, Hamblin and a party of six left Saint George to return the three Hopis to their homes. They crossed the river at a spot later called Pearce's Ferry. They were met at the crossing by Lewis Greely, nephew of Horace Greely of the New York Tribune. He had a letter of introduction from the Mormon Apostle Erastus Snow, and

65 Ibid., p182.
66 Ibid., p251-254.
accompanied Hamblin to the Hopi towns. From Oraibi the Hamblin party, including Greely, turned southwest in the direction of the San Francisco Peaks. There, six miles west of Leroux Spring they discovered wheel marks of Beale's Road.\(^67\) This spot later became the site of Fort Moroni. It is seven miles northwest of Flagstaff.

Hamblin and his companions followed the Beale Road west until April 28, when they turned north in the direction of Saint George. They arrived there on May 13, 1863, having been absent fifty-six days. The principal results of this particular journey of Hamblin's were the exploration of a practicable, though difficult, wagon road from Saint George to the Little Colorado and the establishment of good relations between the Mormons and the Hopis. In addition, they added to their knowledge of the country through explorations of the country around the San Francisco Mountains.

The first attempt from the north by the Mormon Church to establish colonies within the present limits of Arizona failed. This colonizing expedition, in charge of Horton D. Haight, crossed the Colorado River at Lee's Ferry on May 11, 1873, and broke a new road from the ferry to the Little Colorado River.\(^69\) Below Black Falls the road was blocked


by sand drifts, so an encampment was made and an exploring party went out to find a suitable site for a settlement. After eight days this party returned after traveling 136 miles up the Little Colorado River. They reported that the country was barren, with alkaline soil, poor water, and that there was no suitable place to settle. Upon receiving this news the expedition, which was a sizable one containing 54 wagons, 112 animals, 109 men, 6 women and one child, returned to Utah by way of Lee's Ferry. 70

Following favorable reports of a scouting party sent into northern Arizona in 1875, the Mormon Church sent four companies of 50 men each, with their families, into the area in 1876. These companies were led by Lot Smith, Jesse O. Ballinger, George Lake, and William C. Allen, respectively. 71

The leading teams of this expedition reached Sunset Crossing on the Little Colorado on May 23, 1876. Smith, Lake and Allen continued up the river about twenty miles to a point five miles east of present Saint Joseph. Allen's company settled at this point, calling the settlement Allen's Camp. Later, the camp was moved to a spot about one mile east of Saint Joseph. The name of the settlement was changed on January 21, 1878, to Saint Joseph, after the prophet Joseph Smith. 72.

70 Ibid., p136.
71 Ibid., p138.
72 Ibid., p139.
Lot Smith's company retraced its route and established Sunset, three miles north of Sunset Crossing. Sunset was abandoned completely by 1881.  

Lake's company established itself across the Little Colorado, three miles south and west of Saint Joseph. This settlement was named Obed, and was abandoned by 1878. Ballinger's company located near the present city of Winslow. This settlement was named Brigham City. It was practically abandoned by 1881.

A period of extensive Mormon colonization in northern Arizona followed these first attempts. Moen Copie and Woodruff were established. Tuba City, first called Musha Springs, was founded in 1878. Snowflake was founded in 1878, as was Taylor. Taylor had the name of Bagley when the Mormons arrived there. Wilford and Heber were established in 1883 by settlers from Saint Joseph and other Little Colorado settlements. Moen Copie was vacated by the Mormons in 1900 after payment of $45,000 by the United States Government. This money was divided among the whites according to the value of improvements and acreages. Tuba City was vacated by the Mormons in February, 1903.

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73 Ibid., p143.
74 Ibid., pp140-147.
75 Ibid., pp147-167.
Early in 1877, under the direction of John W. Young, son of Brigham Young, an expedition was sent from Saint Joseph and Sunset to Leroux Spring to lay claim to this important watering place. A small log cabin was built there. It was planned that another cabin would be built at Turkey Tanks on the road to the San Francisco Peaks to be used as a storage icehouse. The Tanks, however, were found to be unsuitable for the cutting of ice, so the icehouse was not built.76

John W. Young moved into the cabin at Leroux Spring in 1881. Young at that time was engaged in railroad work. There were, also, some sixty graders and tie cutters camped just below the spring on flat land, called Leroux Prairie or Leroux Flat.77

In the spring of 1882, reports of Indian raids led to the building of a stockade of double length railroad ties set on end. The camp was inside the stockade which was named Fort Moroni by John Young. Later, Young organized the Moroni Cattle Company here. When the railroad arrived at the site where Flagstaff was to be located, Young had a camp established at the western end of the townsite. Fort Moroni was acquired by the Arizona Cattle Company about 1883. The stockade ties were cut down to fence height and gradually

76 Ibid., p152.
77 Ibid., p153.
disappeared as they were used for firewood. The property eventually passed into the hands of the Babbitt Brothers of Flagstaff. 78

Mormon Mountain, Mormon Dairy, and Mormon Lake are still known by those names. They are located about twenty-eight miles southeast of Flagstaff. Mormon Dairy was established in 1878, by Lot Smith in what was known at Pleasant Valley, about sixty miles west of Sunset. In that year forty-eight men and forty-one women from Sunset and Brigham City were at the Dairy caring for 115 cows and making butter and cheese. Three good log houses had been erected by that time. 79

Seven miles south of Pleasant Valley was the site of the first sawmill in the Flagstaff area. This mill, probably antedated in northern Arizona only by the mill at Prescott, was first erected in the Unkarei Mountains of northwestern Arizona to cut lumber for the new Mormon Temple at Saint George, Utah. It was known as the Mount Trumbull Mill. Mount Trumbull is about fifty miles south of Saint George. 80

It was this mill that was transported in August, 1876, from Mount Trumbull to a location near Mormon Lake and put

78 Ibid.

79 Ibid., p154. The Pleasant Valley referred to here is not the Tonto Basin Pleasant Valley, scene of Tewksbury-Graham war over cattle and sheep pasturages. This is discussed in a later chapter.

80 Ibid.
into operation there. The mill site was named Millville. After the decline of the original Mormon settlements, the mill passed into the possession of W. J. Flake. In the summer of 1882, it was transferred to Pinedale and in 1890, it was taken to Pinetop. In 1921, the mill was located at Lakeside, where part of the original machinery was still in operation.

In the 1850's and 60's the Flagstaff area was inhabited infrequently by sheep herders and cattlemen who occasionally built crude shelters for protection from winter storms. Prior to 1850, trappers and mountain men probably passed through the area, but reliable records of their wanderings are very scarce.

It is known, however, that the Patties, Sylvester and James O., were trapping beaver along the Gila and other streams in 1825. From this region they moved into northern Arizona, and may have been the first Americans to see the Grand Canyon of the Colorado.

Pattie's Narrative states that on February 1, 1825, his party began to ascend the Black (Salt) River. They traveled up this stream to where it divides. At this point the party split into two sections, each traveling up one of the forks of the river. Pattie explored along the northeast

81 Ibid.

fork and returned to the junction where the party was re-united. The entire group traveled along the Gila to the Colorado, which they called the Red River. Turning north, the party followed the Colorado and reached Bill Williams Fork on March 25, 1825. 83

On March 28, Pattie reached a point on the Colorado north of Bill Williams Fork where the mountains bordered so close upon the river that the party was compelled to move away from the river bank. Pattie's party climbed a mountain and traveled along its ridge, "the river still in sight and at an immense depth beneath us." 84

From March 28 to April 10, Pattie and his companions traveled along the ridges of mountains and highlands bordering the Colorado. Pattie states on April 10, they "arrived where the river emerges from these horrid mountains, which so cage it up as to deprive all human beings of the ability to descend to its banks." 85

According to Antoine Leroux, guide of the Whipple and Sitgreaves expeditions, Old Bill Williams was in northern Arizona in 1837. Leroux said that he met Williams, all alone, on the stream that later was called Bill Williams Fork in his honor. Williams was trapping for beaver at the time. Few beavers were to be found due to the dryness of

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84 Ibid., p137.
85 Ibid., p138.
the beaver dams. Leroux reported that after a short time Williams left the area and went north across the Colorado River to disappear into the mountains. 86

Bill Williams Mountain, located near the town of Williams which is about thirty-five miles west of Flagstaff, was named for the famous mountain man by Leroux and R. H. Kern while they were with the Sitgreaves expedition in 1851. 87

About the same time that the Mormons were engaged in establishing settlements in northern Arizona, Judge Samuel W. Cozzens, author of the Marvelous Country, delivered a series of lectures throughout New England. These lectures aroused a great deal of interest in the Southwest. As a result the American Colonization Company was founded with Judge Cozzens as president. Two companies of about fifty men each were dispatched from Boston in 1876. Their destination was a fertile valley in northeastern Arizona. Here they were to set up homesites. 88

At the end of the railroad in northern New Mexico the first party purchased four wagons, a number of mules, and proceeded westward. They reached the valley of their destination, which was in the region of the Little Colorado

86 Alpheus H. Favour, Old Bill Williams, Mountain Man, p107.
87 Ibid.
88 McClintock, op. cit., p149.
River, about June 15, 1876. This party, referred to as the Boston Party, found that the valley they were seeking was already occupied by Mormon colonists, so they continued westward. The second segment of the Boston Party passed through this valley on June 23, 1876.  

The first party camped at the Canyon Diablo crossing and sent a small advance party west. The advance party was made up of Horace E. Mann (later a prospector, miner, and resident of Phoenix), George Lorine (later express agent at Phoenix), a Rhode Islander named Tillinghast, and three others. These men made camp at a small spring just south of the San Francisco Peaks where Flagstaff is now located, and waited for the main party to come up. They hunted and explored and, to pass the time, they cut the limbs from a straight pine tree that was growing by itself near their camp. This was late in June, 1876, and the stripping of the tree of limbs and bark was done merely for occupation, according to the accounts of the men who did it.

After the bark was cut away the tree resembled a flagstaff and it was used for this purpose. A flag belonging to Tillinghast was flown from the stripped tree. The main section of the first party arrived about July 1, and took part

89 Ibid.
90 Ibid., p150.
in the celebration of the centennial Fourth of July that centered around the flagstaff. When the Boston Party quit the area, the tree was left standing.  

One of the leaders of the Boston Party, a Major Maynadier, surveyed a townsite for Flagstaff and each of the members of the party was allotted a tract of land. However, when the second segment of the party joined the first at the future site of Flagstaff, word had been received that mechanics were needed at Prescott and in the nearby mines. Since the wages were six dollars a day the men were eager to get to Prescott. The plan to settle in the area which subsequently became Flagstaff was abandoned. The Boston Party's pine tree flagpole is believed by some to have suggested the name for the present city of Flagstaff.

Arizona remained a part of the Territory of New Mexico until February, 1863, when by act of Congress it became a separate territory. President Abraham Lincoln appointed John A. Gurley of Ohio as governor of the new territory. However, Gurley died on August 18, 1863, and John N. Goodwin of Maine was appointed as his successor on August 21, 1863. Goodwin had been appointed originally as chief justice of the territory and, upon his appointment as governor,

\[91\text{Ibid., p}151.\]
\[92\text{Ibid.}\]
William F. Turner was named chief justice. 93

Governor Goodwin and his party left Fort Leavenworth, Kansas, on September 25, 1863, escorted by troops from Missouri and New Mexico. They crossed the one hundred ninth meridian, which is the eastern boundary of Arizona, December 27, 1863. On December 29, at Navajo Springs, the territorial government of Arizona was formally organized. The vicinity of Fort Whipple, established only a month earlier, was named as the temporary seat of the government. The governor and his party arrived there on January 22, 1864. 94

After the close of the Civil War a vast railroad building program got under way in the United States. Three Pacific railroads were contemplated: the Northern Pacific, along the general line it follows at present; the Union and Central Pacific Railroads, from Omaha to San Francisco; and a southern route through New Mexico and Arizona.

In a report to the stockholders of the Texas Western Railroad in 1855, the estimated cost of various routes to the Pacific was presented by Colonel A. B. Gray who had conducted some surveys in the west. It was estimated by Colonel Gray that a railroad built along the thirty-fifth parallel route from Fort Smith, Arkansas, to San Pedro,

93 H. H. Bancroft, History of Arizona and New Mexico, p521.
94 Ibid., p523.
California, would cost $169,210,265. In comparing the cost of various proposed routes, it was estimated that the thirty-fifth parallel route would be more costly than a road built along the forty-seventh to forty-ninth parallel, or one built along the forty-first to forty-second parallel route. The only route that was considered to be more costly to build than the thirty-fifth parallel route was the route slightly north along the thirty-eighth to the thirty-ninth parallels. The cost of a railroad constructed along this route was thought to be so "great that the road is impracticable."  

In 1867, the railhead of the southern route, called the Kansas Pacific Railroad, reached to Salina, Kansas. A company called the Southern Pacific of California planned to join the Kansas Pacific at the Colorado River, just as the Central Pacific joins the Union Pacific at Ogden, Utah. Since the exact route had not been determined between the Rio Grande River and California, the Kansas Pacific sent their treasurer, General William J. Palmer, to survey and determine the exact route the rails would take. It is to General Palmer and his survey teams that Flagstaff owes its creation, for it was General Palmer who laid out the present

route of the Santa Fe Railroad which passes just south of the San Francisco Mountains.

General Palmer's surveys took place in 1867-68. Those along the thirty-fifth parallel route were conducted by three parties in charge of J. Imbrie Miller, H. R. Holbrook, and Howard Schuyler, respectively. These parties were all under the general direction of Colonel William H. Greenwood. 96

The survey line crossed the "Mogoyan" Range at "Tonto Pass," which is "immediately south of a high extinct volcano, known as the San Francisco Mountain, but whose name for distinction we changed to Mount Agassiz." 97

Palmer's report stated that the best crossing in the "Mogoyan" Range was to "hug up close to the foot of Mount Agassiz." 98 His examinations showed that the waters of Leroux, Antelope, and San Francisco Springs, which before this time had been considered as among the sources of the Verde River, were completely cut off from reaching this river. 99

The report stated, also, that the San Francisco

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97 Ibid., p21.
98 Ibid., p22.
99 Ibid.
Mountains were "well watered" and that on April 1, 1868, Holbrook reported "immense bodies of water running down the sides of Mount Agassiz where, in December last, there was not a drop."\(^{100}\)

The railroad survey in the Flagstaff area followed the general line of the Beale Road. Palmer was able to prove to the directors of the railroad that this was the most practicable, as well as the most scenic, route. However, the Panic of 1873 slowed up transcontinental railroad building so that it was to be a dozen years after the completion of the survey before the ring of the tie cutters' axes was to signal the birth of Flagstaff.

\(^{100}\)Ibid., pp99-101.
CHAPTER II

ESTABLISHMENT AND GROWTH OF FLAGSTAFF, 1876 - 1951

The northern plateau of Arizona lay dormant for many years, except for wandering sheep herders, cattlemen, trappers and Indians, until the railroad ushered in a new era. Flagstaff and some other towns of northern Arizona were either started or revitalized by the iron rails. Flagstaff, founded by the construction crews of the Atlantic and Pacific Railroad in 1880, was an end-of-the railroad town; an assembly point for construction materials in its early days.

On July 27, 1866, the Atlantic and Pacific Railroad was chartered by Congress. It was authorized to locate, construct and equip a continuous railroad and telegraph line that was to begin at Springfield, Missouri, and end at the Pacific Ocean. The route given to this railroad across Arizona was the so-called thirty-fifth parallel route. Flagstaff lies just to the north of the thirty-fifth parallel.

In common with policy prevalent at this time of

1Glenn D. Bradley, The Story of the Santa Fe, pp. 208-209.
granting land to aid in the construction of western railroads, the Atlantic and Pacific Railroad received very substantial grants of public land. The practice of granting every odd section of public land to the extent of twenty alternate sections per mile on each side of the line through territories within a forty mile limit on either side was followed. Ten alternate sections on either side of the line was granted where the road went through states. The usual provisions were made for indemnity or lien lands in case portions of the grant had been taken up before the road was constructed.²

After suffering financial collapse, receivership and reorganization, the Atlantic and Pacific Railroad, although still retaining its name, became a subsidiary of the Santa Fe and the Saint Louis and San Francisco Railroads in 1880.³ In 1890, the Santa Fe Railroad acquired sole control of the Atlantic and Pacific which was then called the Santa Fe Pacific.⁴ In 1902, the Santa Fe Pacific property was deeded to the Atchison, Topeka and Santa Fe Railway Company.


³Bradley, op. cit., pp. 214-216.

However, the residue of the land grant lands was retained by the Santa Fe Pacific.5

By August, 1880, the roadbed of the Atlantic and Pacific had been completed as far as Canyon Diablo. Further to the west various contractors were pushing grading operations rapidly, although hampered by a shortage of labor. The grading work around Flagstaff was handled by John R. Price and Company, one of the largest contractors on the line. The headquarters of this company were located about five miles east of present Flagstaff.6 It was during the summer of 1880, that settlement was made at Antelope Spring by the construction crews. It was this settlement that later became Flagstaff.

On August 31, 1881, the western terminus of the railroad was Sanders, Arizona. The month of August, 1881, had been a bad month for the railroad builders. Washouts were an everyday occurrence and, to add to this trouble, the Apaches went on the warpath. Their depredations were more annoying than damaging, although they did kill some twelve to fifteen people near El Rito, about one hundred twenty-five miles from Sanders.7

5Letter from James P. Reinhold, Assistant to the President, the Atchison, Topeka and Santa Fe Railway System, March 28, 1952.


7Ibid., p. 40.
By December 3, 1881, the rails had reached Brigham City, which was renamed Winslow after General E. F. Winslow, Vice-President and General Manager of the Atlantic and Pacific Railroad and President of the Saint Louis and San Francisco Railroad.  

Canyon Diablo, about twenty-three miles west of Winslow, proved to be the greatest obstacle of all in the construction of the railroad. Building was delayed at this spot for over six months while the gorge was bridged. The Canyon Diablo bridge was finished on July 1, 1882, and the rails pushed ahead at a rate of about two miles a day.

In July, less than a month after Canyon Diablo was crossed, the rails were at Walnut Creek, sixteen miles further west. The rails reached Flagstaff on August 1, 1882.

The track was completed to the bridge site on the Colorado River on June 8, 1883. The road was officially opened to passenger service on October 21, 1883, although the bridge over the river was not completed until the following year.

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8Ibid.

9Ibid., p. 42.

10Letter, Reinhold, op. cit.

THE ATCHISON, TOPEKA AND SANTA FE RAILROAD

IN ARIZONA
As the railroad marched westward it left in its wake a number of towns and settlements. Some of these faded out of existence, some survived. Some both survived and expanded. Flagstaff was one of the settlements that lived and grew.

Although the town was established by the Atlantic and Pacific Railroad in 1880, there were a few scattered settlers in the area prior to this time. The consensus is that the first permanent settlement was made by Thomas F. McMillan in 1876. He selected the location because of the fine spring, already well-known to explorers, trappers and surveyors.\(^{12}\)

John Marshall, Flagstaff Water Superintendent from 1906 to 1926, has this to say about the early settlers:

In about the year 1875, "Bear" Howard and Harry Melbourn were camped in the vicinity of the San Francisco Peaks on a bear hunt. Howard in his search for game tracks drifted into the inner basin canyon, followed the creek in the bottom of the canyon to its source, and found a very large spring. The town of Flagstaff had not yet been established, but the location where it now stands was known as Antelope Park, having been so called by Tom McMillan, John "Slow" Wilson, and the other early settlers. McMillan had a band of sheep in this neighborhood, his ranch being out at what is now known as the Clark Ranch, owned by the City of Flagstaff.\(^{13}\)

Despite the fact that McMillan homesteaded on what is known as the Clark Ranch, he never filed papers on this

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\(^{13}\) The New Half-Million Dollar Community Water System, (Flagstaff, June 18, 1926).
property and never really had possession of it. Around 1880, he moved a few miles north to what is now the vicinity of the Museum of Northern Arizona, and homesteaded there.\textsuperscript{14}

The original McMillan ranch house is still standing. It is located just across Fort Valley Road from the Museum of Northern Arizona and is owned by Doctor Harold S. Colton, Director of the Museum.\textsuperscript{15}

When the original town, consisting mostly of tents, sprang up around Antelope Spring at the foot of Mars Hill, several stores opened for business. As more businesses moved in and the town continued to grow, a need was felt for a post office. One was established on February 21, 1881, with Thomas F. McMillan as postmaster. He never served in this capacity, however, and was succeeded by P. B. "Doc" Brannen on May 23, 1881.\textsuperscript{16} It was in connection with the establishment of the post office that Flagstaff came to be named, according to some sources.

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\textsuperscript{14}Statement by Mrs. George Fleming, daughter of Thomas F. McMillan, personal interview.

\textsuperscript{15}Statement by Clarence T. Pulliam, Flagstaff City Clerk and Treasurer, personal interview.

\textsuperscript{16}Barnes, op. cit., p. 164. McMillan lived about three miles from town, and since he was busy with his ranch and sheep, it was not possible for him to be postmaster. (Statement by Mrs. George Fleming, personal interview.)
\end{flushright}
But, just exactly how the city was named has been a matter of considerable research, long discussion, and little agreement. The only point that seems certain is that the name was derived from a flagstaff. This staff may have been a live, growing pine tree that was stripped of its bark and branches, or it may have been a planted pole. There have been many different opinions expressed by the old time residents of the city as to whether the flagstaff was a tree or a pole, the location of it, the event which caused its preparation or erection, and the date on which it was done.

The explanation most generally accepted is that the so-called Boston Party camped near or on the site of Flagstaff on July 4, 1876. They celebrated the one hundredth anniversary of the signing of the Declaration of Independence around a tall pine tree that had been prepared by some members of the party as a flagstaff. An American flag was hoisted on it on the occasion of the celebration. The tree is supposed to have been standing when the railroad reached the town. Thus the name was suggested.

Some verification of the Boston Party Tree is contained in the following statement by John Marshall:

17 McClintock, Mormon Settlement, op. cit., pp. 149-51. This incident has been covered in detail in Chapter I.

About this time a party of immigrants from Boston came through. Their trail took them near the little spring on the Clark place, where on the Fourth of July, 1876, they celebrated the occasion with a makeshift flag on the old original flagpole which they had improvised at that time. "Slow" Wilson and Gorham A. Bray (first Mayor of Flagstaff) were members of this party. Tom McMillan claims to have buried a nickel at the foot of this flagpole. 19

Mrs. George Fleming, daughter of Thomas F. McMillan, stated that she understood that the flagpole was near the spring on the Clark place, and that her father, who was homesteading there at the time, acted as a sort of host to the Boston Party when they camped there. Mrs. Fleming could offer no explanation as to why her father buried a nickel at the base of the pole, although she thinks that the story is probably true. 20

Since a number of the older residents did not accept the Boston Party explanation, the Flagstaff Chamber of Commerce in July, 1942, appointed a committee to gather all available evidence from documents and informants. Out of the investigation of the Historical Landmarks Committee it became evident that three separate trees were involved: (1) a tree at Old Town Spring, west of Flagstaff; (2) a tree whose stump stood for many years at the foot of


20 Statement by Mrs. George Fleming, Personal interview.
Switzer's Mesa, east of town near the railroad right-of-way; and (3) a tree that stood north of the Flagstaff high school on what is now city property, sometimes called the Clark Ranch. Each of these trees had its claimants as the tree after which the town was named. 21

The Reverend J. T. Pierce, first minister in Flagstaff writes: "I remember very well when I reached Flag in the fall of 1882 of hearing the flagstaff story. It was a young pine tree stripped of all its branches with a pole spliced to its top to which a flag was fastened. It stood close by the spring in Old Town." 22

John Love and some of the other old timers agree to this and add that the pole was spliced on with rawhide thongs and that the flag was a miner's old red shirt to which blue and white stripes had been added. All traces of the stump of this tree had vanished by 1942. 23

The tree east of the town, near the present Shell Oil Company plant, was known by oldsters as the Beale Tree. It,

21Colton, op. cit. The Historical Landmarks Committee had as members: Bert A. Cameron, chairman; L. A. Riordan; C. J. Babbitt; Doctor V. M. Slipher; W. H. Switzer; John Love; Colonel George Hochderffer; Major W. W. Midgley; Doctor Harold S. Colton; Leo Weaver, secretary.

22Coconino Sun, (Flagstaff), March 12, 1929.

23Colton, op. cit., p. 18.
too, is reputed to have been prepared as a flagstaff on the Fourth of July, but in 1859, by a member of Lieutenant Edward F. Beale's party. This party was engaged in building a wagon road from the Rio Grande to the Colorado.  

This tree was still standing in 1887, and was cut down in 1888, by Robert Smith. Smith was a colorful local character who was nicknamed "Old Bismarck." Bismarck Lake is named for him. According to the story, the tree was burned as fuel during the winter of 1888-89, in Sandy Donahue's saloon. In 1940, Colonel George Hochderffer and William H. Switzer located the stump of this tree, dug it up, and sent it to Professor A. E. Douglas at the University of Arizona. They had hoped that the date of the death of the tree might be determined, thus throwing additional light on its history. Doctor Douglas reported that the tree had died about 1890, and that there was a very small ring about 1877, indicating that there had been an injury to it the year before. The Beale Tree, therefore, could have been the one prepared by the Boston Party but not by the Beale expedition. As Mr. Switzer remembered, the tree had all its branches removed and was quite dead when he came to Flagstaff in 1883.  

24 Ibid.  
25 Ibid.
The Beale Tree must have been misnamed, unless there was another Beale in the area. The records show, however, that only one person bearing this name led an expedition through the Flagstaff area. This was Lieutenant Edward F. Beale of the United States Army who made several trips through northern Arizona in the years 1857, 1858, and 1859. His expedition was engaged in building a wagon road and in surveying a route for a railroad. The Beale Road in this region lay close to the mountains and passed about three miles to the north of Flagstaff, or roughly along the thirty-fifth parallel. It was pointed out in the preceding chapter that Beale was not in this region on any Fourth of July. From all accounts the Beale party does not seem to have stopped for any great length of time in the Flagstaff region. Beale, himself, did not visit the site of Flagstaff although several times he passed within a few miles of it. The various records and accounts of Beale's journeys make no mention of preparing a flagstaff.

In 1867 and 1868, General W. J. Palmer's survey teams were in the area determining the proposed line of the Kansas Pacific Railroad. They located the right-of-way along the line of Beale's wagon road, three miles to the north of Flagstaff. In 1867, some members of the survey party

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camped near the site of Flagstaff while exploring canyon country to the south. This party might have stripped one of the trees, although there is neither record nor tradition of the event. However, there are several accounts concerning the activity of engineers in the area with respect to making a flagstaff and naming the town.

Ralph Cameron, old time resident of Flagstaff and former United States Senator from Arizona, believes that the city derived its name from the work done by a party of engineers who were traveling through the region on July 4, 1876. They cut a sapling, peeled the bark from it and used it as a flagstaff. The party did not have an American flag so they hoisted a white flour sack. They then named the location Flagstaff. Cameron stated that the man who cut the sapling was J. A. Wilson who later lived in Prescott for a time. Wilson returned to Flagstaff in the early 1880's and built the stone store for P. J. Brannen.

Billy Beason and Ed McGonigle, early settlers in Flagstaff, agree with Ralph Cameron that the tree was prepared as a flagstaff and that a flag was flown on July 4, 1876. Beason and McGonigle say, however, that the tree was trimmed by the Boston Party. All three men agree that the


28Tape Recording, Radio Station KGPH, (Flagstaff, June, 1951).
tree stood on the railroad right-of-way, on what is known as "Pinky" Taylor's corner on Grand Canyon Avenue. This location is only a few hundred yards from Old Town Spring.

In connection with the removal of the old Santa Fe section house in 1928, the local paper printed the following: "Railroad engineers were the first white men to settle on the present site. The engineers trimmed up the pine tree that made the flagstaff from which afterwards the town was named, and in 1880 workmen made the first settlement in Old Town."30

Charlie Clark, former merchant who came to Flagstaff as a boy in 1883, gives the following version of the flagpole story:

The original flagpole was not far from the first house ever built, a double log cabin built by Bill Hull. It was a short distance northwest of City Park Lake. The flag tree was southwest of the cabin two or three hundred yards. The tree was trimmed by railroad surveyors and a flag was erected on the Fourth. There never was a flagpole at Old Town Spring. Later on there were two others, one in the east part of town and one on the railroad land near Beaver Street, not far from the old G. A. R. Hall.31

29 Statement by Mrs. John J. Britt, daughter of Ed McGonigle, personal interview.
30 Coconino Sun, (Flagstaff), December 14, 1928.
31 Coconino Sun, (Flagstaff), July 5, 1929.
Clark goes on to say that his uncle, John Clark, came into the area in the 1870's, ahead of the railroad. From him and others, including Thomas McMillan and Bill Ashurst, Charlie Clark heard about the original tree.

"I remember when it was cut down," he said, "I think by Johnny Love, who lived with my family for a couple of years. I know to a certainty that that was the original flagpole."32

The third tree mentioned by the Historical Landmarks Committee stood on the Clark Ranch, near the City Pond. It could have been the same tree as the one referred to by Charlie Clark, since it is the same area as the one mentioned by Clark. There seems to be some evidence that this was the tree prepared by members of the Boston Party in late June or early July, 1876, as reported by Horace E. Mann who was a member of the party.33 Bill Hull, another old time resident stated that the Boston Party Tree was near the City Pond.34

There is some question about this flagstaff near the City Pond as to whether it was a tree or a planted pole.

32Ibid.
33McClintock, Mormon Settlement, op. cit., pp. 149-151.
34Colton, op. cit., p. 20.
Frank Hart and Thomas McMillan stated that the flagstaff erected in this area by the Boston Party was not a trimmed tree that was growing there, but a planted pole. The pole stood for several years, Hart and McMillan stated, before rotting off at the ground. This location, according to Hart and McMillan, was known as Flagstaff, so that when the railroad arrived it was only natural to call the new station by that name.\textsuperscript{35}

In connection with this particular staff or pole, there is a story that the pole was dug up by one of the members of the Boston Party to find a gold coin that was supposed to be buried under it. The gold coin is said to have turned out to be a silver quarter of a dollar when exhumed. At this particular site there was a small spring which was used sometimes when Old Town Spring became weak.\textsuperscript{36}

Daniel Campbell, father of former Governor Thos. E. Campbell, has a different version of who created the flagstaff, and when it was done. According to Daniel Campbell, he was on a military expedition that set out from Fort Whipple in 1868. The expedition was commanded by General Devvin. It was the mission of this force to quell hostile Indians and Texas outlaws who were reported to be spreading a reign of terror in the Tonto Basin. The expedition

\textsuperscript{35}Ibid.
\textsuperscript{36}Ibid.
wandered about and, after a time, reached the area that later became the Flagstaff townsite.37

No one lived there then, although a small cabin was found at the foot of Eden Mountain that appeared to have been built several years earlier. Campbell was not able to recall exactly where the tree was located with respect to the present city, nor did he remember it as having been close to a spring. He supposed, however, that there was a spring nearby, or the detachment would not have camped there.39

According to Campbell the tree had been struck by lightning and all the limbs had been chopped off. The bark had been peeled from the tree as well. General Devvin looked at the tree and said, "Well, Flagstaff would be a good name for this locality, don't you think?" Ed Burke, one of the scouts, replied, "Yes, I think that would be all right." "So it was named," Daniel Campbell added.40 This expedition may have been the militia boys that Ed Whipple refers to in his account of the naming of Flagstaff that is given later in this chapter.

37Arizona Daily Star, (Tucson), August 29, 1929.

38This is probably Elden Mountain, which is near Flagstaff. The Evening Bulletin (Miami, Arizona, July 31, 1929), in printing this same account gives the name as Elden Mountain. There is no Eden Mountain near Flagstaff.


40Ibid.
The foregoing accounts are concerned, for the most part, with the erection of the flagstaff which inspired the name of the town. As can be seen there is little agreement on this point. The actual naming of the town, when it was done, and by whom, is a matter of some disagreement, also. Several of the preceding accounts have mentioned that the town was named by the time the railroad arrived at the townsite. There are other stories, however, on this point. Colton reporting the findings of the Historical Landmarks Committee has this to say about the matter.

As the railhead of the Atlantic and Pacific Railroad approached, it became necessary to establish a post office, and since a post office required a name, a group of inhabitants, among whom were Ed Whipple and Marvin Beal, gathered in the store of P. J. Brannen. Various names were proposed. Beal proposed Antelope City, after the spring and valley to the north; Ed Whipple suggested Flagpole, because of the tree with the pole fastened to the top, and Brannen suggested Flagstaff, which was the name decided upon. Thereupon, the committee went into the bar and had a drink to the town of Flagstaff.  

In 1932, however, Ed Whipple had a somewhat different version of the naming of Flagstaff:

I will tell you how the town came to be so named. We were trying to get a post office and had to have a name. The spring to the west was then called Flagpole Spring, and was later known as Old Town Spring. It was named flagpole because a flagpole had been put up some time before by the militia.

41Colton, op. cit.
boys who came through there. It was about fifty feet long and put into the top of the highest pine tree nearest the spring, and laced to the tree by rawhide thongs. "Doc" Brannen finally said, "How about calling it Flagstaff?" We all agreed and so it was named. The original pole fell down shortly after I came here.

The conflict of testimony does not end here. There seems some confusion, too, as to which tree P. J. Brannen, or P. B. "Doc" Brannen, had in mind when the name for the town was suggested. The Historical Landmarks Committee seems to have accepted P. J. Brannen as the one who named the town. Apparently P. J. Brannen accepted it, also, since he wrote Colonel George Hochderffer in 1937, to the effect that when he named the town he had in mind the Beale tree. P. J. Brannen was of the opinion, also, that this tree was located on his quarter section and was not the tree at Old Town Spring, near which P. J. Brannen's store was located.

It has been pointed out that there is no evidence that a member of the Beale expeditions ever prepared a tree as a flagstaff in this area. In fact, the only record of such an event is the one left by the Boston Party, yet the Boston

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42 P. J. Brannen and "Doc" Brannen are two different men. "Doc" Brannen's initials are P. B.

43 Coconino Sun, (Flagstaff), December 7, 1932.

44 Colton, op. cit., p. 21.
Party Tree does not seem to have been considered when Brannen (P. J. or P. B.) named the town, if one then did. Charlie Clark pointed out previously that there was more than one tree that was used as a flagstaff. P. J. Brannen intimates the same thing in his letter to Hochderffer in 1937. The entire issue seems quite confused and inconclusive.

The local newspaper proposed a solution to the problem. It suggested that a sixty foot pine tree be erected in the small park just east of the railroad underpass on Santa Fe Avenue as a memorial flagstaff. This particular site was suggested because it happens to be almost the exact center of the three disputed sites, all of which have been declared to have been the inspiration of the name of the city.

As an interesting sidelight, it is reported that the only other post office in the United States to bear the name Flagstaff is located in the state of Maine. Flagstaff, Maine, and Flagstaff, Arizona, received their names in much the same manner. Benedict Arnold, then a respected general in the Continental Army, was on his way to capture Quebec in 1775. He was snowed in for some time beside a small wilderness lake in what is now Somerset County, Maine. Arnold had a flagpole erected at this camp which stood for

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45 Coconino Sun, (Flagstaff), October 2, 1942.
many years marking the spot where the ill-fated expedition bivouaced. The town that subsequently grew up around this spot was, and still is, called Flagstaff, Maine.\textsuperscript{46}

The early history of Flagstaff, Arizona, is centered around two locations known as Old Town and New Town. The original group of habitations, which were mostly tents, were occupied by the railroad construction crews. This first settlement grew up around Antelope Spring and was called Old Town. The spring came to be called Old Town Spring.

Early railroad towns were wild places. Flagstaff, in 1881, was typical of the towns that sprang up as the railroad pushed west. The residents of Flagstaff at this time were railroaders, tie choppers, gamblers and other hangers-on who followed the march of empire. With a population of two hundred on week days, that doubled on week-ends, the town consisted of about twenty frame buildings and about an equal number of tents. A dance hall, which some called by a harder name, saloons and gambling houses operated full blast from Saturday night until Monday morning. Gun fights were common, and it was usually not safe to go out after dark.\textsuperscript{47}

When the rails reached the settlement in 1882, a depot

\textsuperscript{46}\textit{Barnes, op. cit., p. 164.}

\textsuperscript{47}\textit{Weekly Arizona Democrat}, (Prescott), October 14, 1881.
consisting of two box cars was established on a siding about a half-mile east of Old Town. Alexander T. Cornish was the first railroad agent in Flagstaff. His office was in the box car depot.

A number of residents and businessmen, forseeing a better business location near the depot, moved to this area. From that time, the site near Antelope Spring was called Old Town, and the location near the depot was called New Town.

P. J. Brannen, who was the first to open a business in Old Town, was the first to see the advantages of the new location. He built a stone store, costing about $10,000, opposite the depot. Thus, New Town was started.

There were about six hundred inhabitants in Flagstaff in 1883, with six general stores, a hotel, and a number of saloons. The town, at this time, was described as being as "quiet as a Sunday school class." In the light of later reports this description seems to be something of an overstatement.

48 Arizona Champion, (Flagstaff), January 1, 1887.
49 Star-Citizen, (Tucson), July 1, 1932.
50 Arizona Champion (Flagstaff), January 1, 1887.
51 Ibid.
52 Arizona Champion, (Peach Springs), October 6, 1883.
Following the lead of P. J. Brannen, another store was soon built by a Mr. Hickerson at the new location near the depot. This building was afterwards occupied by James Vail and Company. Others followed at irregular intervals until July, 1884, when Old Town was destroyed by fire. At the time of the fire the principal business concerns in Old Town were: Stanely and Coakley, D. A. Murphy, Jas. Bailey, Adam Conrad, P. Laughlin, Beal Brothers, J. F. Hawks, and John Francis.53

The Old Town fire caused a general migration to New Town. None of the destroyed structures was rebuilt, and the original settlement was abandoned in favor of the more convenient location near the railroad depot. New Town grew rapidly after this until mid-February, 1886.

About 2:30 in the morning of February 14, 1886, a fire was discovered in New Town by John Vining, night telegraph operator at the depot. The discovery was made by Vining when he went out on the platform in front of his office to get some fresh air. He looked toward the west and saw a small tongue of flame coming from what he thought was the post office. It was discovered later that the fire had originated in a Chinese restaurant at the back of a saloon operated by John N. Berry.54

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53 Arizona Champion, (Flagstaff), January 1, 1887.
54 Ibid.
The photograph above is the earliest picture of Flagstaff in existence. It shows Old Town at the foot of Mars Hill.
Flagstaff in 1885

This is a photograph of New Town, which lies half a mile east of Old Town. Old Town, destroyed by fire in 1884, was off to the left of this picture. New Town, also, was destroyed by fire in 1886.
The fire spread rapidly. Within half an hour after it was discovered and the alarm given, the whole block extending from the post office on the corner of Gold Avenue to James Vail's saloon on the corner of San Francisco Avenue was in flames and partially destroyed. The flames then leaped the street and consumed every building in the next block, with the exception of the Brannen Store which had stone walls. This building was completed gutted, however.55

The flames were stopped, apparently, not so much from the efforts of the volunteer fire fighters, but because the fuel was used up. Most of the business section was destroyed. This disaster brought a loss of approximately $100,000 in property and the life of one man William Beddinger. Only two business men had any insurance whatever. These were P. J. Brannen who carried $10,000 in

55Ibid.
insurance, and J. R. Kilpatrick, who had a coverage amounting to $2,900.56

Indignation meetings were held by the local citizenry against the Chinese residents, of whom there was a considerable number. The anger of the citizens was so great that all Chinese were forced to leave town, with the exception of a few who were employed as domestics. These were

56 Ibid. The individual losses, as nearly as could be estimated, are listed as follows:

<table>
<thead>
<tr>
<th>Name</th>
<th>Loss (in $)</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. R. Kilpatrick</td>
<td>10,000</td>
</tr>
<tr>
<td>J. N. Berry</td>
<td>5,000</td>
</tr>
<tr>
<td>D. A. Murphy (merchandise, etc.)</td>
<td>3,000</td>
</tr>
<tr>
<td>Estate of W. Barth (building)</td>
<td>2,000</td>
</tr>
<tr>
<td>G. Hoxworth (building and merchandise)</td>
<td>3,500</td>
</tr>
<tr>
<td>Daggs Brothers</td>
<td>5,000</td>
</tr>
<tr>
<td>Bell and Dahlen (meat market)</td>
<td>1,500</td>
</tr>
<tr>
<td>J. Donahue (bar fixtures)</td>
<td>1,500</td>
</tr>
<tr>
<td>N. H. Grove (hotel furniture)</td>
<td>1,500</td>
</tr>
<tr>
<td>J. W. Gray (saddler)</td>
<td>1,000</td>
</tr>
<tr>
<td>Gonzales Building</td>
<td>1,500</td>
</tr>
<tr>
<td>Murphy and Oden (building)</td>
<td>800</td>
</tr>
<tr>
<td>Cal David (liquors)</td>
<td>400</td>
</tr>
<tr>
<td>J. W. Hill (building and fixtures)</td>
<td>4,000</td>
</tr>
<tr>
<td>Andy Munn and Company (billiard tables)</td>
<td>1,500</td>
</tr>
<tr>
<td>John Sanderson (merchandise)</td>
<td>2,500</td>
</tr>
<tr>
<td>Prentiss and Vail (liquors and bar fixtures)</td>
<td>1,500</td>
</tr>
<tr>
<td>James Vail (liquors and bar fixtures)</td>
<td>1,500</td>
</tr>
<tr>
<td>Brannen &amp; Co. (building and merchandise)</td>
<td>40,000</td>
</tr>
<tr>
<td>S. F. Shannon (liquors, etc.)</td>
<td>500</td>
</tr>
<tr>
<td>Doctor Brannen (building &amp; office furniture)</td>
<td>1,500</td>
</tr>
<tr>
<td>R. S. Foster (building)</td>
<td>700</td>
</tr>
<tr>
<td>J. F. Hawks (building and stock)</td>
<td>2,700</td>
</tr>
<tr>
<td>J. A. Marshall (building and furniture)</td>
<td>700</td>
</tr>
<tr>
<td>Champion Publishing Company</td>
<td>750</td>
</tr>
<tr>
<td>N. L. Dykes (building and furniture)</td>
<td>200</td>
</tr>
<tr>
<td>W. G. Stewart (furniture, etc.)</td>
<td>250</td>
</tr>
<tr>
<td>Harry Reed (building)</td>
<td>1,000</td>
</tr>
</tbody>
</table>
permitted to remain only until female domestics could be obtained to replace them. However, the banishment of every Chinese was never accomplished and, after the anger of the citizens who blamed the Chinese for the fire had cooled, most of those who had been forced to leave town returned.

Fires were a constant menace to the town in its earlier years. Also, it seems that fires and Chinese restaurant operators had a definite connection, at least in the minds of early Flagstaff businessmen. This is brought out by an article in the local paper. It seems that there was a rather general feeling among the whites that Chinese had deliberately tried to burn the town in 1887. This fire, whether started deliberately or not, was discovered early in the back part of the restaurant of Sim Lee on Railroad Avenue. The blaze was extinguished quickly and little damage was done. The white citizens appointed a "Committee on the Chinese Question," with P. J. Brannen as chairman. The committee adopted a resolution, quoted in part as follows: "We earnestly solicit and request all Chinese engaged in business in our town to close their respective places of trade, and for all time hereafter abstain from all further business in the town."

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57 Ibid.

58 Arizona Champion, (Flagstaff), August 21, 1887.
Another fire of major proportions destroyed the Atlantic and Pacific depot in July, 1889. The depot burned to the ground, destroying some $50,000 worth of wool and other goods.59

In November, 1892, there were two more fires of serious proportions that occurred within several days of each other. The first totally destroyed Powell's Opera House which had been finished only the year before. This was a social as well as an economic blow, since the Opera House was the only auditorium in town that was equipped with stage scenery and fixtures. Too, it had become a favorite place for holiday dances. The fire caused a loss of $4,500, of which $3,000 was insured.60

A few nights later fire broke out in the rear of Dick Knight's saloon. It spread rapidly and in a few minutes the entire row of wooden buildings was in flames. This whole section, known as "wooden row," was destroyed. The buildings were owned by Babbitt Brothers, G. F. Manning, Thomas Drum, E. R. and W. C. Bayless, J. F. Daggs, Julius Abineau, and Mrs. Emma Gonzales. The loss totaled over $10,000, about half of which was insured.61

59 *Arizona Champion*, (Flagstaff), July 7, 1889.
60 *Coconino Sun*, (Flagstaff), November 24, 1892.
It is very evident that the early businessmen of Flagstaff had faith in the ultimate growth and prosperity of the town. Despite many predictions that the town would never be rebuilt after the great fire of February, 1886, within one year more than sixty new buildings had been constructed to replace the twenty-odd that were destroyed by the fire. 62

There is evidence, also, from issues of the local paper of this period that Flagstaff was not quite as "quiet as a Sunday school class." To the contrary it was infested with a number of undesirable inhabitants, and shootings, killings and gambling flourished virtually unchecked. The paper attempted to campaign against this condition by printing articles such as the following: "Flagstaff is at present inflicted with a number of cut-throats, some of whom are wanted for crimes elsewhere, ostensibly 'tin-horn gamblers' by profession, who ought to be ordered out of town and not stand upon the order of their going." 63

That this state of affairs existed was brought out, also, in a panel discussion among four of the old-time residents who said that it was "tradition to find a dead Indian on the street on Sunday mornings." The members of the panel stated, too, that hangings and killings were commonplace. 64

62 Arizona Champion, (Flagstaff), January 1, 1887.
63 Arizona Champion, (Flagstaff), June 13, 1885.
64 Tape Recording, Radio Station KGPH, (Flagstaff), February 11, 1951. (Panel members: Mrs. M. J. Riordan, Mrs. John J. Britt, Mrs. Balzar Hawk, and Mrs. Mary Rodriguez.)
One of the more notable shooting affrays resulted in the death of John Berry, in the back of whose saloon the fire of February, 1886, originated. Berry, so the story goes, attempted to break up a bar-room brawl in his establishment between George and William Hawks and a cowboy named "Lamb." Berry was shot and killed and the Hawks brothers were jailed for the killing. A mob broke into the jail and shot them to avenge Berry's death.  

Professional men, of an entirely different category, early made their appearance in Flagstaff. Doctor D. J. Brannen arrived in 1882, and Doctor P. G. Cornish in 1885. The Reverend J. T. Pierce was the first minister in the town, arriving in the fall of 1882. By January 1, 1887, there were four lawyers practising in Flagstaff. H. J. Miller seems to be the first lawyer to set up a practise there. He was followed by W. G. Stewart, T. G. Norris, and Henry Clay Burke.

The town officials who took office in November, 1886, were George H. Tinker and J. Y. Crothers, Justices of the Peace, and E. F. Odell and J. J. Donahue, Constables. The railroad officials in Flagstaff in 1887, were G. Fitzgerald, station agent, day telegraph operator and agent for Wells

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65 Arizona Champion, (Flagstaff), January 22, 1887.

66 Arizona Champion, (Flagstaff), January 1, 1887.
Fargo and Company, and J. C. Vining, who was in charge of the night telegraph. 67

A newspaper was established in the town in 1883. It was named the Arizona Champion, and was first published in Peach Springs, Arizona, in 1882. The first twenty issues of the paper, a weekly, were published in Peach Springs. The first issue of the paper in Flagstaff occurred on February 2, 1883. A. E. Fay was the editor from 1882, to September 26, 1885. J. W. Spafford became editor on October 3, 1885, and remained until March 20, 1886, when George H. Tinker assumed the post. The editorship was taken over by C. M. Funstan in May, 1891, when the name of the paper was changed to the Coconino Sun. 68 The last issue of the Arizona Champion was made on May 23, 1891. 69

The Coconino Sun merged with another Flagstaff paper, the Flagstaff Democrat, which originated in 1889. The new paper went under the name of the Flagstaff Sun-Democrat. The editors were J. E. Jones and D. F. Jackson from December, 1896, when the merger took place, to September, 1897. At that time, R. H. Jones replaced Jackson as one of the editors. The title of the paper was changed back to the

67 Ibid.


69 Arizona Champion, (Flagstaff), May 23, 1891.
Coconino Sun in 1898. C. M. Funston returned as editor and publisher at that time and remained until 1908. The paper was sold in 1908, to Fred S. Breen who became its editor and publisher. He directed the paper until February, 1932. A succession of editors followed the long term of Breen. The present editor, Paul F. Jaeger, assumed control of the paper in 1948.\textsuperscript{70}

A number of other papers were established in Flagstaff from time to time. These include: the Flag, the Flagstaff Gem, and the Frisco Signal. These enterprises were short-lived and mostly had faded out of existence before the turn of the century.\textsuperscript{71} In 1946, a daily paper, the Arizona Daily Sun, began publication and replaced the Coconino Sun as the principal newspaper in the city. The Coconino Sun is still published as a weekly, however. Both papers are edited and published by Paul F. Jaeger at the present time.

The Coconino Sun stated that the first newspaper in Flagstaff was named the Flag, and that it was issued first on October 25, 1883. The editor of the Flag was Henry Reed and the manager was Charles W. Rainhard. The paper was eight pages in length, three columns to the page. The office and plant were destroyed in the Old Town fire of 1884, and

\textsuperscript{70} Lutrell, \textit{op. cit.}

\textsuperscript{71} Ibid., pp. 20-21.
the Champion, later the Coconino Sun, was started on the rebuilding of the town by C. H. Fay.\textsuperscript{72}

Lutrell states that the Flag was established in 1883, as a weekly, and Henry and Frank Reed were the publishers. This information is from a statement by Henry Reed in the Holbrook Times, May 17, 1884. Lutrell states, also, that no issues of the Flag have been located.\textsuperscript{73}

As the years went by various scientific institutions selected Flagstaff as the base of their operations. In 1894, Flagstaff was chosen as the site of an observatory by Doctor Percival Lowell of Massachusetts. The observatory was located on a high hill in what is now a section of the western part of the city. The hill came to be called Mars Hill because of Lowell's studies of the planet Mars. Near the foot of this hill is Old Town Spring. The observatory grounds include some seven hundred acres of land covered by pine forest. The various buildings of the plant are scattered through it. The equipment includes two large telescopes, one a forty-two inch reflecting instrument, several small telescopes, and complete photographic and spectroscopic equipment.\textsuperscript{74}

\textsuperscript{72}Coconino Sun, (Flagstaff), November 25, 1927.
\textsuperscript{73}Lutrell, op. cit.
\textsuperscript{74}Star-Citizen, (Tucson), June 20, 1938.
The Lowell Observatory, which was well-known and even noted to science, literally leaped to fame and public knowledge in 1930 when its scientists and photographers discovered Pluto, the newest planet in our solar system beyond Neptune. Doctor V. M. Slipher, director of the Lowell Observatory at the time of the discovery of the new planet, said that Pluto was mathematically predicted in 1905 by Doctor Lowell. Slipher said, also, that the discovery of the planet was no accident, but was a direct result of the research program inaugurated in 1905 by Lowell in connection with his "theoretical work on the dynamical evidence of a planet beyond Neptune." 75

The actual discovery of Pluto was made by C. W. Tombaugh, an assistant on the Observatory staff. He discovered evidence of a new planet when he developed photographs of the heavens taken on February 18, 1930. 76 The Lowell Observatory at Flagstaff, through this discovery, will be renowned always as having widened the area of man's knowledge of the universe.

Another scientific institution located in Flagstaff is the Museum of Northern Arizona. It was organized in 1928 by Doctor Harold S. Colton and his wife, Mary Russell Colton. The Museum was housed in the Flagstaff Woman's Club Building

75 Star-Citizen, (Tucson), March 22, 1930.
76 Star-Citizen, (Tucson), March 14, 1930.
from 1928 to 1935.77

In 1934, construction was begun on a building to house the museum. The new location was two miles northwest of the city on the Fort Valley Road, which is its present location. The Museum building, which cost about $100,000, was built on a twenty-eight acre tract of land. The land was a gift to the Northern Arizona Society of Science and Art, which sponsors the Museum, by Mrs. Colton, the Museum's curator of art.78

The work of the Society of Science and Art and the Museum of Northern Arizona is to preserve objects of history and tradition in the southwest, particularly of northern Arizona. These organizations study and record ancient and modern archeology, anthropology, dendro-chronology, geology, biology, art, and ethnology. Their aim is to promote local and general interest in and knowledge of the sciences mentioned above. Many of their findings on these subjects are published.79

The Museum of Northern Arizona is now regarded as one of the most important in Arizona. Doctor Colton still is its director.

Still another scientific establishment in the immediate

77 Coconino Sun, (Flagstaff), October 5, 1934.
78 Ibid.
79 Ibid.
Flagstaff area is the Fort Valley Forest Experimental Station. This is a federal government project, and was the first of its kind in the United States.  

The station was set up in Fort Valley, a few miles northwest of the city, in August, 1908. This was the same year that the Coconino Forest was created with headquarters in Flagstaff. The object of the experimental station was to carry out forest investigations relating to the natural reproduction of western yellow pine.

One of the biggest forest problems in the southwest at the time the experimental station was established was how to reforest with western yellow pine. The problem arose due to the difficulties of perpetuating this species. Attempts at reforestation in Arizona and New Mexico were failures prior to 1910. Investigations and experiments conducted by the Fort Valley Station showed that success in this problem could be attained by setting out nursery transplants, rather than by seeding an area directly.

From November, 1916, to January 1, 1920, a series of six instrument stations were established and maintained at various altitudes, ranging from the woodland at 5,100 feet elevation to the timber line at 11,500 feet. Continuous

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80 Statement by J. F. Arnold, member of the staff, Southwestern Forest and Range Experiment Stations, personal interview.

81 Arizona Republican, (Phoenix), November 4, 1920.

82 Ibid.
records of air temperature, soil temperature, precipitation, evaporation, and wind direction and velocity were taken. These findings proved very valuable in many fields.\(^{83}\)

The Fort Valley Station still is in operation and conducting experiments concerning the pine tree native to the Flagstaff area, the ponderosa pine which is another name for western yellow pine. Today, the station is one of several in Arizona and New Mexico that is administered by the Southwestern Forest and Range Experiment Stations whose headquarters are in Tucson.\(^{84}\)

It was a well-known fact that the San Francisco Peaks were volcanic in origin, but were supposed to be completely dormant. However, on several occasions there was some questions as to whether they were as inactive as they were assumed to be. Several earthquake shocks in Flagstaff and vicinity caused widespread fear that the peaks might start erupting.

The first earthquake occurred in February, 1892. Although no damage was recorded, tremors were felt as far east as Winslow and as far west as Williams.\(^{85}\)

Two other distinct earthquakes were noted on January 27, 1906. The first, of one minute duration, occurred at

\(^{83}\)Ibid.

\(^{84}\)Statement by J. F. Arnold, personal interview.

\(^{85}\)Coconino Sun, (Flagstaff), February 4, 1892.
1:32 p. m. The second was less violent and happened at 7:30 in the evening of the same day. As in the case of the 1892 earthquake, no damage was recorded resulting from the latter two tremors. 86  

Flagstaff grew steadily, if not spectacularly, and in 1891, the population was about 1500 people, according to the local paper. 87 In view of the following tabulation, this seems to be an over-generous estimate.

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1900</td>
<td>1,271</td>
</tr>
<tr>
<td>1910</td>
<td>1,633</td>
</tr>
<tr>
<td>1920</td>
<td>3,186</td>
</tr>
<tr>
<td>1930</td>
<td>3,891</td>
</tr>
<tr>
<td>1940</td>
<td>5,080</td>
</tr>
<tr>
<td>1950</td>
<td>7,663</td>
</tr>
</tbody>
</table>

Today, Flagstaff ranks eighth in size among the cities of Arizona, being about the same size as Tempe and slightly larger than Prescott. It has 2.501 per cent of the entire population of the state. A comparison of property tax rates in cities of the state shows that the rate in Flagstaff, which was 7.19 in 1950, is among the lowest. 88

The growth of facilities and the development of

86 Coconino Sun, (Flagstaff), January 27, 1906.
87 Coconino Sun, (Flagstaff), September 12, 1891.
88 Census of the United States, Twelfth to Seventeenth, inclusive, 1900 through 1950.
residential areas have kept pace with the increase in population. Flagstaff has grown from the one-street hamlet of the early 1880's, to a medium sized city, as can be seen by the map and picture on the following pages. New buildings and improvement to existing structures are going on constantly to mark the continued growth of the city.

Because of its cultural and scientific contributions, Flagstaff was chosen as the name of a new cruiser for the United States Navy during World War II. Mrs. George Fleming, daughter of Thomas F. McMillan, the first permanent settler within the townsite of Flagstaff, was given the honor of christening the cruiser Flagstaff. She performed the ceremony at Wilmington, California, in December, 1944.  

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90 Statement by Mrs. George Fleming, personal interview.
The San Francisco Peaks are shown in the background.
CHAPTER III

CIVIC AND SOCIAL PROGRESS, 1891 - 1951

The continued growth of Flagstaff brought with it problems of government. Originally, Flagstaff was in Yavapai County, one of the four counties in Arizona when it became a territory of the United States. The territorial capital, at that time, was Prescott. Also, Prescott was the county seat of Yavapai County. As it became increasingly necessary for residents of Flagstaff to make the long, dangerous journey to the county seat, agitation arose to create a new county with Flagstaff as the seat. This was accomplished in 1891, when the Sixteenth Territorial Legislature divided Yavapai County so as to create Coconino County out of part of the original one. The background of this fight that resulted in the creation of the new county was given in a radio interview with former United States Senator Ralph Cameron of Flagstaff. Cameron was one of the leaders in the campaign to create a new county.

According to Cameron, Flagstaff people were given more than their share of jury duty. Since court was held in Prescott, the people from Flagstaff had to make the trip there, paying their own travel and maintenance expenses.
ARIZONA TERRITORY - 1864
Showing the Four Original Counties
Jurors in those days were payed two dollars a day, and since it cost at least five dollars a day to live in Prescott it was quite a sacrifice for the people of Flagstaff to serve on a jury.¹

During a rather heated argument with the judge of the court, Cameron asserted that he was not coming back to Prescott to serve on a jury again. When he returned to Flagstaff, Cameron formed a committee of five men who had as their purpose the creation of a new county with Flagstaff as the county seat. The committee members, in addition to Cameron, were: David Babbitt, head of the Babbitt Brothers Company; J. F. Daggs, one of the largest sheep ranchers in the territory; J. H. Hoskins, Jr., cashier of the Central Arizona Bank of Flagstaff; James Vail, local merchant; and a Mr. Acker, a cattle rancher.²

The committee, after about two hours conversation, agreed to put up $10,000 to finance the campaign. The campaign was very successful and resulted in the creation of Coconino County, according to Cameron.³

¹Tape Recording, Radio Station, KGPH, (Flagstaff), June, 1951.
²Ibid.
³Ibid.
NORTHERN ARIZONA TERRITORY - 1891

Showing Coconino County with Flagstaff as the County Seat
When the new county was organized and before elections were held to select the county officials, Cameron was appointed sheriff of Coconino County. He served until the election, about four months, when he was defeated for the office of sheriff by John Francis.  

Flagstaff decided to incorporate as a town as early as 1887. This decision was reached at a public town meeting in June of that year. Action was deferred, however, to await codification of the laws of the territory.  

The original townsite of Flagstaff was the south half of the section 16, Township 21, Range 7, east, Gila and Salt River Meridian, as surveyed and plotted by F. B. Jacobs in June and August, 1889. However, when the citizens of Flagstaff decided to take action to incorporate in 1894, the petition to incorporate set forth the town limits as follows: "southwest quarter of Section 15; northwest quarter of Section 22; eastern half of Section 21; south half of Section 16 of Township 21, Range 7 east of the Gila and Salt River meridian."  

The petition to incorporate contained 157 signatures

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4 Ibid.
5 *Arizona Champion*, (Flagstaff), June 25, 1887.
6 *Book 1 of Townsites*, Records of Yavapai County, Arizona, (Prescott), January 24, 1890.
7 *Document Number X 1*, City of Flagstaff, May 26, 1894.
of taxpaying citizens of Flagstaff. Many of the old-time residents signed, including T. F. McMillan, John Clark, Gorham A. Bray, J. F. Daggs, T. A. and D. M. Riordan, C. J., David and George Babbitt. The petition was presented to Coconino County Board of Supervisors on April 17, 1894.  

The Board of Supervisors granted the petition on May 26, 1894, thus creating the town of Flagstaff. The metes and bounds of the town as established by the Board of Supervisors were the same as those contained in the petition to incorporate. The members of the Coconino County Board of Supervisors at that time were: A. A. Dutton, Chairman, T. F. McMillan, member, and C. A. Bush, clerk.  

The lands in Sections 15 and 21 were obtained from the Atlantic and Pacific Railroad by individual purchasers. The city purchased no land from the railroad. Lands in Sections 16 and 22 were obtained from the federal government through homesteading or purchasing through the probate court. Land in Sections 15 and 21 which became incorporated into the city after June, 1897, was obtained from

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8 Ibid.

9 Original Minute Book, Coconino County, (Flagstaff), May 26, 1894, p. 193.

10 Statement by Clarence T. Pulliam, Flagstaff City Clerk and Treasurer, personal interview.
the Santa Fe Pacific Railroad Company, or from private owners who had purchased the land from the railroad.\textsuperscript{11}

The first town council was appointed by the Board of Supervisors on May 26, 1894. The members of this council were: Gorham A. Bray, Peter J. Brannen, James A. Vail, John T. Daggs, and David Babbitt.\textsuperscript{12} At the first meeting of this council, Gorham A. Bray was appointed Mayor of Flagstaff, E. S. Clark was appointed Town Clerk, and W. C. "Bill" Bayless was appointed Town Marshal.\textsuperscript{13}

On August 9, 1926, the Common Council of the Town of Flagstaff adopted the resolution that the status of Flagstaff be changed from that of a town to that of a city, and that the resolution should take effect thirty days from that date. The members of the council at that time were: I. E. Koch, Mayor, J. J. Waldhaus, D. L. Hogan, J. D. Tissaw, Herbert Babbitt, K. J. Nackard, and William Beeson.\textsuperscript{14}

At the time this action was taken (1926) a town could incorporate merely by the decision of the council of the town, after the town had reached a population of 3,000

\textsuperscript{11}Letter, Reinhold.

\textsuperscript{12}Original Minute Book, p. 193.

\textsuperscript{13}Minutes of Town Council, (Flagstaff), June 4, 1894.

\textsuperscript{14}Resolution Book, Minutes of the Town Council, (Flagstaff), August 9, 1926, Resolution Number 154.
Today, Flagstaff is governed by a mayor and seven councilmen. The councilmen are elected officials. The mayor is a councilman who is appointed to his office by the city council. The Flagstaff Police Department, at present, has nine full time police officers. Their equipment includes three cars with radio receivers. The Coconino County Sheriff's Office provides twenty-four hour service from its headquarters in Flagstaff. The personnel of the sheriff's office includes seven deputies, in addition to the sheriff himself. Four state patrolmen, also, are stationed at Flagstaff.

As the city was plagued by fire in its early days, it has been plagued by lack of a dependable and consistent supply of water, also. Old Town Spring was not adequate to supply the town, even in very early years. Water was hard to get and was hauled in barrels to the people of the town from Leroux Spring during the years from 1883 to 1898. A Mr. Van Deren was one of those who sold the water, the price depending upon the amount available. When water was comparatively plentiful in Old Town Spring, the price was twenty-five cents a barrel. As the supply grew less, the

15 Civil Code, Revised Statutes of Arizona, 1913, Chapter II, Title 7, p. 641.
price advanced to fifty cents a barrel. When Old Town Spring was almost dry, the price of a barrel of water advanced to a dollar and even reached one dollar and fifty cents on occasion.\textsuperscript{17} Washday during these years was a real problem. Mrs. M. J. Riordan recalls an incident in her life that bears this out.

One evening Mrs. Riordan's husband asked her if she planned to wash clothes the next day. When she replied that she did, he told her to wake him about two o'clock the next morning so that he could get some water from Old Town Spring before other people got all the water that had flowed into the spring during the night. At two o'clock the following morning, Mrs. Riordan accompanied her husband to the spring. Each carried two buckets. They arrived just in time to see another couple departing with dripping buckets. Only a few cups of water remained in the spring. Mrs. Riordan did not do the family wash that day.\textsuperscript{18}

An enterprising citizen of early Flagstaff, a Mr. Rumsey by name undertook to obtain a monopoly on the water of Old Town Spring by fencing it and laying claim to it. The following article tells the outcome of this enterprise:

\textsuperscript{17}Coconino Sun, (Flagstaff), November 25, 1927.

\textsuperscript{18}Tape Recording, Radio Station KGPH, (Flagstaff), February 14, 1951, panel discussion.
Mr. Rumsey of Old Town got into trouble this week by shutting off Flagstaff's water supply. He fenced Antelope (Old Town) Spring by placing logs around it. He was arrested, but a compromise was affected and he was released by paying the cost of suit and promising to remove the obstructions from the spring.  

Mention is made of an attempt by the citizens of Flagstaff to form a stock company to improve Old Town Spring, provide water storage tanks, and pipe water through part of the town. At a town meeting in March, 1888, it was proposed that a public corporation be formed so that all who wanted to could share in the benefits, and profits, of the project. It is reported that the citizens present at this meeting provided enough money so that work on the project was started at once. There is no record of its completion.  

When the railroad reached Flagstaff it obtained water by building a pipeline about eight and one-half miles southwestward to O'Neill Springs. This was done in December, 1882. This supply was supplemented by artesian wells and by hauling water from other stations along the railroad. Following incorporation as a town in 1894, a dependable water supply became a serious problem because of the

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19 Arizona Champion, (Flagstaff), March 14, 1885.
20 Arizona Champion, (Flagstaff), March 25, 1888.
increase in population accompanied by a material increase in railroad business.\textsuperscript{21}

The first real progress toward solving the water problem was made in 1898, when Mayor Julius Abineau engaged railroad company engineers to make a survey regarding a water system. This led to the development of the Jack Smith Springs territory, located about ten miles north of the town in the San Francisco Mountains. The main springs were located on Section 27 in Township 23, north, Range 7 east, Gila and Salt River Meridian. This particular section was owned by the railroad by virtue of the land grant provisions of the Atlantic and Pacific Railroad Act of 1866.\textsuperscript{22}

The town and the railroad were involved in considerable litigation over the ownership of the Jack Smith Spring. Both parties lay claim to it. The railroad based its claim on the land grant provisions of its charter. The town based its claim on the fact that it had bought the spring from owners other than the railroad.

In 1893, Jack Smith and Jim Lamport located the spring and they named it the Jack Smith Spring. Lamport sold his interest in the spring to Smith, who later gave a half

\textsuperscript{21}Letter, Reinhold.

\textsuperscript{22}Ibid.
interest in it to his wife. She divorced Jack Smith a few years later and married a man by the name of Joe Treat. Jack Smith, meanwhile, had sold his interest in the spring to H. C. Lockett, and Mrs. Treat and Lockett sold their entire interest to the Jack Smith Spring to the town in 1898, for the sum of $1,400.23

The controversy was resolved when, on July 31, 1898, the town contracted with the railroad that in consideration of the railroad's leasing of Section 27 to the town, the town would construct a pipeline, reservoir, and distributing system and pay the railroad $100 per year. The railroad was to purchase 75,000 gallons of water a day from the town at a cost of $2,500 a year, plus seven cents per thousand gallons for any excess over 75,000 gallons.24

In 1898, too, a bond election was held and $95,000 was voted by the townspeople to construct a water works. Later an additional $10,500 was voted to finish the project which included a reservoir and a six-inch pipeline. An eight-inch line was laid in 1899, and 300 service connections were made. A four-inch line from the Flagstaff and Snowslide Springs to the reservoir was laid in 1900.25

23 The New Half-Million Dollar Community Water System, (Flagstaff), June 18, 1925.
24 Letter, Reinhold.
25 Coconino Sun, (Flagstaff), November 25, 1927.
An addition to the water system was made in 1903, when Lake Mary was created southeast of the city. The construction of the lake was a project of the Arizona Lumber and Timber Company which spent $50,000 on its own initiative to build the dam. The lake was named for Mary Riordan, oldest daughter of T. A. Riordan, president of the Arizona Lumber and Timber Company.\(^{26}\)

The first sailboat in Arizona was operated on Lake Mary in April, 1905. It was built by the Arizona Lumber and Timber Company and was twenty feet long by five feet wide. It carried seventy feet of canvas. The boat was christened the "Illina," and was launched by T. A. Riordan.\(^{27}\)

As the population of Flagstaff increased further, the water supply became inadequate again and, about 1912, the town sought to condemn the entire water supply for domestic use, and brought suit in the courts in an effort to accomplish this. The railroad sought to settle the suit out of court and an agreement was reached. In a contract dated March 3, 1914, between the town and the railroad, the railroad was to construct a new 50,000,000 gallon reservoir at its own expense. The new reservoir was to be

\(^{26}\)Ibid.

\(^{27}\)Coconino Sun, (Flagstaff), April 20, 1905.
constructed about three miles north of the town, just below the town's old reservoir which was constructed in 1898.

The railroad, also, was to lay at its own cost, new pipelines from the Jack Smith Springs to the new reservoir and to acquire additional lands as necessary. All taxes and assessments were to be paid by the town on the water facilities. 28

The railroad constructed the new reservoir and pipeline at a cost of about $235,000 and turned them over to the town for operation. Under the terms of the contract the railroad paid seventy-five dollars per month until $4500, the cost of the additional land, was paid. After this was paid, the railroad continued to pay the same amount per month to the town. The town agreed to use this money toward paying off its bonded indebtedness at a rate of not less than $2500 per annum. The railroad was given the right to 200,000 gallons per day of free water and a right to use water in excess of the free amount at a rate of eight cents per thousand gallons. This excess of water of the free amount was limited under certain conditions by the amount in storage and to a certain percentage of the total consumption. The contract, also, gave the railroad a ten year option of constructing an additional reservoir to catch the overflow from the existing reservoir, and for

28 Letter, Reinhold.
such excess water, "which was ordinarily wasted," the railroad was to pay the town three cents per 1,000 gallons.\textsuperscript{29}

The railroad agreed to convey to the town the lands and water rights necessary for the water system as soon as the condemnation action was dismissed and the town had begun delivering water to the railroad from the new reservoir. The contract provided further that if the town failed to carry out its part of the contract, these lands and water rights would revert to the railroad which would then sell the town not more than 300,000 gallons per day at a rate of fifteen cents per 1,000 gallons. The railroad would retain the rest of the water for its own use. Another provision of the 1914 contract was that at the end of twenty-five years (March 3, 1939) or thereafter, the town had the option of purchasing all the improvements made by the railroad, with a provision that the town would furnish the railroad with 200,000 gallons of water per day at a rate up to fifteen cents per 1,000 gallons.\textsuperscript{30}

Under this arrangement the water supply was ample until 1919, when again periods of water shortage were experienced. With further increases in population the town officials began considering various ideas for increasing

\textsuperscript{29}\textit{Ibid.}
\textsuperscript{30}\textit{Ibid.}
the water supply, particularly the storage facilities. In 1922, the town employed consulting engineers from Kansas City, Missouri, to make an investigation. It was found that of the quantities of water available at the springs, only sixty-five per cent was sold while the other thirty-five per cent was unaccounted for or wasted. These engineers recommended further development of the Jack Smith Springs as the best available source of water. An additional 50,000,000 gallon reservoir and larger additional pipelines were recommended, as well as improvements in the town's distribution system. 31

The railroad did not exercise its option to build an additional reservoir to catch the overflow as the cost would have been excessive compared with the quantity of water it would make available. Too, the sentiment of the people of Flagstaff was against it as its construction would further increase the town's debt to the railroad without materially benefiting the town. 32

Negotiations between the railroad and the town officials resulted in a revision of the contract of 1914. The revision was dated November 17, 1924. The provision of the 1914 contract giving the town the option to purchase

31 Ibid.
32 Ibid.
the water system was amended so that the town could exercise this option at once instead of waiting for the end of the twenty-five period. The price was fixed at $235,567.14. The town agreed to pay $1250 per month on this principal while the interest on deferred payments was to be paid out of the proceeds from water delivered to the railway. The town agreed, at its own expense, to build and maintain the additional reservoir and pipelines necessary to meet the needs of both the town and the railroad. Until the debt was fully paid, the railroad was to have the right to take 300,000 gallons of water per day at the rate of twenty cents per 1000 gallons. After the debt was paid, the railroad was allowed to purchase up to 400,000 gallons per day at the same rate, within a limit based on the amount of storage available and a percentage of the total consumption. The town completed its payments on the purchase of the water facilities from the railroad company in June, 1936. No additional storage facilities have been built by the Santa Fe Railway. It now obtains its water supply from the city.

In order to meet these financial obligations, a $475,000 bond issue was authorized in 1924. The provisions of the agreement were carried out, and when the additions to the water system were completed, Flagstaff's reservoirs

33 Ibid.
had a flow of five million gallons in a twenty-four period and a storage capacity of 125,000,000 gallons.\textsuperscript{34}

Even then the water problem was not solved completely. The flow of the springs supplying the reservoirs is dependent upon the amount of precipitation, particularly snow, in the mountains. Sometimes this is not sufficient to maintain a normal flow of water. The winter of 1933-34, for example, saw little snowfall in the area. By mid-July of 1934, Flagstaff's water supply had been sharply reduced. There remained only three million gallons on the reservoirs, and that was needed for fire protection. Water was shipped into the city daily, from eight to eleven railroad tank cars of it, from Winslow when the flow from the springs had all but stopped completely.\textsuperscript{35}

Further improvement was made in the Flagstaff water system when, on December 5, 1940, the citizens of the city voted 178 to 12 to a $200,000 revenue bond issue. This money was used to construct another lake above Lake Mary. This project was necessary because of the excessive seepage loss through sinkholes in old Lake Mary. The project was completed and opened for use in August, 1941. It added a four billion gallon storage reservoir to the city's water

\textsuperscript{34}Coconino Sun, (Flagstaff), November 25, 1927.

\textsuperscript{35}Star-Citizen, (Tucson), July 15, 1934.
system. The new reservoir is called upper Lake Mary. In August, 1949, work was underway to complete the installation of a sixteen-inch water main in the city to improve and extend the water and sewer systems. Work had progressed to the main street, Santa Fe Avenue, which is also Highway 66 through the city. The work was halted at this point to prevent tearing up this street during the tourist season, since the tourist trade is of considerable importance to the economy of the city. The work was resumed after September 1, and carried to completion.

On May 29, 1950, the issue of $51,000 in water revenue bonds was approved to pay for a new 730,000 gallon water storage tank that was constructed on Mars Hill. Old Town Spring is located near the foot of Mars Hill and is no longer used as a source of water. It is covered over with sheet iron, and part of the foundation that supports the cover has fallen into the spring.

The fire fighting equipment of early Flagstaff consisted of an old wooden tank of 500 gallons capacity, which was the property of the Arizona Lumber and Timber Company.

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36 The New Four Billion Gallon Water Storage Project, (Flagstaff), August 17, 1941.
37 Arizona Daily Sun, (Flagstaff), August 29, 1949.
38 Arizona Daily Sun, (Flagstaff), May 30, 1950.
39 Personal Inspection, December 28, 1951.
When a fire was discovered the tank would be rushed to the fire and a line of firefighters would dip buckets of water from it to throw on the fire. If the fire had gained any headway at all, it always meant a total loss. About 1895, the town purchased a twelve-man hand operated pump which was attached to this tank.  

When the water system was completed into the town in 1899, hose carts were donated by Edward E. Ayer, D. M. Riordan, and a Mr. Nevin. Volunteer fire companies were then organized in the town and by the Arizona Lumber and Timber Company. The carts were two-wheeled rigs with a hand pump, and were pulled by six men. The hand-carts were used until 1915, when an eight-inch pipeline was laid into the city which supplied sufficient water and pressure to fight fires more effectively.  

A town fire department was organized in April, 1898, with E. S. Clark, Chief; J. J. Donahue, Assistant Chief; Frank Hochderffer, Foreman of the hose and pipemen.  

The fire department of present day Flagstaff consists of three paid employees and thirteen volunteers. The fire alarms are operated by a diaphone system. The firefighting includes a 750 g.p.m. pumper truck, a 500 g.p.m. pumper,

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\(^{40}\text{Coconino Sun, (Flagstaff), November 25, 1927.}\)

\(^{41}\text{Ibid.}\)

\(^{42}\text{Coconino Sun, (Flagstaff), April 2, 1898.}\)
and two hose trailers which have a capacity of 500 feet of hose each. According to the standards of the National Board of Fire Underwriters, the city has a class six fire risk rating. 43

At the first meeting of the town council after incorporation, June 4, 1894, steps were taken to extend street and sidewalk pavements. In June, 1894, there were 4,800 lineal feet of sidewalk paving in the town. Paving was steadily extended in the three years following incorporation and, by the end of 1897, a little more than five miles of pavements had been laid. 44

In 1915, the council announced plans for laying nine miles of concrete sidewalks in the town. This project was carried to completion. In reality, most of the city paving was done in two large projects, one in 1915 and the other in 1938. The work was paid for by property owners whose property was affected. 45

Another civic improvement was the installation of electric lights in the city in 1895. M. J. Riordan started a light plant in the old school building on the site of the present State College Training School and Library. It was community owned at first, but Mr. Riordan bought up all

44 Coconino Sun, (Flagstaff), January 28, 1898.
45 Letter from Clarence T. Pulliam, City Clerk and Treasurer, Flagstaff, March 1, 1952.
the stock after a short time.  

When electric lights first went into service, no current was sent through the lines during the daylight hours. Current was turned on at dusk and the householders had light until midnight. A signal was given twenty minutes before the current was to be turned off as a warning. No current was available in homes during the day until 1911, when electric irons and washers were introduced. The electric company, in 1913, placed an iron at each door in Flagstaff that had electricity installed. These were put out on approval. If an iron was accepted, the company was paid $3.50 for it.  

Street lights went into service in 1904. They were turned on for the first time by Susan McGonigle, now Mrs. John J. Britt. She was the daughter of Ed McGonigle, foreman of the Arizona Lumber and Timber Company Mill. Mrs. Britt was the first girl child to be born in Mill Town, which is a part of Flagstaff.  

In 1913, a franchise was granted to the Flagstaff Electric Light Company. A new light plant was started in that year.  

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46 Tape Recording, panel discussion.  
47 Ibid.  
48 Statement by Mrs. John J. Britt, personal interview.  
49 Coconino Sun, (Flagstaff), May 9, 1913.
At the present time Flagstaff is furnished electricity by the Northern Arizona Light and Power Company. In addition to three transmission lines that transport power to the city, the company produces 4,000 kilowatts at a steam plant in the city. The Saginaw and Manistee Lumber Company (successor to the Arizona Lumber and Timber Company) produces an additional 2,000 kilowatts for resale to the power company. The steam plant of the Northern Arizona Light and Power Company produces low pressure steam which is available for heating, water heating, steam tables, and cooking to homes and businesses in the city.50

Telephone service was installed in Flagstaff in 1898. Tom Ross, the postmaster, had the first phone in town.51

The people of Flagstaff had hopes of using natural gas in their homes in 1929. In February of that year, the Flagstaff Gas Company had plans underway to erect a new building that would house the proposed gas plant. It was planned to build a plant that would have included a 50,000 cubic foot gas holder, a 10,000 cubic foot relief holder, boilers, and other machinery that goes into a complete municipal gas plant. It was planned, also, to lay ten miles of gas mains which would have served most of the city. The officers of the company were: E. W. Wilson of San Francisco, president; C. B. Wilson of Flagstaff,

50Flagstaff, An Industrial Survey, p. 11.
51Tape Recording, panel discussion, op. cit.
This was not to be, however. It seems that the man who made the original estimate of the economic feasibility of the project, Mr. R. A. Petit, was not a trained industrial engineer. He and his wife were quite taken by the town and grew very fond of the city and its people. Apparently, he saw the possibilities through the eyes of enthusiastic Flagstaff promoters and vastly overrated the probabilities of success of the venture. When trained industrial engineers surveyed the territory and made their report, to the effect that there were not enough potential customers to make the enterprise profitable, it was abandoned. Mr. Petit, subsequently, committed suicide.53

Natural gas is now provided to the city by the El Paso Natural Gas Company who, after long litigation with the federal government as to whether their lines were common carriers, started service in the area in 1951. The El Paso Natural Gas Company supplies gas from its San Juan field in northwestern New Mexico to the Southern Union Gas Company which serves Flagstaff. A map of the pipeline through northern Arizona is shown on the following page.54

The town council in December, 1927, bought four

52Coconino Sun, (Flagstaff), February 15, 1929.
53Coconino Sun, (Flagstaff), June 14, 1929.
COLORADO
UTAH
NEVADA
APACHE
NAVAJO
MOHAVE
YAVAPAI
COCONINO
WILLIAMS
FLAGSTAFF
WINSLOW
HOLBROOK
SAN JUAN
FARMINGTON
RIO ARIBA
VALENCIA
MCKINLEY
SANDOVAL
ARIZONA
MARICOPA
GILA
GRAHAM
GREENLEE
CATRON
PIMA
PINAL
SANTA CRUZ
EL PASO NATURAL GAS COMPANY PIPELINE IN NORTHERN ARIZONA

KEY
PIPE LINE
COUNTY BOUNDARIES
STATE BOUNDARIES
ranches in Doney Park, about nine miles south of the town, to be used as a municipal airport. The field was named Koch Field in honor of I. B. Koch, Mayor of Flagstaff at that time.55

The field was dedicated on June 8, 1928, and an air-taxi service was inaugurated in mid-April of the following year. Scenic Airways, Incorporated, which operated flights from Phoenix to the Grand Canyon, arranged to stop at Flagstaff. The planes used by this company were twelve-passenger Ford tri-motor ships.56

In 1949, the city constructed a 75-60 foot hangar on the field.57 A new administration building was erected at the airport in 1950, at a cost of $37,000. About sixty per cent of this amount was supplied by the federal government.58

Daily passenger and mail service was started on June 1, 1950, by Frontier Airlines. Frontier Airlines resulted from the merger of Arizona Airways (which had previously supplied air service to Flagstaff), Challenger Airways, and Monarch Airlines.59

55 Minutes of the Town Council, (Flagstaff), December 23, 1927.
56 Coconino Sun, (Flagstaff), April 5, 1929.
57 Arizona Daily Sun, (Flagstaff), November 15, 1949.
58 Arizona Daily Sun, (Flagstaff), January 19, 1950.
59 Arizona Daily Sun, (Flagstaff), June 1, 1950.
Municipal property owned by the city of Flagstaff, was valued at $1,234,000 in 1929. The city's indebtedness amounted to $885,000. Mr. Clarence T. Pulliam, city clerk, gave the following breakdown:

<table>
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<tr>
<th>Description</th>
<th>Value</th>
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<tbody>
<tr>
<td>Municipal camp buildings and equipment</td>
<td>$12,000</td>
</tr>
<tr>
<td>City park and its buildings</td>
<td>$60,000</td>
</tr>
<tr>
<td>Water system</td>
<td>1,000,000</td>
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<tr>
<td>Sewers</td>
<td>125,000</td>
</tr>
<tr>
<td>Airport</td>
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<td>City Hall</td>
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City Indebtedness

<table>
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<th>Description</th>
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<td>Park</td>
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<tr>
<td>Sewer System</td>
<td>112,000</td>
</tr>
<tr>
<td>Airport</td>
<td>7,000</td>
</tr>
<tr>
<td>Water bonds</td>
<td>475,000</td>
</tr>
<tr>
<td>Water system (to be paid to Sante Fee RR in water)</td>
<td>200,000</td>
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</table>

In 1950, it was announced that the city owed $334,000 in general obligation bonds. This indebtedness was divided in the following manner:

<table>
<thead>
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<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bonds for sewer improvements</td>
<td>$192,000</td>
</tr>
<tr>
<td>Bonds for new city hall</td>
<td>117,000</td>
</tr>
<tr>
<td>Bonds for new fire fighting equipment</td>
<td>25,000</td>
</tr>
</tbody>
</table>

Flagstaff's newest municipal building is the City Hall. Construction was started on July 17, 1950, and the building went into use on December 1, 1951.\(^\text{62}\)

Progress, comparable to the civic development noted in the foregoing pages, was made along other lines. Provision

\(^\text{60}\) Coconino Sun, (Flagstaff), July 19, 1929.


\(^\text{62}\) Arizona Daily Sun, December 1, 1951.
for the education of their children was one of the earliest considerations of the residents of Flagstaff. A school was established in Old Town in January, 1883, which was taught by Mrs. J. A. Marshall. Old Town, however, was found to be an unsuitable location for a school since there was "much promiscuous pistol shooting" in the vicinity of the school.  

Mrs. Marshall refused to teach until a more suitable place was provided. After a month, a log schoolhouse was provided about midway between Old Town and the present location of the Arizona State College Teacher Training School. The new school was a single room log building, twelve by fourteen feet. It was built by subscriptions and the teacher was paid by voluntary subscriptions, also. There were thirteen pupils during the first term, except for a few weeks when there were only six. There seems to be some question as to the number of pupils actually in attendance during the first term of the school. Another account states that there were only five.

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63 Coconino Sun, (Flagstaff), November 25, 1927.
64 Ibid.
65 Coconino Sun, (Flagstaff), January 28, 1898.
66 Coconino Sun, (Flagstaff), November 25, 1927.
67 Coconino Sun, (Flagstaff), January 28, 1898.
A new school house was built later in 1883 on the site of the present Teacher Training School of the College. This new school was dedicated on Thanksgiving Day, 1883, and brought the people of Flagstaff together for the first public gathering ever held in the town. Mrs. Marshall taught the school that year and the next, with the exception of a few weeks when she was ill. During this period J. W. Francis substituted for her.

W. L. Van Horn followed Mrs. Marshall as teacher of the Flagstaff school from 1885 to 1887. During the school year 1887-88, G. Crothers was principal of the school which had expanded to include another teacher, called the assistant to the principal. During the first half of term 1887-88, Miss Flora Weatherford was assistant to Mr. Crothers. Miss Clara Coffin was assistant during the second half of this term. The following year Miss Weatherford was the principal and Miss Coffin was the assistant.

The first school board, of record at least, was composed of George Hoxworth, A. A. Dutton, and a Mr. Gibson. There were about forty pupils on the school roll as of January 1, 1887.

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68 Coconino Sun, (Flagstaff), November 25, 1927.
69 Ibid.
70 Arizona Champion, (Flagstaff), January 1, 1887.
In the fall of 1889, L. L. Kiggins became principal. He had two teacher-assistants, Miss Coffin and Miss Jennie Crothers. In 1889, the school had an enrollment of 88 pupils.71

The school year 1890-91, saw J. Ross as principal with Miss Jennie Jordan as assistant. In 1891, an addition was built to the school and H. Weims became principal, with Miss Charlotte Wirtz and Mrs. B. F. Olney assistants. The following year J. D. Barnett succeeded Mr. Weims. In 1893, J. Ross became principal for the second time. Miss Margaret Brannen and Miss Flora Weatherford were his assistants. During the term Mr. Ross resigned and Miss Sally Gibson replaced him as principal.72

A new two-story brick school building was started in 1894. It was completed in 1895, and named Emerson School. The new building was intended as a high school, but it was used for this purpose only until the Normal School was opened in Flagstaff in 1899. The Normal School then took the high school students and Emerson School taught the first eight grades only.73

Bonds in the amount of $15,000 were voted to build

71 Arizona Champion, (Flagstaff), September 7, 1889.
72 Coconino Sun, (Flagstaff), November 25, 1927.
73 Ibid.
Emerson School. The first floor of this new school contained four rooms, while the second floor had two rooms and a chapel. During the first year there were four teachers in the building. This building is still used as a school by the city of Flagstaff and is called by the same name.

A kindergarten, which was opened in the fall of 1888 by Miss Laura Fulton, did not pay expenses and closed after three months. However, in 1893, Miss Laura and Miss Irene Hoxworth opened a kindergarten which operated during the summer and fall of the next six years. In 1905, a kindergarten was opened by the public schools.

During 1899, the Sister of Loretto took over Saint Anthony's, a small Catholic grade school that had been started earlier. In 1904-05, a new Catholic school was built near the central part of town. There were several private schools opened from time to time, the earliest being Miss Ida Rawson's school near the present college grounds.

The school census for the year 1898 showed an enrollment of 307 students. Rather surprisingly, since

74Coconino Sun, (Flagstaff), February 12, 1898.
75Coconino Sun, (Flagstaff), November 25, 1927.
76Ibid.
77Coconino Sun, (Flagstaff), July 9, 1898.
Flagstaff was growing steadily, the school enrollment for all schools in the city in 1905, is given as approximately 250 pupils. 78

In 1921, a two-year high school course was offered by the city schools and in 1923, a new building was erected, a four year high school started under the direction of Superintendent John Q. Thomas. Meanwhile, Brannen School had been added to the school system. In 1926, Dunbar School for Negro students was built. The following table outlines the growth of the city schools between 1921 and 1929:

<table>
<thead>
<tr>
<th>School</th>
<th>1921</th>
<th>1929</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emerson</td>
<td>267</td>
<td>422</td>
</tr>
<tr>
<td>Brannen</td>
<td>77</td>
<td>93</td>
</tr>
<tr>
<td>Dunbar</td>
<td>68</td>
<td>24</td>
</tr>
<tr>
<td>High School</td>
<td>203</td>
<td></td>
</tr>
</tbody>
</table>

A new high school gymnasium was dedicated on November 7, 1949, as a memorial to the students of Flagstaff High School who fought in World War II. 80

For the school year 1950-51, the enrollment in the Flagstaff public schools totaled 2,696. The faculty numbered eighty-three. The Catholic grade school, Saint Anthony's, enrolls 150 students and has five instructors. 81

78 Coconino Sun, (Flagstaff), November 25, 1927.
79 Coconino Sun, (Flagstaff), December 27, 1929.
80 Arizona Daily Sun, (Flagstaff), November 2, 1949.
81 Flagstaff, An Industrial Survey, p. 10.
The present superintendent of schools in Flagstaff is Mr. Sturgeon Cromer.

Flagstaff's outstanding educational institution is the Arizona State College which began its career as a Reform School in 1893. In that year the Territorial Legislature appropriated a half million dollars to build a reformatory at Flagstaff. About $33,000 was spent to construct a building, but no boys were sent there. Anson H. Smith, later of Kingman, was placed in charge of the untenanted correctional institution. In 1897, A. A. Dutton and Henry F. Ashurst, representatives in the legislature, brought the matter of the reform school up for discussion. It was decided that the reform school would be used as a home for the insane. But, as was the case with the reform school, the home for the insane received no inmates.82

E. E. Ellinwood and M. J. Riordan, in March, 1899, lobbied a bill through the legislature to create a normal school in place of the home for the insane at Flagstaff. At that time only the main building of brown sandstone had been erected. It was turned over to the board of education of the new normal school. This board was composed of Harry J. Zuck of Tempe, president; Colonel James H. McClintock, secretary; R. H. Long, Territorial Superintendent

82Coconino Sun, (Flagstaff), November 25, 1927.
of Public Instruction; T. W. Pemberton, Territorial Treasurer; and A. A. Dutton of Flagstaff. A short time later Mr. Zuck resigned. He was replaced by T. E. Pollack of Flagstaff, and Mr. Pemberton was elected president of the board.83

When the building was turned over to the board of education, about $20,000 of the original appropriation was left. About $10,000 of this was spent to fit the building as a school. This work was supervised by Mr. Dutton.84

The first term began September 11, 1899. The principal was Professor A. N. Taylor who was brought from Jamestown, New York, on the recommendation of Mr. Dutton who had been Taylor's neighbor in Jamestown. Miss Frances Bury, former instructor at Tempe, was brought to the new school when the Tempe faculty was discharged. Bury Hall on the campus at Flagstaff is named for her.85

The opening of the Normal School was celebrated by a banquet held at the Bank Hotel86 in Flagstaff. Colonel McClintock's recollections of this affair are as follows:

83Ibid.
84Ibid.
85Ibid.
86The Bank Hotel was built by T. F. McMillan, the original settler. It is still operating and still in the hands of the McMillan family. Statement by Mrs. George Fleming, daughter of T. F. McMillan, personal interview.
It was a delightful affair with the keenest interest shown by people in the new institution. Many were the addresses, but the wittiest was that by M. J. Riordan to whom was given the toast, "The Ladies," one never omitted in the pre-suffrage days. I remember especially how eloquently he referred to the banquet as one where the water flowed like wine. It was one of the first dry dinners ever publicly served in Arizona.87

A Board of Visitors for the first term was made up of E. E. Ellinwood, Doctor D. J. Brannen, and E. S. Gosney. The board was succeeded in the following year by one with the following members: Doctor G. Dryden of Winslow; Fred W. Sisson and M. J. Riordan, both of Flagstaff.88

The salary of the principal was $1750 a year, while that of Miss Bury was $1100. Two teachers were added the second year and were paid a salary of $1100 each. The new teachers were Miss Maude Babcock, director of the practise school, and Miss Cornelia Hartwell. The pay of the janitor was forty-five dollars a month in addition to living quarters. There were forty students enrolled during the first year, mostly from local schools.89

Shortly after the school was opened a gymnasium was fitted up in the basement of the building at the expense of

87 J. H. McClintock, Letter to Coconino Sun, (Flagstaff), November 25, 1927.
88 Coconino Sun, (Flagstaff), November 25, 1927.
89 Ibid.
Mr. T. E. Pollack. Mr. Gosney offered a twenty dollar prize to the student with the best standing, and Mr. Ellinwood and Doctor Brannen offered thirty dollars in prizes for essay writing and declaration. A building site of 130 acres was donated to the school by the Santa Fe Railroad.  

Expenses for operating the school for the first year, 1899, totaled $993.23. In 1900, $14,844.34 was expended. Most of this sum was spent for buildings. In 1901, $7,405.54 was spent for maintenance. A special authorization of $13,191.22 was made by the legislature for additional buildings in 1903. The legislature of 1900-01, established separate boards for the state normal schools with the State Superintendent, R. L. Long at that time, as chairman of each board.  

The enrollment for year 1902-03 was forty-one students. During that term the residence of a Mr. Bunch...  

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Ibid.  
Ibid.  
Ibid. Mr. Pollack recalls with amusement the occasional visits to the school, during the early years, of committees from the territorial legislature. A committee of from five to seven members of the legislature would arrive in Flagstaff. These were gala occasions. The Normal School would always close and the children would be given a holiday in their honor. The visiting legislators could not help but be flattered at this mark of attention, for how could they know that the real cause of the holiday was to prevent the visitors from learning how few pupils were in the school? Coconino Sun, (Flagstaff), November 25, 1927, recollections of T. E. Pollack.
was rented as a dormitory. Mrs. S. S. Acker was placed in charge of the dormitory.  

Taylor Hall, the first boys' dormitory was built in 1903. It was named in honor of the first president of the institution. In the same year the board decided to install a school library. A girls' dormitory was authorized in 1907. It was built shortly thereafter and was named Bury Hall, in honor of Miss Bury who was the first faculty member.  

The dining hall was built in 1911. A special session of the legislature in 1913, appropriated money for a third dormitory and for a heating plant. The dormitory was named Morton Hall, in honor of Miss Mary Morton. In 1915, the fourth dormitory, Campbell Hall, was erected. It was named for Mrs. Hugh Campbell. Ashurst Auditorium, named for United States Senator Henry F. Ashurst, was constructed in 1917. An appropriation for a new training school was made in 1919.  

Professor Taylor served as president of the school for ten years, 1899 to 1909. He was succeeded by Doctor R. H. Blome, who served from 1909 to 1918. He was dismissed from

93 Ibid.
94 Ibid.
95 Ibid.
office by Governor Hunt who gave as a reason that Blome was "disloyal."^6

The "disloyalty" of Doctor Blome stems, apparently, from an allegation that on a morning in the spring of 1918, during World War I, men going to work in Mill Town saw what they described as a German flag flying from the flagstaff on the Normal School grounds. One of those who saw it, so he claims, was Mr. John J. Britt, who was employed at the Arizona Lumber and Timber Company mill in Mill Town. It was his custom, as well as that of many other men who lived in Flagstaff and worked at this mill, to cross the Normal School grounds on their way to work. In other words they took this short cut from their homes to the mill. The German flag was said to be flying early in the morning of a day following the announcement of a German success in the war. The flag, if it was flown, was not left up for very long, and when Doctor Blome was questioned concerning it, he stated that it was not the German flag but a fraternity flag or pennant.97

The story has never been proved. However, Doctor Blome was dismissed and when he requested a hearing he was put off on one pretext or another. It was known that

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96 Coconino Sun, (Flagstaff), April 12, 1918.
97 Statement by John J. Britt, personal interview.
Doctor Blome was German born. One of his sons, however, was a Lieutenant in the United States Army.\footnote{Coconino Sun, (Flagstaff), April 12, 1918.}

Doctor Blome was replaced by Superintendent G. E. Cornelius of Winslow for the remainder of the term.\footnote{Coconino Sun, (Flagstaff), November 25, 1927.} The next president of the school was J. O. Creager who served until September 1, 1920, when he was succeeded by Mr. L. B. McMullen. He was succeeded by Doctor F. A. Colton and Doctor Grady Gammage, in turn. Doctor Gammage, who at present is president of the Arizona State College at Tempe, became president of the Flagstaff institution in 1925.\footnote{Ibid.} The president of the Arizona State College at Flagstaff, today, is Doctor Lacey A. Eastburn.

In 1935, three contracts amounting to $175,909.75 were awarded to build a women's dormitory and to equip and alter existing buildings.\footnote{Coconino Sun, (Flagstaff), December 14, 1935.} New buildings and equipment have been added from time to time. The most recent addition was a new gymnasium that was opened early in 1951.

The Normal School was made a State Teachers College in 1925 and, in 1930, it was accredited by the North Central
Association of Colleges and Universities. It was the first teachers college in the southwest to be admitted to the association. 102

In the late 1940's, the library of the college was greatly expanded after criticism of it by the North Central Association following an inspection in 1947. A new balcony floor of steel shelves was added to the library in 1949. Budget funds for the purchase of books and supplies was increased greatly at the same time. As a matter of fact, the library budget rose from $3,000 to $20,000 a year in the two years following the 1947 inspection by the North Central Association. 103

The Board of Regents of the State University and Colleges, in 1946, granted the Flagstaff institution the right to confer the bachelor's degree in arts and sciences. Prior to this, only the Bachelor of Science in Education could be obtained there. 104

The Arizona State College at Flagstaff, by which title it is known now, was honored in 1950, by being selected as one of the ten approved teacher training workshops in the

102 Coconino Sun, (Flagstaff), March 21, 1930.
103 Arizona Daily Sun, (Flagstaff), December 8, 1949.
104 Arizona Daily Sun, (Flagstaff), December 30, 1946.
United States for that particular year. The workshop session was held from August 13 to 19, 1950.  

Immediately following its summer session the college plays host to the Arizona State High School Coaches Association. The Association conducts a coaching clinic every August, followed by football and basketball games between the all-star high school athletes of the state.

Flagstaff rebuilt very rapidly following the disastrous fire that virtually destroyed New Town in February, 1886. New houses and stores sprang up so quickly that before long almost every lot in the business district was taken. A Methodist Church, large enough to seat 300 people, was begun during this rebuilding period.

The Methodist congregation, the pastor of which was the Reverend N. L. Guthrie, was using the schoolhouse as a meeting place. Since the school was located about half-way between Flagstaff and Mill Town, it was at a considerable distance from most of the residences. The church was built in the town and was more conveniently located for most of the members. The Methodist parsonage was begun in 1885, before the church was started. The parsonage was torn down in 1929.

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105 *Arizona Daily Sun*, (Flagstaff), January 25, 1950.
106 *Arizona Champion*, (Flagstaff), January 1, 1887.
107 *Ibid*.
108 *Coconino Sun*, (Flagstaff), December 13, 1929.
Saint Anthony's Catholic Church, the present structure, was completed in the fall of 1930. It cost $65,000 to build.  

By 1891, there were three churches in the town: Methodist, Presbyterian, and Catholic. Old timers tell of decorating the Catholic Church, called the Church of the Nativity, with beer-bottle candlestick holders since there was no money to spare for the purchase of decorations.  

The Methodist parsonage housed the first free library and reading room in the town. The library was established in 1890, with a stock of 400 volumes, a number of magazines, periodicals and newspapers. For those who didn't care to read, there were checkers available in the reading room, and no dearth of opponents. The first officers of the public library were: M. J. Riordan, president; George Babbitt, vice-president; G. A. Braty, treasurer; Professor L. L. Kiggins, secretary; Reverend J. H. Gill, librarian. The directors of the organization were: J. M. Simpson, J. F. Daggs, P. G. Cornish, T. J. Coalter, T. F. McMillan, Daniel Mitchell, and A. A. Dutton.  

Final arrangements for the library were completed on February 21, 1890. The organization adopted the name of  

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109 Coconino Sun, (Flagstaff), September 20, 1929.  
110 Tape Recording, panel discussion.  
111 Arizona Champion, (Flagstaff), February 8, 1890.
the Flagstaff Free Library. A committee on credentials was elected, with G. A. Bray, George Babbitt, and J. M. Simpson as members. The library was moved from the Methodist parsonage to Judge Gibson's office in March, 1891. In 1915, the Flagstaff Public Library was founded by the Women's Club. The library is now under city administration.

A hospital was started about 1900 in the Mill Town section of Flagstaff by Mrs. Mary Carroll. There is still one hospital in the city, the Flagstaff Hospital, operated by Doctor C. W. Sechrist. It has a capacity of thirty-five beds. The Navajo Ordnance Depot, twelve miles south of Flagstaff, operates the Bellemont Federal Hospital which has a capacity of fifty beds.

Flagstaff has shown marked progress along both civic and social lines in its more than seventy years of existence. Today, there are a considerable number of civic clubs, fraternal, patriotic, and charitable organizations.

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112 Arizona Champion, (Flagstaff), February 22, 1890.
113 Arizona Champion, (Flagstaff), March 21, 1891.
115 Statement by Mrs. John J. Britt, personal interview.
116 Flagstaff, An Industrial Survey, op. cit.
that are active in the life of the city. The more well-known of these include: American Association of University Women, Business and Professional Women's Club, Flagstaff Women's Club, Kiwanis Club, Lions Club, Rotary Club, Elks, Eastern Star, Knights of Columbus, Masonic Lodge, American Legion, Veterans of Foreign Wars, American Red Cross, and the Salvation Army.\textsuperscript{117}

\textsuperscript{117} Ibid., p. 16.
As could be expected, since Flagstaff is located in one of the largest pine forests in the country, lumbering early became the leading industry in the town. The first sawmill was a hand operated one that consisted of a pit with a platform built over it. The logs were pulled along the platform by men working underneath it, and were sawed by hand by men working on the platform. After a time horsepower replaced manpower in the pit. The pit-mill hewed out ties for the railroad and crude boards for buildings. With the coming of a power driven mill, the hand mill was discontinued.¹

Before the railroad arrived in Flagstaff, Edward E. Ayer, a prominent Chicago lumber man and an extensive operator in the pine forests of Michigan and Wisconsin, shipped a large sawmill outfit from Chicago to Flagstaff. This mill was suitable for turning out both railroad ties and building lumber.²

¹Statement by Mrs. John J. Britt, personal interview.

This is the first power-driven mill in Flagstaff. At the time the picture was taken the mill was engaged in cutting ties for the Atlantic and Pacific Railroad.
The mill's ponderous machinery, which included a 120 horse-power Fraser and Chalmers engine, two smaller forty horsepower engines, and four immense boilers, was hauled by ox teams from Winslow to Flagstaff. Winslow at that time marked the western extremity of the rails. It was a distance of fifty-eight miles from Winslow to Flagstaff, and it was a prodigious undertaking to move the machinery this distance by oxen. The capital investment of the Ayer Lumber Company amounted to $150,000. Its establishment proved beneficial to the railroad, as well as the town, not only from the fact that ties were supplied more speedily, but the mill provided a very important source of revenue to the railroad through the shipping of lumber to other regions.\(^3\)

The ownership of the Ayer Lumber Company was transferred to the Arizona Lumber Company in June, 1886. D. M. Riordan was president of this company. His brother, T. A. Riordan, became manager of the company at this time. In 1897, T. A. Riordan succeeded his brother as president.\(^4\)

In July, 1887, fire destroyed the building containing the engines and machinery, causing a loss estimated at $100,000. The insurance coverage on this loss was less than $20,000. When the mill was rebuilt and put into

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\(^3\)Ibid., p. 14.

\(^4\)Portrait and Biographical Record of Arizona, p. 66.
operation, the name of the company was changed to the Arizona Lumber and Timber Company.⁵

On August 2, 1898, the mill was destroyed by fire for the second time. When rebuilt it contained some new equipment, including the first band saw to be used in Arizona. As a matter of fact, this saw was only the second of its kind in the entire United States at this time.⁶

The lumber operation at Flagstaff was the most important single commercial enterprise along the entire line of the Atlantic and Pacific Railroad by 1887. The mill was located about three-quarters of a mile southeast of Flagstaff at what came to be called Mill Town, where most of the 200 men employed in the mill lived. The capacity of the mill was 130,000 feet of lumber a day. In 1885, the total value of the lumber shipped by this mill amounted to $152,351.02. In 1886, the value of the lumber shipments had risen to $156,471.21.⁷

The Arizona Lumber and Timber Company mill in Flagstaff employed more than 300 men by 1901. This company also owned the Greenlaw Lumber Company, located about eighteen miles from Flagstaff. The capacity of this mill was about

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⁵Ibid.
⁶Ibid.
⁷Turley, op. cit., p. 15.
half that of the Flagstaff mill, or about 65,000 feet a day. By 1901, also, the Arizona Lumber and Timber Company owned and controlled the Arizona Central Railroad which consisted of twenty-four miles of standard gauge track, three locomotives, and sixty-four logging cars. 8

At present there are five lumber companies operating in and around Flagstaff. These are: The Saginaw and Manistee Lumber Company; the Southwest Lumber Company; the Oak Creek Lumber Company; the Sunset Lumber Company; and the Fish Brothers Mill. The largest of these is the Saginaw and Manistee, and the next largest is the Southwest Lumber Company. The Oak Creek and Sunset companies are off-shoots of the two large concerns. The Fish Brothers Mill is comparatively small. 9

The Saginaw and Manistee Company, which is on or near the site of the old Ayers mill, came to Flagstaff in 1941, from Williams, Arizona. This company had been located at Williams since 1921, after moving there from Trout Creek, Michigan. Saginaw and Manistee leases the mill and operating property from the Arizona Lumber and Timber Company. Their present lease expires in 1956, at which time the lease may be renewed for a five year period, or the

8 Portrait and Biographical History of Arizona, p. 67.

9 Statement by Al Jackson, Director, Flagstaff Chamber of Commerce, personal interview.
property may be purchased by the Saginaw and Manistee Company.\textsuperscript{10}

The Southwest Lumber Company was established in Flagstaff in 1910, by E. T. McGonigle and John Verkamp.\textsuperscript{11} It went under the name of the Flagstaff Lumber Company when it first began operations.\textsuperscript{12}

Saginaw and Manistee and the Southwest Lumber companies log together in a common area. By arrangement, 52 2/3 per cent of the logs from the area go to the Saginaw and Manistee Lumber Company, and the remaining 47 1/3 per cent go to the Southwest Lumber Company. The expenses are apportioned in the same ratio.\textsuperscript{13}

Lumbering still is an important industry in Flagstaff, the most important if the tourist business is discounted as an industry. No completely accurate figures are available as to the relative position of importance to the economy of the town of either lumbering or tourists. However, lumbering is either first or second in importance and accounts

\textsuperscript{10}Statement by C. L. Bradford, Office Manager, Saginaw and Manistee Lumber Company, personal interview.

\textsuperscript{11}\textit{Coconino Sun}, (Flagstaff), October 29, 1909.

\textsuperscript{12}Statement by Mrs. John J. Britt, daughter of E. T. McGonigle, personal interview.

\textsuperscript{13}Statement by C. L. Bradford.
for sixty per cent of all railroad carloadings at Flagstaff.\textsuperscript{14}

Another early Flagstaff industry was the Flagstaff Brewery, owned by Frank Daggs. It was located near Old Town Spring and was opened in February, 1886. The manager was a Mr. Carl, "a German brewer of long experience."\textsuperscript{15}

Of course, climate has long been a salable product in most of Arizona and is the foundation of a very thriving business. The marketable possibilities of Flagstaff's climate were recognized quite early in the town's existence. George B. Tinker, editor of the local paper, and Doctor P. B. Brannen, local physician, seem to be the original Flagstaff Climate Club. In 1887, Mr. Tinker comments, editorially, on climate in general, as follows:

To those in search of a home the question of climate is one of primal importance. A magnificent country, with grand scenery, soil richly laden with perfumed flowers, delicious fruits and golden grain is less desirable for a home than a barren desert if the climate carries the germs of disease and is a breeding ground for pestilence.\textsuperscript{16}

Mr. Tinker continues by recommending, and printing, an article written by Doctor Brannen on the same subject. In his article, Doctor Brannen points out how the climate of

\textsuperscript{14}Statement by Mr. Al Jackson, personal interview.

\textsuperscript{15}Arizona Champion, (Flagstaff), January 1, 1887.

\textsuperscript{16}Ibid.
Flagstaff specifically meets the requirements set forth by Mr. Tinker in every way. Doctor Brannen has this to say about Flagstaff's climate:

The climate of northern Arizona is moderately dry, the days warm, the nights cool. There are no stagnant pools, shallow lakes, or marshy rivers as in the east, nor interminable deep forests as in the south, sending out elements detrimental to life; instead of these the air is dry, the soil porous, the water pure, scenery cheerful, and sunlight brilliant, while there is an almost total absence of fog. The value of the climate as a remedial agent is demonstrated daily, and when it becomes more generally known, many of the thousands who annually cross this region on their way westward in search of health will gladly stop and avail themselves of its beneficient effects.

Consumption is a disease of mal-nutrition, essentially a process of decay, and in the dry climate and altitude of Flagstaff there is a general stimulation of all the processes of nutrition. The thin rarified air, of low barometric pressure which necessitates quicker respiration, the chest is enlarged, the lungs are brought into full action, the blood bounds, the nerves tingle, and the buoyancy of childhood is produced.

Around Flagstaff the sun shines nearly every day and but few are cloudy. Even during the rainy season, which begins in July and lasts about six weeks, the daily showers are followed by the brightest sunshine. The air is pure and highly oxygenated. The nights are clear and cool, often cold, yet the air is too dry to make the depression of mercury irritating to the invalid, and makes him wake in the morning with an excellent appetite having secured what his system needed—a delicious and refreshing slumber.

Generally speaking the temperature ranges from 90 to 10 degrees above zero, and outdoor life is enjoyable. Sunstrokes and cyclones are unknown, and even high winds are infrequent. One of the most pleasing and advantageous features of the climate is the opportunity it offers of camping out in the midst of the finest natural scenery to be found in
the world, where the mind is so interested and the eye so pleased that physical ailments are for the time forgotten.

As a sanitarium, the neighborhood of the San Francisco Mountains has no equal in the health giving regions of the whole Rocky Mountain Range, and when this fact becomes thoroughly understood, thousands of lives will be prolonged and an incalculable amount of human suffering alleviated.\textsuperscript{17}

Whether as a result of these articles, most of Flagstaff's early residents were drawn there by the sunshine and fresh air.\textsuperscript{18} Doctor Brannen proved to be a prophet as well as a physician for many lives were prolonged, particularly the lives of those afflicted with tuberculosis and other respiratory ailments, by the climate of Flagstaff.

Flagstaff was fortunate in its location, being situated close to one of the great natural wonders of the world—the Grand Canyon of the Colorado River. The Canyon has always been a place of extreme interest. People come from all over the world to see it, and Flagstaff, as well as other towns of northern Arizona, made strenuous efforts to capture this sightseeing business.

A glance at the map on page 43 will show that Peach Springs, Arizona, is the nearest point on the railroad to the Grand Canyon, just sixteen miles. A branch line of the railroad was contemplated from Peach Springs to the Grand Canyon.

\textsuperscript{17}Ibid.

\textsuperscript{18}Tape recording, panel discussion, \textit{op. cit.}
Canyon. However, the territory north of Peach Springs was set aside as an Indian Reservation by order of President Arthur on January 4, 1883. This act proved providential to Flagstaff since it led to the establishment of the town as the starting point for visitors to the Canyon.\textsuperscript{19}

Prior to 1900, however, only the determined and hardy tourist reached the Grand Canyon. Some of the earliest recorded sightseeing trips of modern times to the Canyon were made in the years 1883 and 1884. They were undertaken by Edward E. Ayer, owner of the Ayer Lumber Company of Flagstaff.

There were no trails in those days, except sheep trails. The Ayer's party, traveling in buckboards and on horseback, went east of the San Francisco Mountains to escape the snow since the first trip was made in February. The first night after leaving Flagstaff, the Ayer's party stopped at Bill Hull's ranch. The next day's travel brought them within thirteen miles of the canyon. The snow was so deep that it took all of the next day to cover this distance. The men slept on the snow on the ground, since they had no tents and there were no accommodations either at the canyon or along most of the way. Every night a pine tree was felled to make beds out of the pine boughs. Mr. Ayer

\textsuperscript{19}Wiseby, \textit{op. cit.}, p. 124.
writes, "We stayed four days at the Canyon and, of course, were tremendously impressed with it."  

The following June, Ayer made up a party of about twenty-five, including the wives of some of the men, to go to the Canyon. When they got there, Mrs. Ayer wanted to go down to the bottom of the gorge. Two of the strongest men and best climbers, along with Bill Hull, "Uncle Henry," and Mr. Ayer, accompanied Mrs. Ayer in the descent of some 6,000 feet. Mr. Ayer says, "It was a remarkable climb and I know of no other woman who ever went to the bottom of the canyon until trails were made. We climbed down precipices and steep slopes where a single misstep would have sent us to death many times." It took three days for the group to reach the river and climb back to the top. A mountain in the canyon was named Mount Ayer, after Mrs. Ayer in recognition of her nerve and endurance.

In 1892, a tri-weekly stage line was established between Flagstaff and the Grand Canyon. In 1897, it was advertised that the sixty-five mile trip could be made in one day's travel of eleven or twelve hours. With the exception of winter months, the stage left Flagstaff at 7:00 a.m. on Mondays, Wednesdays, and Fridays. It reached the Canyon

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21 Ibid., pp. 56-57.
about 7:00 p.m., barring mishap. The return trips were made on Tuesdays, Thursdays, and Saturdays. Three relays of horses were used, and a stop was made at a dinner station at noon. At the Canyon, tourists were accommodated in Bright Angel Camp, which was a tent village. These accommodations cost three dollars a day, with meals. The stage fare from Flagstaff to the Canyon was fifteen dollars.\(^{22}\)

Automobile carriages were introduced to the route in 1899. These "horseless carriages" were large, "Concord type" coaches that carried twelve passengers inside and six on top. All together there were three large and six smaller coaches of this type operated by the Santa Fe Railroad.\(^{23}\)

Several attempts were made to construct a railroad from the main line of the Santa Fe to the Grand Canyon. One of these attempts, the Flagstaff and Grand Canyon Railroad, failed in 1896. The plan was to build a road from Flagstaff to the Canyon.\(^{24}\)

The Santa Fe and Grand Canyon Railroad Company was organized in July, 1897, and construction of a road from Williams to the Grand Canyon was begun in 1899. The line was to be only sixty-four miles long, and it was expected to be completed by January 1, 1900. The company ran into financial difficulties, however, and went into receivership on

\(^{22}\) Wiseby, op. cit., pp. 124-125.

\(^{23}\) Coconino Sun, (Flagstaff), February 4, 1899.

\(^{24}\) Wiseby, op. cit., p. 126.
August 4, 1900. There were fifty-five miles of track laid at the time. The Santa Fe took over the company and reorganized it as the Grand Canyon Railway Company. The road was completed and opened to traffic on July 1, 1901.  

With this, Flagstaff lost a part of the Grand Canyon traffic. However, today Flagstaff is connected with the Canyon by means of a very good highway that runs through colorful and interesting country.

The first private automobile trip to be made from Flagstaff to the Grand Canyon took place in 1902. It was made by Oliver Lippincott, a Los Angeles artist. With him on this trip were Thos. M. Chapman, Los Angeles, W. C. Hoganbloom, Sunday editor of the Los Angeles Herald, and Al Doyle of Flagstaff who was to guide the party. The men hoped to make the trip in seven hours in the big red steamer-type car. They were beset by innumerable difficulties, however, not the least of which was running out of gas and water, so it took several days to reach the Canyon.

The Canyon can be reached today by automobile from Flagstaff in a matter of a few hours. Every year an increasing number of people visit this attraction. The number visiting there in the month of October, 1950, totaled 40,403, while in October, 1951, 43,726 people came to see the world.

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25 Ibid., p. 127.

26 Coconino Sun, (Flagstaff), January 4, 1902.
famous gorge.  

As the years went by Flagstaff made increasingly strenuous efforts to capture more and more of the tourist business. One of these endeavors is the annual Southwestern All-Indian Pow-Wow. This is a popular tourist attraction wherein Indians of many tribes parade, dance, and engage in rodeo events. It is held each July for three days, and always includes the Fourth of July. Sponsored today by the Flagstaff Junior Chamber of Commerce, it was sponsored at its inception in July, 1930, by the Elks Club of the city.  

In 1950, the Chamber of Commerce budgeted $3,000 of its total yearly budget of $18,000 to promote the Pow-Wow.  

In 1940, organized winter sports were inaugurated with the formation of the Flagstaff Ski Club. The Arizona Snow Bowl, on the slopes of the San Francisco Mountains, was improved in that year, also.  

Success has crowned the efforts of Flagstaff to improve its tourist business. This is attested to by the fact that in the year 1951, the city did a tourist business in excess of $20,000,000. 

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28 Coconino Sun, (Flagstaff), June 13, 1930.
29 Arizona Daily Sun, (Flagstaff), January 16, 1950.
31 Statement by Al Jackson, personal interview.
In the early years of the town, the surrounding region was put to use in a tangible way. The San Francisco Mountain area proved to be excellent grazing country for both cattle and sheep. By 1887, there were approximately 40,000 cattle and 150,000 sheep in the Flagstaff region.³²

Sheep at that time were worth, on an average, about $2.75 a head and the wool yield was about eight pounds to an animal. At fifteen cents a pound, which was the estimated average price that wool realized on the ground, the sheep industry yielded about $180,000 a year to the sheepmen of the area. The large sheep raisers of the district were: the Perrine Land and Cattle Company; Walter J. Hill; Thomas F. McMillan; Harry Fulton; F. Rosilda; Lockett Brothers; Welbourne and Bell. The largest sheep outfit was the firm of Daggs Brothers and Company which was involved in the cattle and sheep wars in the Tonto Basin Pleasant Valley in the late 1880's.³³

Severe droughts in California in the early 1870's resulted in the establishment of the sheep industry in Arizona on a large scale. Among those driving flocks from California into Arizona in the 1870's, were the Daggs Brothers. J. F. Daggs settled some flocks on the Anderson

³²Arizona Champion, (Flagstaff), January 1, 1887.
³³Ibid.
Mesa at Ashurst Run, while W. A. Daggs took his sheep to Silver Creek in Apache County. In a short while a third brother, P. P. Daggs, joined with the other two in forming the concern known as the Daggs Brothers and Company.34

In the early 1880's, the Daggs Brothers established their headquarters at Flagstaff and began handling sheep on shares. In a short while they built their holdings up to 50,000 head. At the same time they imported purebred rams on a large scale, paying from $100 to $600 a head for them. By 1888, the Daggs Brothers and Company was the largest wool shipper in the state. After the partnership was dissolved in 1890, and the brothers had retired from business, the breeding of fine wool sheep in Arizona took a decided slump.35

The cattle industry developed rapidly in the ten years following 1877, which was the year when cattle were first brought into the area on a commercial scale. At that time John Wood drove seventy-eight head into the Mogollons. In 1887, this number had increased to about 40,000 head and, since the value of these cattle was about twenty dollars a head, the total value of cattle in the area was about $800,000.36

34Charles W. Towne and Edward N. Wentworth, Shepherd's Empire, p. 324.
35Ibid.
36Arizona Champion, (Flagstaff), January 1, 1887.
The first beef cattle were shipped from Flagstaff in 1883. Two carloads, about sixty head, were sent out in that year. In the last six weeks of 1886, forty carloads, 1200 head, were shipped from the town. The largest cattle outfits in the district in 1887, were: Arizona Cattle Company; Aztec Cattle Company, which ran some of their stock in the Flagstaff area; Mormon Dairy Settlement; Babbitt Brothers; Mehrens and Sherman; Acker and Waller; Vanderlip Brothers; Brannen, Finney and Brannen.  

Two associations grew up in connection with the livestock industry. The cattlemen's association was called the Mogollon Live Stock Protective Association. Its officers were: W. H. Ashurst, president; Al Doyle, treasurer; W. G. Stewart, secretary. The sheepmen's organization, the Arizona Sheep Breeders and Wool Growers Association, had Harry Fulton as president, W. J. as treasurer, and C. H. Schultz as secretary.

There are at present 1,512,655 acres of grazing land in Coconino County. The region of the San Francisco Peaks is used, primarily, as summer pasture. From May until the end of October about 35,000 head of cattle and 28,000 head of sheep graze there. They are driven into this region

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about the first of May from the lower warmer regions, and by the first of November they have either been sold or driven to winter pasture. 39

In addition to sheep and cattle about 2,000 horses were raised in the area in 1887. The principal breeders of horses were the cattle outfits mentioned above. 40

The cattle and sheep wars of the western range country have furnished inspiration for innumerable stories, both fact and fiction. One of the most famous of these conflicts was the so-called Pleasant Valley War. The scene of this tragedy was the Tonto Basin's Pleasant Valley, south of Flagstaff, under the rim of the Mogollon Mountains.

Daggs Brothers and Company of Flagstaff, so the story goes, coveted the Pleasant Valley range as winter pasture for their sheep. The cattlemen of the Tonto Basin, however, set up a line at the Mogollon Rim that was too well armed and in too great strength for the sheepmen to force. The Daggs' heard of a grudge between the cattle families of Graham and Tewksbury. These families were supposed to have stolen yearlings together as a cooperative venture, but at branding time all the stock showed up wearing the Graham brand. Needless to say, the Tewksbury clan was not pleased

39 Statement by William M. Brechan, Coconino County Agricultural Agent, personal interview.

40 Ibid.
at this turn of events, and the solid ranks of the cowmen in Pleasant Valley were broken.\textsuperscript{41}

The sheepmen decided to exploit this break to their own advantage, and they set about fanning the flames of discord. Some sources state that the Tewksbury's were induced to give up cattle in favor of sheep. This provided an entree into the valley for the sheepmen.\textsuperscript{42}

One August afternoon in 1887, the smouldering feud broke into the open when eight cowboys rode up to an isolated cabin in the Tonto Basin. This was the Newton cow ranch which, along with the Tewksbury outfit, had gone over to sheep. The Tewksbury brothers, along with four or five others, were in the cabin. The cowboys asked for food, and were refused in a not too pleasant manner by Jim Tewksbury.\textsuperscript{43}

A cowboy, Tom Tucker by name, started to argue with Jim Tewksbury. Another cowboy, Hampton Blevans, reached for his six-shooter and Jim Tewksbury shot him with a Winchester. Cowboy John Pains fired at Tewksbury but missed. Tewksbury shot him. Two other cowboys, Gillespie and Carrington, were wounded by other sheepmen in the cabin. The whole affair was over in about ten seconds. Two cowboys

\textsuperscript{41} Earl R. Forrest, \textit{Arizona's Dark and Bloody Ground}, p. 39.

\textsuperscript{42} Towne and Wentworth, \textit{op. cit.}, p. 184.

\textsuperscript{43} \textit{Ibid.}, p. 182.
had been killed and three others wounded.\footnote{\textit{Ibid.}, p. 183.}

This action was followed by a score of deadly battles that ranged over a wide area, and gave rise to the title of the Pleasant Valley War. It lasted five years during which all peaceable ranchers were driven from the region, and resulted in the deaths of twenty-six cattlemen and six sheepmen. Other results were inconclusive. However, it provided material for two exciting novels, \textit{To the Last Man}, by Zane Grey, and \textit{The Man Killers}, by Dane Coolidge.\footnote{\textit{Ibid.}, p. 185.}

The Pleasant Valley War was, of course, only one of a series of cattle and sheep conflicts that broke out sporadically in the west for more than half a century. Peace came to the ranges after 1906, when the United States Government set aside the national forests. By this act the summer ranges in the mountains were put under definite control whereby only properly accredited flocks and herds were permitted to use the land. In 1934, the Taylor Grazing Act corrected some remaining abuses and established a system more nearly equitable to both cattle and sheep owners.\footnote{\textit{Ibid.}, pp. 202-203.}

Farming was one of the early ventures of residents of Flagstaff and surrounding territory. Agriculture had a promising future, according to the following article,
A few years since, to have spoken of the agricultural lands around the town of Flagstaff would have been considered a huge joke, but it is now known that we have arable lands capable of growing in perfection a large variety of products. Development in this direction has scarcely begun, but the land that has been put under cultivation has shown results that have in many instances been astonishing. The rain which comes in gentle showers from the beginning of July until September falls with great regularity and stimulates a wonderful growth in a remarkably short time. Wheat, oats, and barley are grown without irrigation and yield an abundant and profitable crop. All kinds of root vegetables flourish and grow to an enormous size and are of excellent quality. As a potato country it is not surpassed in any region; 10,000 pounds to the acre is not an unusual crop and the cultivation entails but a small amount of labor, the preparation of the soil, planting and gathering is all that is required, as the entire country is devoid of the farm weed and noxious growths which give so much trouble to agriculturalists in the middle and eastern states.

The lands around the Mogollon range of mountains produce fine wheat, oats, barley and potatoes. The Verde Valley and its tributaries raise fair crops of corn and excellent barley, while the Oak Creek lands are plentifully supplied with water and are capable of growing almost anything that can be planted there, from the hardiest roots and cereals to the most delicate tropical fruits. A number of vineyards have been started with satisfactory results. In fact, all kinds of fruits seem to flourish in the rich soil of this valley.

Around the whole of this section, immediately south of the line of the Atlantic and Pacific Railroad, alfalfa produces prolific crops, which for quality cannot be exceeded anywhere.

In a very few years the whole of the country here spoken of will be under cultivation, and some of the finest farms in the country will be found
upon this virgin soil, which is only awaiting the hand of the husbandman to become rich with vegetable growth and resplendent with golden grain.\textsuperscript{47}

Unfortunately, Mr. Tinker, author of the above, was more enthusiastic than prophetic concerning the agricultural possibilities of the Flagstaff region. It just never quite developed according to his expectations. Mr. Tinker failed to take into consideration the short growing season and the very cool nights common to this region, even in mid-summer.

The growing season in this area is estimated at 122 days, which is considered a short growing season. But farmers cannot even count on that number, since over a period of ten years the actual number of frost-free days will average about 100. The growing season dates from June 8, to September 15.\textsuperscript{48}

In 1951, there are 27,000 acres of land under cultivation in Coconino County, with about 12,000 acres of these within a ten mile radius of Flagstaff. Of the 12,000 acres near Flagstaff, there are about 6,500 acres planted to pinto beans, the largest agricultural crop. The yield in a normal year of pinto beans to the acre is from 800 to 1200 pounds. This crop is worth, on an average, $350,000 a year.\textsuperscript{49}

\textsuperscript{47}Arizona Champion, (Flagstaff), January 1, 1887.
\textsuperscript{48}Statement by William M. Brechan, Coconino County Agricultural Agent, personal interview.
\textsuperscript{49}Ibid.
The second largest crop in the Flagstaff area is that of small grains, wheat, barley, oats, and rye. About 5,000 acres of land around the city are devoted to cultivation of these grains, which have a combined yearly value of about $235,000. The orchards in the Oak Creek area, producing apples, pears, peaches, cherries, plums, and apricots, cover about 500 acres. The fruit crop has an average value of from $100,000 to $150,000 a year.  

Although Flagstaff potatoes are of excellent quality and were an important crop in years gone by, they have practically passed out of existence. Potatoes, as a crop, were driven out of the area by insects and scarcity of labor during World War II. Some are being raised in small quantities as seed potatoes and are in demand for this purpose.  

An ambitious railroad building program was visualized by the early residents of Flagstaff. As has been noted, the Atlantic and Pacific Railroad reached the town on August 1, 1882, and went on westward. The Prescott and Arizona Central Railroad was started during the summer of 1886. By the end of that year it had been completed to Prescott, the capital of the territory. This road joined the Atlantic and Pacific, and was constructed under the supervision of T. S. Bullock, general manager of the

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50 Ibid.
51 Ibid.
Several other railroads were planned. The Mineral Belt Railroad was to run south from Flagstaff to join the Southern Pacific line. Still another railroad was proposed to go north from Flagstaff to the Grand Canyon, and still another line was proposed to run further north beyond the Grand Canyon to join the Utah Central Railroad. These roads, if they had been constructed, would have formed a continuous north-south line of railroad from Guaymas, Mexico, to the Northern Pacific Railroad, with Flagstaff as a focal point. In fact, it was confidently expected that "with railroads reaching out from Flagstaff in five directions," the city would "become the railroad center and commercial emporium of northern Arizona."^53

However, these rather elaborate plans did not materialize and, at present, the city is served by the Atchison, Topeka and Santa Fe Railway, which took over the Atlantic and Pacific as described beforehand. Flagstaff is situated on the main transcontinental route of the Santa Fe, and is a regular stop for most passenger trains. The local freight handling facilities include six stockyard pens, and a heavy machinery or automobile unloading dock which is suitable for accommodating two end-door or two flat-cars at one time.^54

^52Arizona Champion, (Flagstaff), January 1, 1887.
^53Ibid.
^54Flagstaff, An Industrial Survey, p. 12.
Further railroad trackage includes the spurs and side tracks of the Santa Fe, and the Saginaw and Manistee Logging Railroad. This is a standard gauge line that connects two sawmills with the Santa Fe main line. The lumber company's tracks extend, also, to the south of the city into the forest lands.  

The first hotel in town was called the Flagstaff Hotel. It was built in 1882 on, or near, the site of the present Commercial Hotel on Santa Fe Avenue near the railroad depot.  

On January 1, 1927, the $300,000 Monte Vista Hotel was opened. Of the total cost, $200,000 was subscribed by the people of Flagstaff in the form of community bonds. The hotel was built to fill a need for a first-class tourist accommodation.  

Two years later, in August, 1929, Motel Inn was opened by A. E. Dulvan. This was the first motel in Flagstaff and contained twenty-two suites. There are many motels and tourist courts in and around Flagstaff today. The Monte Vista Hotel is still the city's finest hotel.  

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55 Ibid.  
56 Coconino Sun, (Flagstaff), November 25, 1927.  
57 Ibid.  
58 Coconino Sun, (Flagstaff), August 30, 1929.
A bank was opened in the town in February, 1887. It was named the Bank of Flagstaff and was managed by W. G. Stewart of Flagstaff and E. S. Clark of Albuquerque, New Mexico.59

Another bank, the Arizona Central Bank, was opened in Flagstaff a short time later. The second bank was under the management of F. L. Kimball, president of the Colorado Bank at Durango, Colorado, and B. N. Freeman of the same bank. J. H. Hoskins, Jr., of Flagstaff, was the resident manager and cashier.60

The bank of Flagstaff was liquidated in 1891. The Arizona Central Bank was in existence until after Arizona became a state in 1912. At present, Flagstaff is served by two banks, the Bank of Arizona and a new Bank of Flagstaff. This latter one was incorporated on January 12, 1951.61

In the spring of 1886, David and William Babbitt came to Flagstaff from Cincinnati, Ohio. They were followed later in the same year by another brother, Charles. In 1887, George Babbitt arrived in Flagstaff, and still later a fifth brother, Edward Babbitt joined the others. The Babbitt Brothers formed one of the most extensive businesses

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59 Arizona Champion, (Flagstaff), February 5, 1887.
60 Arizona Champion, (Flagstaff), February 12, 1887.
in northern Arizona. 62

David and William were interested, at first, in cattle. Shortly after they came to Flagstaff they bought 1,000 head. They spent only a brief time in the cattle business before deciding to devote part of their time and attention to the mercantile business in the area. They never entirely relinquished their cattle holdings, however, and, in fact, they added to them from time to time. 63

In 1888, David established a general hardware business in Flagstaff in a small frame building. The enterprise flourished due in part to the rapid growth of the town at that time. When George Babbitt arrived in 1887, he worked as a bookkeeper for P. J. Brannen in his general merchandise store. In 1889, George formed a partnership with J. H. Jennings, and bought a restaurant from W. H. Switzer. After a short time in the restaurant business, George sold his interest and joined his brothers in the hardware store. 64

The Babbitt Brothers prospered in the hardware business and were soon branching out into the general merchandising field. In 1889, the building they had been occupying

62 Turley, op. cit., p. 16.
63 Ibid.
64 Ibid., p. 21.
was torn down and a new two-story brick building was constructed in its place. The second floor of this building was used as a theater and was called the Opera House. It was in this hall that traveling entertainers gave their performances to Flagstaff audiences. The hall was used, also, for political and social gatherings and as a general public meeting place. Babbitt's Opera House was closed on January 28, 1901, because the space was needed for the furniture department of the Babbitt enterprises. 65

Shortly after the new building was completed in 1889, the business of P. J. Brannen was offered for sale. The Babbitts purchased this business. Cameron and Lind, another general merchandising company, was purchased, also, about the same time. In the same year the brothers likewise purchased the Palace Meat Market, operated by W. D. Powell. 66

The main Babbitt Brothers Store was renovated in 1903. In 1910, a large brick warehouse building was added to the holdings of the firm. In 1907, a packing plant was built to aid in meeting the increased demands for wholesale and retail meats. A large three-story garage was built in 1906. In 1913, this garage building housed an agency for Ford products, which was the first automobile agency in

65 Ibid., p. 22.

66 Ibid., p. 23.
the town. The Babbitt Motor Company has continued to the present day as the Ford agency in Flagstaff. 67

The growth of the Babbitt Brothers Department Store has paralleled the growth of northern Arizona. Before the automobile was introduced, freight wagons drawn by six-horse teams were loaded daily at the store. The goods sold were freighted to outlying towns and ranches. Later, with the introduction of the motor car, trucks were used to freight the goods to the trading posts on the Navajo Reservation and to the various towns and ranches surrounding Flagstaff. The department store has grown from its beginnings as a hardware store to include a wholesale and retail meat department, a grocery department, a shoe department, a dry goods, ready-to-wear, curio, drug, and miscellaneous departments. 68

During the period of expansion the Babbitt Brothers established stores in various Arizona towns along the Santa Fe Railroad. Large stores are located at Kingman, Williams, Holbrook, Winslow, and Grand Canyon. They had interests, also, in automobile businesses in Tucson and Phoenix, and a wholesale grocery business at Prescott. These latter interests were liquidated in the years 1930-1933. 69

67 Ibid., p. 32.
68 Ibid., pp. 24-32.
69 Ibid., pp. 34-37.
The original attraction in northern Arizona for the Babbitts was the opportunity apparent in the cattle business. They became interested in sheep, also. Business interests in Flagstaff absorbed most of their time shortly after their arrival in the area, but they still engaged in the livestock industry. Their usual method of operation in this connection was to purchase an interest in local ranches. Occasionally, they bought cattle outright. It became customary, also, for the Babbitts to allow the managers of the various ranches to retain an interest in the ranch, thus making them partners in the business. The partner-manager was given full control in the operation of the ranch and was allowed unlimited credit with the Babbitt Brothers Trading Company. Quite often the ranch manager acquired credit in excess of income and the Babbitt Brothers took notes and chattel mortgages on cattle for the credit which they extended. 70

Over the years the Babbitt Brothers acquired large holdings in land and livestock. Usually this property was

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70 Ibid., p. 38
held as long term investments.71

71Tbid., pp. 40-49. The Babbitt livestock interests included the following holdings:

The C Q Bar Livestock Company, formed in 1886, when William and David Babbitt bought 1,000 cattle from Warren and Horsley. The ranch headquarters were located at John Clark Springs near Lake Mary. The company later bought the Clark Valley Ranch and the John Clark cattle.

The A-One Cattle Company, located in Fort Valley.

The Hart Cattle Company, purchased in 1907. A partnership was formed with Lee Verkamp and O. L. Hart to operate this company.

The Apache Maid Cattle Company was acquired in 1904, in partnership with Bill Dickerson.

The Wyrick Cattle Company, purchased in 1910. Originally, this ranch was the offshoot of the Texas Hash-Knife outfit which located near Flagstaff in 1886.

The Kellam Cattle Company, purchased in 1912, by Ray Babbitt in partnership with Joe Kellam.

The Concho Livestock Company, purchased in 1909, by the Babbitt Brothers and Lee Verkamp.

The Mortix Lake Sheep Company, purchased in 1900, in partnership with J. C. Mudersbach.

The Aso Sheep Company, purchased in 1900, in partnership with Ramon Aso.

The Morse Sheep Company, purchased in 1914, in partnership with Perry Morse.

The Hennessy Sheep Company, formed in 1915, by the Babbitt Brothers and John Hennessy.
The Babbitt Brothers were interested in the cattle business in California and in Dodge City, Kansas, also. Near Dodge City, they had an enclosure covering thirty acres of land.\(^{72}\)

Ranges for sheep and cattle owned or controlled by the Babbitt Brothers have extended over wide areas in northern Arizona. At one time or another, they owned practically all the grazing lands surrounding Flagstaff and Williams. Their holdings in land still cover a wide area in this region.\(^{73}\)

Although the greatest holdings and interests of the Babbitt Brothers were in cattle, sheep, and merchandise, they showed considerable activity in other fields as well. One of these was real estate for development into home sites or business properties.

In 1911, they purchased property in what was known then as the University Section. The Arizona State College is located in this general area. They acquired about forty acres in this transaction.\(^{74}\)

From time to time, they bought sizable tracts of land from the railroad. For example, in 1911, David Babbitt bought land and lots from the railroad. He bought all the

\(^{72}\)Portrait and Biographical History of Arizona, p. 934.  
\(^{73}\)Turley, op. cit., p. 117.  
\(^{74}\)Ibid., p. 51.
unsold railroad lots lying east of Agassiz Street and over 260 acres of Section 15 which was not subdivided into lots at the time of the transaction.75

Later, David Babbitt had Agassiz Street paved and sold the lots to various purchasers. They had other housing developments, too, both inside and outside the city limits. One of these was the Country Club Sub-division. They owned the Commercial Hotel, also, as well as a lumber yard which they opened in February, 1931. The hotel was subsequently sold to T. A. Riordan.76

The Babbitt Brothers Trading Company became interested in trading posts on the Indian Reservations. In 1910, they purchased the Tuba City Trading Post from C. R. Albert. This launched them in this field. Other trading post interests were: the Red Lake Trading Post, Red Lake, Arizona; the Warren Trading Post, Kayenta, Arizona; the Cedar Ridge Trading Post, Cedar Ridge, Arizona; the Babbitt and Roberts Post at Jeddito.77

Prior to October 7, 1918, the Babbitt Brothers Trading Company was a partnership. It incorporated at that time with a capital stock of $5,000,000; $2,000,000 in preferred

75Coconino Sun, (Flagstaff), March 3, 1911.
76Turley, op. cit.
77Ibid., p. 54.
stock and $3,000,000 in common stock.78

Another interest of this enterprising firm was the Arizona Livestock Loan Company. This subsidiary of the Babbitt Brothers Trading Company was incorporated on July 3, 1923, with a capital stock of $500,000 consisting of 5,000 shares of stock with a par value of $100. The corporation was formed from the notes and accounts receivable of the various Babbitt livestock companies. The Arizona Livestock Loan Company loaned about $50,000,000 in the first sixteen years of its existence, and paid yearly dividends varying from six to ten per cent.79

The tremendous influence the Babbitt Brothers have had on northern Arizona is hard to calculate. Through their various enterprises, they have an indirect, if not a direct, effect upon every man, woman, and child in the region. Since Flagstaff was, and is, the nerve center of the rather remarkable organization, naturally, it benefited to a greater extent than any of the neighboring towns. The Babbitt Brothers Trading Company, and various members of the Babbitt family play as important a part in the business, political, and social life of the city today as they have since 1886.

78Ibid., pp. 97-98.
79Ibid., pp. 94-95.
Through the years many other business organizations have established themselves in Flagstaff. These include the service businesses, such as laundries, cleaners, gasoline stations, as well as chain grocery and mercantile stores. Generally speaking, however, the economic development of the city is due primarily to the enterprise of two families, the Babbitts and the Riordans. It was the Rior-dan family that developed the lumber industry and the public utilities of the city and surrounding territory. The Babbitts, through the multiplicity of their interests, touched almost every facet of the city's life.

Flagstaff's civic, social and business leaders of today are hard at work promoting the further development of their prosperous city. These leaders and, indeed, the average citizens of the city, talk and plan with a quiet confidence that the future will be as kind to Flagstaff as the past has been.
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Personal Interviews

J. F. Arnold, staff member, Southwestern Forest and Range Experiment Stations.

C. L. Bradford, Office Manager, Saginaw and Manistee Lumber Company.

William M. Brechan, Coconino County Agricultural Agent.

John J. Britt, pioneer resident of Flagstaff.

Mrs. John J. Britt, pioneer resident of Flagstaff.

Al Jackson, Manager, Flagstaff Chamber of Commerce.

Mrs. George Fleming, daughter of Thomas F. McMillan, the first permanent settler in Flagstaff.

Clarence T. Pulliam, Flagstaff City Clerk and Treasurer.
Miscellaneous

Letter from Clarence T. Pulliam, Flagstaff City Clerk and Treasurer, March 1, 1952.


Tape Recording, Radio Station KGPH, (Flagstaff), February 14, 1951, panel discussion.

Tape Recording, Radio Station KGPH, (Flagstaff), June, 1951, talk by Ralph Cameron, pioneer resident.