



Friends of the San Pedro River Roundup

Spring 2016

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President's Report

By Robert Weissler

With the new year comes a new face on the FSPR staff, namely, our new office manager Carolyn Santucci. You will find an article on page 3 introducing her to FSPR members and volunteers. Needless to say, we are excited to bring Carolyn on board to help us meet our ever-expanding administrative support and event-planning needs.

Financially, FSPR is sound and will soon file its annual tax return as part of the requirements to maintain its nonprofit status. In its annual Cooperating Associations Report to BLM, FSPR reports a continued coordination with the Western Rivers Action Network of the National Audubon Society and with the Friends Grassroots Network of the Conservation Lands Foundation to promote good stewardship of our public lands and sound water resources management throughout the watershed. Last fiscal year, FSPR had over 200 memberships with more than 300 individual members—roughly a 10% increase over the prior year. Sales at San Pedro House and Fairbank Schoolhouse have improved somewhat, reflecting modest improvements to the local economy. FSPR conducted 223 events enjoyed by over 24,611 participants last year. These events included lectures, weekly interpretive walks, bird walks, hikes, monthly cultural events at historical sites, Fairbank Day, and events to promote the schoolhouse and other historic structures and points of interest. The FSPR Education Program sponsored events for a total of 2,341 students. Annual visitation to San Pedro House is estimated at more than 12,700, of which over 600 are under 25 years of age. Once again, FSPR volunteers supported the Wet-Dry Mapping of the San Pedro River. Several river cleanup events and trail maintenance work parties were conducted. Meanwhile, FSPR volunteers worked with the Sierra Club's San Pedro Water Sentinels to perform water level monitoring of local wells and river water quality testing.

There are a number of items to cover regarding the BLM in recent weeks. First, the agency is evaluating options for dealing with the aging cottonwood trees around San Pedro House, in order to ensure public safety. This subject has many angles, which you will discover in the article on page 3. BLM Tucson Field Manager Melissa Warren has announced that BLM will not renew the agreement with site hosts at San Pedro House. Despite effective performance of site hosts there, costs associated with propane for heating and electricity are beyond what BLM can support. Unfortunately, this circumstance leaves a void in security for FSPR bookstore assets in San Pedro House and safety for volunteers who work there. In other BLM news, we are happy to report that [new portal signs](#) have arrived and will be installed by BLM in the coming weeks and months throughout SPRNCA.

Regarding groundwater issues, we are concerned about two Arizona Senate bills (SB 1268 and SB 1400) that would allow municipalities like Sierra Vista to opt out of mandatory water adequacy requirements in

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counties such as Cochise. This legislation could allow Tribute and other developments to move forward without establishing water adequacy. These Senate bills working their way through the legislature pose a serious threat to the San Pedro River, the Adequate Water Supply Program, and Arizona's groundwater supplies.

To the north, along the middle San Pedro River, BLM announced that the SunZia utility corridor has been approved, despite protests from Tucson Audubon Society and other conservation organizations concerned about the impact on the river and adjacent public lands. On the groundwater management front, the US Geological Survey is in the final stages of reviewing its Sustainability Report on the Upper San Pedro River Valley (ie, Sierra Vista Subwatershed). Once that report is published, FSPR will email out an announcement with a link to our website. USGS will present the results at a future Partnership Advisory Commission Meeting of the Upper San Pedro Partnership. When a date for that presentation is established, we will announce that, too. Meanwhile, we continue to track recent developments with the prospective Villages at Vigneto subdivision in Benson, where the [Final Community Master Plan](#) has been posted for review.

We look forward to Fairbank Day on Saturday, March 12. We hope to see many of you there!

Fairbank Day 2016

By Ron Stewart

Think you might enjoy an event with entertainment, music, and food outdoors in a comfortable setting? Are you interested in the 13,000-year history of the San Pedro River Valley? Then, I would like to suggest that you attend "Fairbank Day 2016: Making Tracks Through History." The event will be held from 10 am to 2 pm on March 12 at the Fairbank Historic Town Site.

The Friends have staged this event for years. It draws visitors to Fairbank to learn its story, enjoy the beauty of the San Pedro River Valley, and have fun. The event is free, although we will suggest a donation from visitors.

The day will include a re-enactment of the famous Fairbank train robbery by the Tombstone Vigilantes. John Larkin will talk about Jeff Milton, the frontier lawman who lived in Fairbank, and (spoiler alert) foiled the train robbery. Ranger Christopher Bentley of Coronado National Memorial will talk about the Coronado Expedition. Archeologist Chris Shrager will speak about his career preserving historic structures around southeastern Arizona. David Walker will demonstrate roping tricks and techniques. B Troop will be on hand from Fort Huachuca.

FSPR docents Dwight and Chris Long will lead tours of Fairbank and the town cemetery. Sandy Anderson of the Gray Hawk Nature Center will be there with her "Snakes Alive" exhibit. Power from the Past will demonstrate antique engines and farm machinery. We will have fun activities for children of all ages, including competitive atlatl throwing and a treasure hunt! EarthPicks of Cochise County will perform music. Food will be for sale by the ever-popular Big Woody's.

The Tombstone Territories RV Park, just east of Fairbank on Highway 82, is generously providing space for parking. Arizona Sunshine Tours will operate free shuttle buses between the parking area and Fairbank, so there will be plenty of parking. The Arizona Rangers and BLM rangers will be on site.

The San Pedro Riparian National Conservation Area preserves thousands of historic sites. These date back 13,000 years, when Clovis hunters stalked the large animals that once inhabited our valley. People have lived here ever since. Famous characters like Coronado, Father Kino, Tom Jeffords, Cochise, Geronimo, Coro, Ed Schieffelin, Wyatt Earp, and Ike Clanton all lived here.

Fairbank Day will offer the chance to sample this rich history, from the Clovis Culture, to Coronado, to the Wild West days of the Tombstone silver boom. Come out to the old ghost town to enjoy the day, the music, the food, and the company and maybe learn a little, too!



Welcome Carolyn, New FSPR Office Manager

By Robert Weissler

In recent years, the Board of the Friends has recognized the need to beef up administrative support in the office, not to mention with event planning and publicity. To meet those needs, the Friends sought to hire an office manager. After interviewing several capable and deserving candidates, we made an offer to Carolyn Santucci. Happily for us, Carolyn accepted our offer! The job is a half-time position. Among the duties are to assist in daily FSPR office management and administrative duties, to provide support to the president and Board of Directors, to schedule docents for regular events, and to take the lead planning special events.

Here is a little background on Carolyn. In serving in the local community, Carolyn is a Board

member with Friends of the Huachuca Mountains and has served as a volunteer publicist for the Arizona Folklore Preserve in Ramsey Canyon. Her prior work experience includes five years as a customer service representative for the City of Sierra Vista Visitor Center.

Carolyn grew up in northern California, where her grandfather had a cattle ranch, and adored old cowboy TV shows like "Broken Arrow" and "Wyatt Earp." Although she's been a little disappointed to learn that the history of the Old West is not as romantic as it seemed on television, she loves learning about its real history, especially since so much of it took place right here in Cochise County. FSPR history walks to the Presidio, Millville, and Fairbank are right up her alley.

The Friends are excited to bring Carolyn on board to help us meet our ever-expanding administrative support and event-planning needs. Be sure to say hello to her at one of our upcoming events like Fairbank Day on March 12.

The Fate of the San Pedro House Cottonwood Trees

By Robert Weissler

Cochise County residents have grown fond of the large trees that grow near San Pedro House, the visitor contact station and birding mecca operated for BLM by Friends of the San Pedro River. These trees provide a cool, shady canopy under which visitors can enjoy a respite from summer heat or blowing winds. People have been married under the larger tree just west of the house and it is the site of an annual celebration of Bilbo's Birthday Party.

The two large trees that bracket the house are Fremont cottonwoods, among the largest trees in Arizona. Cottonwoods grow rapidly into the stately trees we know and enjoy. The tree just east of the house was planted in 1956, as recounted by Betty Foster Escapule in her book, *The Five Fosters*, her account of growing up in the San Pedro House. While cottonwoods grow quickly, they are also relatively short lived: they live no more than 200 years or so. Compared to redwoods, that is very young indeed.

Both of these cherished trees are showing their age. The tree west of SPH, which overhangs the roof, recently dropped a large limb on the building, necessitating costly repairs. The health of the oldest

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Large cottonwood at San Pedro House. Photo by Robert Weissler.

such tree west of SPH has changed dramatically. It appears this tree is succumbing to old age. While we recognize the value that all of us, visitors and residents of the area alike, place on these trees, we cannot alter their natural lifecycle and must respond as they begin to present a safety hazard. It is normal that trees like this eventually die, even as young trees emerge to replace them.

The BLM engaged to ensure the safety of visitors there. The fence now in place around the older tree to the west of the house is a necessary interim safety measure while the agency identifies the best solution to cope with its gradual demise.

The BLM has issued this statement regarding the trees:

The Bureau of Land Management, Tucson Field Office is directing visitors to exercise caution around cottonwood trees located near the San Pedro House on Highway 90 within the San Pedro Riparian National Conservation Area. Recent weather events have caused one of the trees to unexpectedly lose limbs, resulting in damaging a portion of the San Pedro House roof.

The BLM is advising that all visitors stay out from underneath the largest tree to the west of the San Pedro House at this time and refrain from climbing on it. The safety of visitors is the BLM's first priority.

What is being done: Beginning on Tuesday, January 19, a fence will be installed around the largest tree. Due to its advanced age, this tree is most susceptible to losing limbs in a way that may pose a risk. A long-term plan for the trees has not been determined. Future steps such as pruning or tree removal are being evaluated with the help of a professional arborist. The BLM will notify visitors once a decision has been made.

Questions or concerns? Contact the BLM Tucson Field Office at (520) 258-7200 or TFOWEB_AZ@blm.gov.

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FSPR is committed to the preservation of the resources of the river, including these cottonwoods. We fully understand and appreciate the affection that attaches to these lovely trees. However, those of you that do love these trees need to be prepared for the likely changes that are coming. This will likely entail pruning and reshaping the tree that overhangs the house and more severe pruning that may lead to removal of the stately tree to the west. Sad though this is, it is part of the natural order, as these fast-growing trees complete their natural life cycle.

BLM Report

By Jody Barker, Park Ranger

- » As many of you may know, Outdoor Recreation Planner Jim Mahoney retired at the end of December.
 - » The San Pedro House site hosts left in February. BLM hopes to have new site hosts in place once the generator issue has been resolved.
 - » I spent 5 days working with a 7-member ACE (American Conservation Experience) crew during their 12-day stay here (February 9-25). With their help, work was completed on the trail running north of Highway 90 to Escapule, the Murray Springs trail, the Charleston/Millville loop, the Palominas drive into the parking area, and the Fairbank Loop. In addition, the parking area at Fairbank has been cleared out, as well as the Boquillas corrals area, to allow for parking for Fairbank Day. We also cleared out the cattle guard at Fairbank.
 - » An information box will be installed at the entrance of the Fairbank Loop at the outer parking area. Ron Stewart is assisting with creating information to be placed in the box.
 - » Site hosts Shawn and Kelly McCormick are doing a spectacular job at Fairbank and have no intentions of leaving anytime soon. The BLM RV at Fairbank should be removed soon.
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New Year, Clean River

By Charlie Corrado

On Saturday, January 9, the Friends of the San Pedro and Bureau of Land Management sponsored the first of hopefully many river cleanups for 2016. The day was bright, clear, and brisk and the event was a well-executed plan that brought out about 25 volunteers. Each was armed with bags to collect river trash along the Hereford Bridge section. Many folks showed up from Sierra Vista, Bisbee, and Benson. It was the largest turnout for a river cleanup in quite a while and we hope that future ones will be as successful.



Ginny Beeler in 2012 with Bone Boxes. Photo by Pete Feldmann.

Bone Boxes Get Around

By Ginny Beeler

Did you know that FSPR has boxes of bones that volunteers cart around to schools and community events? So far in 2016, the display has traveled to Palominas Elementary School, New Hope Fellowship School, and General Myer School. Sometimes, students come to San Pedro House and view the contents as part of their visit. The boxes will be available for viewing at Fairbank Day, STEM Day at Cochise College (4/29), Brown Canyon Ranch Open House (5/14), and possibly the Sierra Vista Farmers Market for Earth Day (4/21).



From Hodge,
1877.


Racing for the Gold: Stagecoach Lines in & around the San Pedro Valley

By Gerald R Noonan

[NOTE: This is a condensed extract from the book Noonan is writing about the human and environmental history of the San Pedro River Valley in the latter half of the 19th century.]

The first stage line to regularly cross the San Pedro Valley after the Civil War was the Tucson and Los Angeles California weekly line (ANSAC, 2006, p. IV-64; SFWG, 1867, 1869) that followed the former Butterfield Overland Mail route in Arizona beginning October 1, 1867. The coaches from Tucson linked in Mesilla, New Mexico, with the Southern Overland U.S. Mail and Express Line, and the latter line offered service to El Paso and Santa Fe.

SOUTHERN OVERLAND
U. S. MAIL
 AND
Express Line!



FROM SANTA FE, N. M., TO EL PASO,
 TEXAS, & TUCSON, A. T.

Will commence running October 1st, 1867, a weekly
 four-horse Passenger Coach, leaving Santa Fe every
 Monday morning, on the arrival of the coach from
 Denver and the States; connecting at El Paso with the
 Chihuahua and San Antonio stage line; at Mesilla with
 the Tucson and Los Angeles California, weekly line;
 making a
CONNECTED PASSENGER LINE
 From Denver and the States, via Santa Fe to San An-
 tonio, Texas, Mexico and California, without delay of
 passengers on the road; tri-weekly coaches from Santa
 Fe to Albuquerque.
 Particular attention paid to express matter and
 comfort of passengers.
 Coaches leave El Paso and Tucson every Friday
 for Santa Fe.
 GEO. W. COOK, } Proprietors
 J. M. SHAW, }
 Santa Fe, or GEO. W. COOK, Mesilla, N. M.
 No 19

From p. 2 in Jan. 25,
 1867 Santa Fe Weekly
 Gazette

On July 17, 1869, the Southern Overland U.S. Mail and Express Line from Mesilla (WA, 1869) replaced the Southern Overland line and began offering a weekly "two-horse buggy" or buckboard between Tucson and Mesilla. It connected at Mesilla with stages for Santa Fe and the East, El Paso, and San Antonio, and linked at Tucson with the Los Angeles and San Diego Semi-Weekly Stage Line and the weekly line for Hermosillo and Guaymas. In 1870, the owners sold their company to J.F. Bennett and Company (Thrapp, 1988a, p. 380). The latter company (PSB, 1907, p 730-731) also followed the route of the former Butterfield Overland Mail and Express Co., extending from Mesilla, New Mexico, crossing the Rio Mimbres at Mowry City (an area with several mines), and reaching to Tucson. The company advertised its transportation service from Tucson to New Mexico until June 27, 1874 (AC, 1871, 1874c).

In 1874, the Kerens and Mitchell Company established the Southern Pacific Mail Stage Line between San Diego and Mesilla, New Mexico, via the old Butterfield Overland Mail route (Peterson, 1968). This well-stocked line (Hinton, 1878, p. 371-372, 416-417 abs.; Hodge, 1877, p. 204) had 650 horses, 37 coaches and stages, and 47 drivers and 104 stock-tenders. It claimed then to be the longest stage line in the United States, extending from Yuma to Mesilla and connecting there with another stage line for Austin and other places in Texas. Travel between San Diego and Mesilla took eight days. The company soon

lost its California business as the Southern Pacific railroad advanced eastward, but in 1878, the Kearns and Griffith Company, an outgrowth of the previous firm, began stage service eastward from Yuma until the advancing railroad made such service obsolete.

Stage service through and within the San Pedro Valley improved on March 20, 1878, when J.T. Chidester contracted with the postmaster to transport mail from Fort Worth, Texas, to Yuma and back seven times a week (SC, 1890, p. 2, 519 abs.; 19, 536 abs.; 64, 581 abs.; 73, 590 abs.; 106, 623 abs.; 148, 665 abs.; 169, 686 abs.). In the San Pedro Valley, the route detoured from that of the Overland Mail Company by going north to Tres Alamos and then to Tucson. Every other day, Chidester's National Mail and Transportation Company sent out four-horse coaches from Mesilla to Tucson and on alternate days had horseback service between Mesilla and Silver City and buckboard service from Silver City to Tucson. Maintaining the mail and passenger service between Mesilla and Tucson required about 160 head of horses and mules and 34 men. The company kept 16 horses or mules at the San Pedro Station (former station of Butterfield Overland Mail, located at Middle Crossing near current-day Benson; the crossing area in common parlance was called San Pedro Crossing or simply San Pedro). On September 20, 1880, the company curtailed service and went no further west than Benson, transferring westbound mail to the railroad there. After the arrival of the railroad at Benson, it used a single buckboard to provide service between Benson and Tres Alamos.

J. F. BENNETT & CO.,
SOUTHERN
Overland Mail and Express
Company,

ARE NOW RUNNING A  **two-horse vehicle three**
times a week, from Tucson to the Burro
Mines, where they connect with Coaches

For All Parts of New Mexico, Texas,
Chihuahua and Eastern States.

Particular Attention paid to carry-
 ing Express Matter, and comfort of Pass-
 engers. Office at Lasinsky & Co.'s store,
 Tucson. (no131f)

From p. 2 in Jan. 7, 1871
 Arizona Citizen

The discovery of silver and other minerals in the Tombstone area created an increasing market for stage lines. John Delamore Kinnear at the age of 38 years reached Tucson on October 18, 1878, and within a month of his arrival had investigated the then 95-mile route that went to Tombstone via Tres Alamos and returned by a shorter, more-southern route (Peterson, 1968). In 1878 and early 1879, Kinnear's stage line left Tucson in the morning and arrived at the old Butterfield station at Cienega (now known as Pantano) (Barnes, 1988, p. 316) at lunchtime. The stage then headed around the southern end of the Rincon Mountains and went northwards to the Lower Crossing at Tres Alamos. Passengers spent the night at a ranch, and the next morning, the stage crossed the San Pedro and headed southward toward Tombstone.

TUCSON AND TOMBSTONE EXPRESS.
A 4-horse Concord Coach will leave Tucson TUESDAYS and return WEDNESDAYS. Leave Tombstone, Fridays and return Wednesdays. *Particular Attention paid to filling Orders for Miners.*
Sam Childs will act as Agent, Conductor and Driver, which alone is sufficient guarantee of giving satisfaction to the public. Persons can engage passage at the Palace or Cosmopolitan Hotels. Will connect with Silver City coach at Tres Alamos every WEDNESDAY morning at 7 o'clock.
J. D. KINNEAR, Proprietor.

Kinnear ad, p. 2 in Nov. 23, 1878 Arizona Citizen

San Pedro Station.
OHNESORGEN & ELAND, Proprietors.
THE SUBSCRIBERS HAVING LEASED from Jacob Shaulbin this well and favorably known Station at the **Crossing of the San Pedro** on the road leading from Tucson to the RIO GRANDE, CAMPS BOWIE, GRANT and APACHE, SAN CARLOS and PUEBLO VIEJO, respectfully solicit the patronage of the public. The TABLE will be supplied with BEST of everything the market and country affords, and every attention paid to the **Comfort and Convenience** of guests. Having large and commodious stables and corrals with supplies of Hay and Grain, we offer especial advantages to **Freighters and Trains.** In addition to our stabling, we have a VERY LARGE CORRAL for the accommodation of Drivers and Stock Dealers generally. No pains or expense will be spared to make this station the BEST in Arizona.
OHNESORGEN & ELAND.
December 12, 1873. 19-11.

From p. 4 in Dec. 27, 1873, Arizona Citizen

Kinnear realized in March 1879 that an increasing proportion of passengers wanted to reach Tombstone as fast as possible. Therefore, he dropped Tres Alamos from his route between Tucson and Tombstone and offered a \$10 fare for a trip that took only 17 hours (AC, 1879a). Residents along the middle and lower San Pedro River may have been without mail or passenger service until January 11, 1890, when R.T. Bolen's two-horse buckboard service carried mail and passengers twice a week from Riverside to Benson (AC, 1879f; AWE, 1890a). The buckboard left each place on Monday and Thursdays and arrived at each destination Tuesday and Friday evenings. The route ran up the Gila

and San Pedro rivers via Dudleyville, the Mammoth mine, Reddington, and Tres Alamos. Passengers and mail could then connect with the Tucson and Tombstone line at Ohnesorgen's place at the San Pedro Station.

The increasing number of people traveling by stage created business opportunities for entrepreneurs to provide services to travelers and to start their own transportation businesses. One such man was William Ohnesorgen (Bailey and Chaput, 2000, p. 48-50; Chapman, 1901, p. 968, 970 abs.). He had moved from Tucson to the San Pedro Crossing in 1871 and there kept a government forage agency and supplied U.S. troops with provisions until approximately the placement of the Apaches onto reservations.

In December, 1873, he and Frederick Eland leased the San Pedro Station at the Middle Crossing of the San Pedro, in the region of current-day Benson (AC, 1873; Langley, 1875, p. 783, 905 abs.). The partners promised the "BEST of everything the market and country affords" as regards meals and boasted of large stables and corrals and supplies of hay and grain. The partners purchased the station in early March 1874 and by May 1874 had added a bar to it (AC, 1874a; AC, 1874b). Ohnesorgen and Eland dissolved their partnership on February 6, 1875. Ohnesorgen assumed all liabilities of the firm and gave notice that he would continue to carry on the business (AC, 1875). On November 10, 1887, he obtained title to 160 acres just east of Benson in Township 17E Range 20E, Section 11, Aliquot NW¼ (AC, 1877; BLM, 2015) and on February 19, 1891, gained title to another 160 acres in Township 17E Range 20E, Section 2 Aliquot SW¼. The San Pedro River flowed through these adjoining aliquots (USGS, 1915). Ohnesorgen raised cattle and, for a time, sheep on his ranch (Peterson, 1968). By 1879, he had experience supplying army troops with forage and provisions and stage lines and freighting teams with hay and grain. His station was a welcome stop for travelers.

On August 15, 1879, Ohnesorgen advertised (AC, 1879b) that he had completed "a good and substantial bridge across the San Pedro River, at San Pedro Station, A.T., at his own expense, and will, therefore, collect toll from those using it until he is reimbursed." The sturdy bridge, in the region of current-day Benson, cost Ohnesorgen \$900 and almost immediately attracted wagons carrying 20 tons of cargo (AC, 1879c).

A second transportation entrepreneur appeared in the form of Howard C. Walker, a 27-year-old "dandy" who had been living in Tucson with three young

SAN PEDRO STATION
RE-OPENED.
This old and well known Station situated at the
San Pedro Crossing,
On the direct route from
Tucson to the Tombstone, Dos Cabezas and Chiricahua Mining Districts,
Has just been re-opened by the undersigned, who has put the station in
COMPLETE REPAIR.
Excellent Meals and Neat Rooms and Beds provided for the traveler.
—THE—
Tucson & Tombstone Express
Have a relay of stock at this station and stop here for meals.
A STORE.
Connected with the Station will be supplied with a complete stock of such goods as will be required by Miners, Farmers, and the traveling public generally.
The Culinary Department
Is presided over by MRS. L. DAVIS, of Davidson's Springs Station, a lady of long experience in this art and who can be relied upon to provide such edibles as will please and satisfy the most fastidious.
The Best Qualities of Hay and Grain
Constantly on hand.
WM. OHNESORGEN, Prop.

From p. 2 in Jan. 11, 1878, Arizona Citizen

In November 1879, Ohnesorgen and Walker reduced one-way stage fares to \$5 (AC, 1879e). The next month, they convinced the Tombstone and Corbin mill and mining companies to discontinue their two-month-old contract with Kinnear and transfer their bullion carrier needs to Ohnesorgen and Walker's stage line (Peterson, 1968). They also established an agency in Los Angeles to promote their stage line to customers who boarded the Southern Pacific railroad that was bringing ever-larger numbers of people into southern Arizona and was steadily laying track eastward toward Tucson. The partners also countered Kinnear's fares by lowering theirs to only \$3 each way.

Both companies lost money during the trade wars, and Ohnesorgen had to mortgage his ranch for \$3000 to recoup losses and stay in business. On Christmas Day 1879, the rivals met and agreed on a compromise that set fares at \$7 each way and freight at three cents a pound. The competition between the companies continued, as each attempted to attract business by making the speediest trip, performing publicity stunts, and advertising.

Competition to be the fastest to cover a given route was frequent between the various stage companies. Horses sometimes suffered because owners were willing to run them to the point of exhaustion to save time. George Parsons wrote in his diary about his 1880 arrival in Tombstone by Ohnesorgen and Walker stage (Parsons, 1996, p. 17-18). The stage company changed horses and driver at Ohnesorgen's at the San Pedro Crossing. The new driver was under orders to beat the opposition stage and had to treat the six horses cruelly to speed along as fast as possible for 16 miles to Contention Mills in an hour and a half. "Horses on dead jump all of the time and nearly dead when we arrived at C. Afraid one leader will die. Uphill and down on dead run. Fine for us but death to horses."

Mail service between Tucson and Tombstone deteriorated when an eastern mail speculator, Edward Gannon, obtained a federal contract beginning October 1, 1879, to carry the mail (Parsons, 1996, p. 21; Peterson, 1968; US, 1881, p. 65, 76 abs.). Gannon set up a stage line to carry the mail along the federal route of 40108. The circuitous route passed through the Empire Ranch, Camp Huachuca, and Charleston. People wondered how the new line would deliver the mail on schedule, given that the annual contract for the route was only \$849. Residents in Tucson and Tombstone found that the new vendor delivered the mail six hours behind schedule and 12 hours later than Kinnear had previously delivered it. After several months of public complaints, Gannon stopped carrying the mail. James Stewart temporarily took over the route but discontinued service after receiving no response from the post office to his attempts to negotiate a contract. The post office then sent an agent to Tombstone, Charleston, Camp Huachuca, and Patagonia and, on February 21, 1880, the post office awarded a contract to Howard C. Walker of Ohnesorgen & Walker to carry mail daily to Tombstone and three times a week to Huachuca via Tombstone and Charleston (AC, 1880). Ohnesorgen and Walker inaugurated their carrying of the mail by decorating a stagecoach with American flags and telling the driver to beat the opposition at all costs. Late on February 22, 1880, the mud-spattered stage came in to Tucson at full run, just ahead of Kinnear's (Parsons, 1996, p 21).

The approach of the Southern Pacific Railroad toward Tucson in early 1880 showed that stage business along railroad routes would progressively decrease (Peterson, 1968). Ohnesorgen quit the stage business and sold his interest to Walker on March 9, 1880. The H.C. Walker & Co. ran the new Tucson & Tombstone Daily U.S. Mail Line after the dissolution of the partnership. It became the foremost stage line in the area and carried passengers, mail, and bullion from the Tombstone mines. Walker resolved to stay in the stage line business and, in March 1880, purchased all of the stock and coaches of the Griffith Southern Pacific Stage Line whose route had been reduced as the railroad moved ever eastward. By late April, the Southern Pacific had reached Pantano, and Kinnear and Walker's stage lines had a reduced route between there and Tombstone.

In early 1880, Walker expanded his company by providing stage service from Tucson to Patagonia, Harshaw, and the new Washington Camp and purchased a substantial building in Contention City to house a stage office that previously had been in a temporary tent (Peterson, 1968). He renamed his company on April 24, 1882, as Arizona Mail and Stage Company, borrowing \$2500 from Tucson merchant Sam Hughes to help finance the expansion.

After the Southern Pacific Railroad reached Benson in June 1880, the stage run from there to Tombstone was only 24 miles (Peterson, 1968). Kinnear and Walker decided to collaborate to make things easier for themselves and make more money. Although the trains reached Benson between 3 and 4 a.m., the companies made no attempt to accommodate Tombstone-bound passengers until much later in the morning. They raised freight rates to 5 cents per pound and passenger fares to what was then an exorbitant charge of \$10 for the 25-mile trip. They slowed down their coaches so that the trip took nearly twice as long as before. The former rivals then combined their companies into the Arizona Mail & Stage Company. For a short while, Walker seemed to be the dominant partner. His large six-horse coaches carried all of the passengers, the mail, and the Wells Fargo box of cash and valuables. Kinnear's coach followed along with express material and heavy freight.

Riding a stagecoach was not an especially enjoyable experience (Faulk, 1972, p 83-84). John Pleasant Gray rode a Kinnear and Walker Concord coach from Pantano to Tombstone in 1880 and stated:

That day's stage ride will always live in my memory—but not for its beauty spots. Jammed like sardines on the hard seats of an old-time leather spring coach—a Concord—leaving Pantano, creeping much of the way, letting the horses walk, through miles of alkali dust that the wheels rolled up in thick clouds of which we receive the full benefit, we couldn't then see much romance in the old stage method of traveling. . . . If it had not been for the long stretches when the horses had to walk, enabling most of us to get out and 'foot it' as a relaxation, it seems as if we could never have survived the trip.

New competition with the Kinnear-Walker monopoly on the line between Benson and Tombstone emerged when Robert Crouch, popularly known as "Sandy Bob," formed an "opposition" line and on June 21, 1880, began carrying passengers between Benson and Tombstone (Peterson, 1968). On July 26, 1880, W.R. Ingram's Tucson and Patagonia Stage Company also began daily service between Benson and Tombstone for \$3 from Tombstone to Benson and \$3.50 from Benson to Tombstone (WAC, 1880). The company also offered service three times a week between Tombstone and Harshaw (a mining camp about eight miles SE of Patagonia) for a fare of \$6 each way.

Walker's status as a senior partner within the Arizona Mail & Stage Company soon changed (Peterson, 1968). After Walker returned from a trip to San Francisco to purchase new stock, Kinnear demanded management changes. Kinnear had invested \$3500 in the combined company but had not previously acted as an equal partner. Walker still owed Sam Hughes \$2500 and had taken on additional debts when he purchased two carloads of new horses in San Francisco. Walker signed an agreement whereby he would receive a salary of \$150 per month and Kinnear would take possession of the company's coaches, stock, and other property in Benson, Tombstone, and Harshaw. Kinnear would run the company and retain all profits until his investment had been paid off with interest. In November 1880, Walker became vice president and general superintendent for the combined line that Kinnear ran. However, in approximately 1881, Walker turned over to Kinnear his remaining interests in the Arizona Mail & Stage Company.

Kinnear reorganized some company operations and worked to eliminate a new arrival, Weston Ingram (Peterson, 1968). He agreed that his company would withdraw its competitive line on the Pantano-to-Harshaw route if Ingram's Tucson and Patagonia Mail and Stage Company halted its opposition runs between Benson and Tombstone. In October 1880, each company carried out the terms of the agreement and secured nearly a virtual monopoly on stage service within its own territory. Kinnear and Walker on November 20, 1880 obtained a contract for carrying mail to and from Bisbee. The Arizona Mail & Stage Company started running stages three times a week from Charleston to Bisbee.

Despite Kinnear's best efforts, the company faced increasing competition (Peterson, 1968). In December 1880, N. Smith's Fast Freight and Passenger Line began offering stiff competition by charging only \$2.50 for passage from Benson to Tombstone and at times charging only \$1 or \$2. When miners began to migrate to new mines in Mexico, Chester W. Pinkham established a Tombstone and Sonora Stage Line that provided weekly service along a route that traveled south from Tombstone and into Mexico.

Kinnear became tired of running a network of stage lines and on November 29, 1881 sold most of his line to William W. Hubbard and William D. Crow (Peterson, 1968). The \$3800 sale included 20 horses

equipped each with a harness, a coach called "Nelly Boyd," a nine-passenger coach, a "jerky" (light two-seat with canvas top, capable of carrying 4-5 passengers), a spring wagon, and assorted curry combs and brushes. The new W.W. Hubbard & Company began running coaches three times a week to Bisbee and daily to Fort Huachuca. Kinnear continued making daily trips to Contention and Benson. In March 1882, Kinnear stages left Tombstone for Contention at 5 a.m. to connect with eastbound trains and departed from Tombstone at 12:20 p.m. to connect with westbound trains (TE, 1882a). The fares were (figures in parentheses are converted to 2014 dollars adjusted for inflation at the MW, 2015, site) \$1.25 (\$29.90) to Charleston, \$1.50 (\$35.80) to Contention, \$3.50 (\$83.60) to Hereford or Huachuca, and \$6 (\$143) to Bisbee.

Economic problems in the Tombstone area apparently made Kinnear think about leaving the stage business. On June 3, 1882, he advertised for sale in the *Tombstone Epitaph* (TE, 1882b) a 17-passenger Concord Coach, two 17-passenger Concord Mud Wagons, two 11-passenger Concord Mud Wagons, and one 9-passenger Concord Mud Wagon. He apparently was unable to sell these items and entered into an arrangement with Robert Crouch, popularly known as Sandy Bob, who was the Tombstone business manager for the Arizona Stage and Mail Company (Cobler, 1883, p. 147, 162 abs.).

Crouch was not discouraged by the Tombstone depression and in June 1882 added an extra two-horse mud wagon on the road to Contention City to meet competition from Newton Smith (Peterson, 1968). Smith subsequently went out of business in the last week of September 1882. Early in July 1882, Crouch and Kinnear purchased property in Charleston for a new and larger office and by August, the Arizona Mail and Stage Company again was offering daily coaches to Charleston and Huachuca, offering service three times a week to Hereford and Bisbee, and providing transportation to the railroad at Contention City.

Tombstone's fortunes continued to decline as the production of the mines fell drastically in 1883. Kinnear at the age of 46 decided to retire to his ranch in the Whetstone Mountains and at some point, probably in late 1883 or in 1884, entirely gave up his interests in the stage line to Robert Crouch. The latter continued to run the Arizona Mail and Stage Company. Stage travel declined as a result of the economic problems in Tombstone, and Crouch looked for ways to save money. In January 1883, he began refusing to transport the constable or deputy sheriff and prisoners from Bisbee to the county jail in Tombstone because the county paid with scrip that was worth only about 80 cents on the dollar and recipients had to wait six months to receive even that discounted payment. In October 1883, Crouch stopped service between Charleston and Huachuca because relatively few passengers rode the route and it was losing money.

Tombstone's economic problems continued in 1884 (Peterson, 1968). Meanwhile, the Mexican town of Nacozari, located approximately 15 miles south of Bisbee, became a new center of silver mining activity. In the fall of 1884, R.C. Shaw, superintendent of the Luna Mine in Tombstone, and Michael Donovan, a blacksmith in Wilcox, together established the Arizona and Sonora Stage Company. The partners obtained contracts for carrying the U.S. mail and Wells Fargo's express and in October 1884 began making weekly trips between Tombstone and Nacozari. Business for the line was good and it soon began using four-horse Concord coaches.

By the spring of 1886, it appeared that new pumping equipment was successfully lowering water level in the Tombstone mines (Peterson, 1968) and other entrepreneurs began to consider the stage business. Early in April, two new stage lines appeared in Tombstone and offered competition to Sandy Bob. Sime Gallen, a former miner, advertised on April 1, 1886 (DT, 1886b) that his "Accommodation Line" was offering a reduced fare, increased speed, and first-class stock and coaches between Tombstone and Fairbank. On April 9, 1886, a second new competitor ran an ad in the *Daily Tombstone* (DT, 1886c). Kimball C. Taft (under the name of Tom Taft), former driver for Sandy Bob (Cobler, 1883, p. 196, 211 abs.), advertised on page 3, "Third-Class Line. There will be another third-class or emigrant stage line start to-morrow morning between this city and Fairbank. Fare, 25 cents. Tom Taft, Proprietor. Harry Stevenson, Agt. At the Willows Saloon." Similar ads for this 25-cent service to Fairbank continued to appear in the *Daily Tombstone* through August 5, 1886 (DT, 1886l). Taft also was commonly called Tim and used the latter name for ads starting 1898 about a stage company that he ran from Bisbee to Nacosari, a mining town in Mexico south of Douglas (WO, 1898).

Arizona Mail and Stage Line



TOMBSTONE, ARIZONA.

STAGE FOR FAIRBANK, connecting with eastern and western bound trains on Southern Pacific railroad leaves at 9:15 o'clock a. m. Stage leaves Fairbank upon arrival of Sonora train and leaves Tombstone to connect with train to Sonora at 2 o'clock p. m.
Stage for Fairbank by way of Charleston, leaves Tombstone at 7 o'clock a. m., and returns upon arrival of Benson train.
STAGE FOR BISBEE leaves every morning at 6 o'clock, except Sundays.

406 Allen St., Under Occidental Hotel.

ROBT. CROUCH,
 PROPRIETOR.

Sandy Bob ad from p. 3 in Feb. 28, 1886
 Tombstone Daily Epitaph

Accommodation LINE.

Tombstone and Fairbank.

FARE REDUCED! SPEED INCREASED!

The undersigned having put on first-class stock and coaches between the above named points is now prepared to accommodate the traveling public; connect with all trains at Fairbank.

OFFICE—Bradshaw's Saloon, Allen street between Third and Fourth.

SIME GALLEN, Proprietor.

From p. 4 in April 9, 1886,
 The Daily Tombstone

Sandy Bob had worked hard for his monopoly on local stage service and was determined to keep it. The April 12, 1886 issue of the *Daily Tombstone* reprinted a report from the *Nogales News* that must have delighted potential passengers (DT, 1886d).

Sandy Bob, the biggest man of his size, in his line in Cochise County, now has competition in the stage business from Fairbank to Tombstone, by a new line just started and fares have gone down. A small railroad war is likely to ensue. The new line cut the rate from the former price of \$1.50 to \$1.00 and Sandy Bob saw the cut and went one better, and now he hauls passengers without money and without price and if the war continues, he would doubtless throw in a chromo of Geronimo. [Chromo was a common abbreviation for chromolithograph, a type of color print.]

The Tombstone economy severely declined from May 1886 onward. A fire in the main shaft of the Grand Central Mine destroyed the massive water pumps and the hoisting works, burning from May 26 until the morning of May 28 (DT, 1886f, 1886g). The owners of the mine had suffered a severe financial loss, impeding hopes of rebuilding the mine in the near future. Moreover, the price of silver began a decline (Peterson, 1968).

Stage business declined along with the Tombstone economy (Peterson, 1968). Sime Gallen left the stage business. The last ad for his stage company in available online Arizona newspapers was on October 4, 1886 (DT, 1886m). Gilbert S. Bradshaw, whose saloon had contained Gallen's office, joined with Taft around June 1, 1886 to form a stage line that would carry passengers between Tombstone and Bisbee (DT, 1886h). They made an arrangement with Sandy Bob for him to discontinue his own service to Bisbee, thereby avoiding competition. The two partners moved their office into that of the Arizona Mail and Stage Company and began operations on July 1 (DT, 1886i, 1886j). In the absence of competition, the new line did well. The company continued operating for several years. Bradshaw was still driving the stage to and from Bisbee as of January 18, 1889 (AWE, 1889), but he passed away on January 16, 1890 from Bright's disease in San Francisco (TE, 1890a). Taft, by October 23, 1898, owned the Bisbee and Nacosari Stage Line that offered weekly service from Bisbee to Nacosari, Mexico (WO, 1898).

Sandy Bob's finances declined in the latter part of 1886 and he attempted to supplement his stage line income by other businesses. Tombstone residents considered Sandy Bob to be knowledgeable about eggs (DT, 1886a) and from April 29, 1886 until early August 1886, he sold at his stage office setting eggs of several varieties of chickens (DT, 1886e; DT, 1886k). In September, 1886, he mortgaged his ranch for



Tombstone stage. From McClintock, 1916.

\$5000 to Charles W. Leach. To save money and keep his stage line intact, he went back to driving the stage himself, and his son Charlie moved to town and rode shotgun (Peterson, 1968). On January 6, 1887, Sandy Bob finally sold his stage line to his former shotgun messenger, Robert Darragh, and retired at the age of 56 on February 9, 1887 to his ranch in the Mule Mountains near Bisbee (DT, 1887). Sandy Bob was very popular in Cochise County and four localities in the Mule Mountains memorialize his memory: Sandy Bob Canyon, Sandy Bob Springs Windmill, Sandy Bob Tank, and Sandy Bob Windmill (GNIS, 2016).

Robert Darragh operated the Arizona Mail and Stage Line only slightly more than a year, finding that he had comparatively few passengers, with many of them traveling away from Tombstone as the economy declined (Peterson, 1968). He sold his interest in the company to Charles D. Gage, a local resident, and Martin D. Scribner, the Tombstone agent for Wells Fargo.

A temporary increase in the price of silver in 1890 and 1891 stimulated the Tombstone economy, and several new stage lines appeared and quickly disappeared (Peterson, 1968). Sime Gallen reentered the stage business and started weekly service on June 1, 1890 from Tombstone to the mining camp of Oso Negro in northern Sonora, near current-day Cananea (TE, 1890b). He found in late October 1890 that driving a coach could be dangerous (AWE, 1890b). While he was stopped at the San Pedro custom house and was holding a team of bronco horses, the horses suddenly made a break, knocked him down, and ran over him, with one wheel passing directly over his body. A mule tied to the back of the wagon began kicking him and broke several ribs, and Mrs. Gallen, his son, and a physician went there and transported him back to Tombstone for recuperation.

Finis E. Braly, a Tombstone rancher, and Arthur A. Kemp, a miner from Turquoise, began stage service to new silver mines at Turquoise, approximately 16 miles east of Tombstone in the Dragoon Mountains (Peterson, 1968). Alfred L. Brooks had in the meantime purchased the Bradshaw-Taft stage line to Bisbee and operated it for approximately a year until offering it for sale in August 1890.

Leonard A. Engle, a Bisbee miner, apparently purchased the equipment of the company and continued service between Tombstone and Bisbee. On September 22, 1890, Engle began service three times a week between Tombstone and Bisbee with a "fast two-horse rig." He reduced the fare from \$3 to \$2.50 in November. In March 1892, with the price of silver again low and activity in the area slack, Engle quit the stage business. People traveling from Tombstone to Bisbee had to take a longer and more-expensive route, going by stage to Fairbank and then by the Arizona and Southeastern Railroad around the southern end of the Mule Mountains to Bisbee.

Gage and Scribner successfully operated the Arizona Mail and Stage Company for five years until the countrywide panic and depression of 1893, when silver prices dropped and people left Tombstone in such numbers that sometimes two coaches were required at a time to take all the passengers to Fairbank (Peterson, 1968). Gage sold his interest, and Ralph A. Smith, for several years a teller with Bank of Tombstone, took this place as agent in the stage office. Floods in 1894 severely hampered stage service by washing out roads, flooding Fairbank, and destroying the corrals and sheds of the Arizona Mail and Stage Company. Financial problems prevented the company from doing any immediate rebuilding.

By the mid-1890s, most of the smaller mining companies in the Tombstone area had gone out of business. Even the Tombstone Mill and Mining Company ceased operations by the end of 1896. Tombstone became nearly deserted. Toward the end of the century, it began to appear as though the Grand Central Mines would again begin operation. On June 1, 1899, Charles B. Tarbell purchased the Arizona Mail and Stage Company from Scribner, receiving for \$800 title to three six-horse coaches, one

jerkey, and “nine horses (more or less).” Not much was left of the company that had once spanned the San Pedro Valley and reached as far as Tucson and Patagonia.

Stagecoach service continued in the first part of the 20th century, but with ever-decreasing profits and fewer places that needed stage connections. A major blow to the stage industry in the San Pedro Valley area occurred in 1903, when the El Paso and Southwestern Railroad finished a nine-mile line between Fairbank and Tombstone. Many people did not mourn the end of the stagecoach era because newer forms of transportation were faster and more comfortable.

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Events Calendar, March-May

[SPH = San Pedro House; FSH = Fairbank School House; HAS = Huachuca Audubon Society; SABO = Southeastern Arizona Bird Observatory]

SPH Open as Visitor Center (Daily), 9:30 am-4:30 pm

FSH Open as a Visitor Center (Friday-Sunday), 9:30 am-4:30 pm

Understanding the River Interpretive Walks

Every Saturday at SPH

- » 9 am—March 5, 12, 19, 26
- » 8 am—April 2, 9, 16, 23, 30
- » 8 am—May 7, 14, 21, 28

FSPR Bird Walks

Every Wednesday & 4th Saturday at SPH (except in May, when only 2nd Wednesday & 4th Saturday)

- » 8 am—March 2, 9, 16, 23, 26, 30
- » 7 am—April 6, 13, 20, 27, 30
- » 7 am—May 11, 28

FSPR/HAS/SABO Bird Walks

Every Sunday at Sierra Vista Environmental Operations Park (EOP)

- » 8 am—March 6, 13, 20, 27
- » 7 am—April 3, 10, 17, 24
- » 7 am—May 1, 8, 15, 22, 29

Special Events

- » March 12, 10 am-2 pm—Fairbank Day (see page 2)
- » March 26, 8 am—Hereford Bridge Area Birding Tour
- » March 26, 1 pm—Fairbank Townsite History Walk
- » April 2, 9 am—Clanton Ranch History Walk
- » April 9, 9 am—Millville Ruins & Petroglyphs History Walk
- » April 23, 9 am—Murray Springs Clovis Site History Walk

NOTE: THERE ARE NO HISTORY WALKS OR OTHER SPECIAL EVENTS IN MAY OR JUNE.



Hummingbird Banding at SPH

Come observe banding by SABO between 4 and 6 pm on the following dates:

- » March 26
- » April 2, 9, 16, 23, 30
- » May 7, 14, 19, 28
- » June 2, 25
- » July 2, 9, 16, 22, 28

New & Renewing Members, November 2015-February 2016

Ginny Anton; Eric Aronson; Sylvia Arvizu; Lois Bansberg; Gayle Potter Basso*; Bette Bauer*; John & Joan Black; Donna Boe; John Broz; Jerry Cagle; Bill & Margaret Case; Glenn Chambliss & Diane Derouen; Martha Conant & David Levin; Charles & Pam Corrado; Lynn & Duane Daugherty; Philip David; Monica Driscoll*; Audrey Eskue*; Linda Feltner*; Craig & Stacy Fletcher; Elise Folandare; Barbara Foley; Roger Funk & Douglas Noffsinger; Bret Galloway; Sheila Gershen; Betty Goble; Ken Gray; Vance & Lisa Haynes; Jon Hazen; Mary Ann Jones*; Barbara Kelly; Denny & Tracy Kitchen; Sandra & Rock Kousek; Gabrielle Lafargue; John Maier; Cecile McKee & Jesse Zoernig; Jonathan Melk; Anne Morris & David Steed; Leslie Moss*; Miriam & Michael Moss; Ted & Melanie Mouras; Fritz & Carla Neuhauser*; Ken O'Brien; David & Christine Pearson; Al & Dee Puff; Karen Ratte & Jim Gressinger; Holly Richter; Doug & Arlene Ripley; John Rose; Angel Rutherford; Regina Rutledge; Derek Sanderson*; Heidi Schubert; Kathleen & Wayne Shilson; Vicky & Benjamin Solomon; Robin Steinberg; Duane & Gail Sudman; Mary & Scott Tillman; Richard Webster; Ted White; Walter Wick; Arthur & Cynthia Wohlers

* = New member

EOP Walk Needs Tour Leaders

Tour leaders needed for Sunday morning bird walks at the Sierra Vista Environmental Operations Park!

These walks take about 3 hours. You do not need to be a birding "expert" since most of the people who attend know quite a lot about birds and only want the ability to get inside the EOP fence. The main duties are to get people to sign the waiver form, unlock and lock the gates, make sure people stay on the paths, and create a bird list for the tour. Training is minimal and will be provided at your convenience. Please contact Dutch Nagle (dutchpat@cox.net or 378-7229) if you can help out.



Contact List

- President—Robert Weissler
- Vice-President—Charles Corrado
- Treasurer—Renell Stewart
- Secretary—Sally Rosén
- Directors—Charles Corrado, Pam Corrado, Robert Luce, Steve Ogle, Sally Rosén, Renell Stewart, Ron Stewart, Robert Weissler, Tom Wood
- Docent Activities—Ron Stewart
- Education—John Rose
- Membership—Carolyn Santucci
- Newsletter Editor—Sue Leskiw
- Office Manager—Carolyn Santucci
- Bookstore Manager—Laura Mackin

To contact any of the above individuals, please call the office at 520-459-2555 or send us e-mail at fspr@sanpedroriver.org or sanpedrohouse@sanpedroriver.org.
Mailing address: 4070 East Avenida Saracino, Hereford, AZ 85615; Fax: 520-459-7334
Website: www.sanpedroriver.org

Friends of the San Pedro River (FSPR) is a nonprofit, volunteer organization dedicated to the conservation of the River and the health of its ecosystems through advocacy, educational programs, and interpretive events.