President’s Report

By Robert Weissler

FSPR held its Annual Meeting on October 8 at San Pedro House. You can read on page 5 about the Weed-Out volunteer event in late September that preceded it, but needless to say, without that landscape clean-up event, we would have been neck deep in weeds! At the Annual Meeting, we reported the Board election results in which Bob Luce and Tricia Gerrodette were elected after completing the unfinished terms of prior Board members who had resigned. FSPR volunteer statistics for FY2016 were shared. FSPR volunteers provided over 9400 total hours (more than 5 full-time equivalent staff or almost $205,000 worth of labor at $21.76/hour) by 90 volunteers, of whom 54 had more than a day of service and 27 had at least 100 hours of service (and will receive gift certificates for our bookstores!). Presidential pins were awarded to select volunteers for the prior fiscal year and presented at the meeting. These volunteers are also eligible for a National Parks volunteer pass that provides free access to National Parks and Monuments for 1 year. Youth provided 158 hours of service. Also noteworthy: six volunteers have 5000 hours or more of lifetime service to FSPR.

The Conservation Lands Foundation held its Friends Grassroots Rendezvous in Las Vegas September 30 to October 2. Bruce Babbitt, former Arizona governor and Secretary of the Interior under President Clinton, gave the keynote address on the value of BLM’s National Conservation Lands and the Friends groups that help that agency manage and interpret them. There were panel discussions on how to establish, promote, and retain mutually beneficial business partnerships; how to advocate for new monument designations; and how to engage effectively with BLM. In addition, there were breakout sessions on fundraising and on engaging nontraditional stakeholders and partners such as the Latino community and native tribes. The Rendezvous concluded with a work party and nature hike to Red Rock Canyon National Conservation Area west of Las Vegas.

In September, BLM announced that the new Gila District Manager would be Scott Feldhausen. We hope to meet Scott soon to discuss the many issues facing the BLM Tucson Field Office and the Friends in SPRNCA. A top priority for FSPR is solving the lack of a site host at San Pedro House. This is tied to the upgrade of the solar power system at San Pedro House. It borders the San Pedro House and the river and has a large parking space. It is currently being used by the Zion National Park Foundation and the Friends of Zion National Park.

Enjoying the spread at the Annual Meeting. Photo by Robert Weissler.

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power array and batteries, something BLM has promised to attend to in prior years, but so far has come up short.

Meanwhile, the status of the new Cooperative Assistance Agreement between FSPR and BLM is still pending. FSPR completed the application process and submitted a proposal back in June. In the meantime, FSPR has signed an interim Land Use Application and Permit, an unfunded memorandum of understanding (MOU) to allow FSPR to occupy and operate the bookstores prior to the signing of a new assistance agreement with BLM for the next 5 years. That agreement allows the Friends and its volunteers to operate the SPH and Fairbank Schoolhouse bookstores, not to mention to offer docent-guided interpretive walks, bird walks, cultural history walks, townsite tours, and education programs in SPRNCA. BLM now requires docents and other outdoor event leaders to complete first aid/CPR training prior to leading such events. Some FSPR volunteers will attend such training in mid-November.

BLM had sought a Categorical Exclusion to avoid a full NEPA environmental review process to prune the cottonwood tree over SPH and to remove (leaving a stump) the older cottonwood tree to the west that BLM considers a hazard. However, following extensive public comments, BLM will now conduct an Environmental Assessment (EA) that will be completed no sooner than March 2017. It is likely that the decision will come thereafter, so no action will be taken on the trees until October 2017 at the earliest (ie, after the bird breeding season). We know many people will be relieved to hear about the temporary reprieve for this aging, iconic tree. As soon as the EA is published, we will share that information with FSPR members so that there is an opportunity to submit public comments.

BLM’s draft Resource Management Plan/Environmental Impact Statement (RMP/EIS)—originally slated for either the end of 2016 or early in 2017—has been delayed indefinitely by the departure of the project manager. The Friends are engaged with BLM in this process to ensure that the RMP promotes good stewardship and protects the river, consistent with the enabling legislation for SPRNCA. The Act of 1988 seeks to conserve, protect, and enhance the riparian and other resources along the San Pedro River.

As for recent headlines on the advocacy front, the US Geological Survey (USGS) finally published the much-anticipated San Pedro River “Sustainability Report” that identifies indicators of river and aquifer health, to provide a snapshot of how the river is doing subwatershed-wide near the City of Sierra Vista. Streamflow and groundwater levels are declining in some locations along the San Pedro River near Sierra Vista, according to the report. In other areas, however, water-management measures have resulted in stable or improving hydrologic conditions. You can read either the brief Press Release or the full USGS Study.

In related news, the results of the latest San Pedro Wet-Dry mapping effort are now available. You can find the 2016 maps and a time-lapse animation of results since 1999 at the Nature Conservancy’s azconservation.org website.

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In another important announcement, the US Army Corps of Engineers (ACE) has decided to review the 404 permit for the Villages at Vigneto development in Benson near Kartchner Caverns, in light of concerns over the change in circumstances and plans (eg, significantly larger size, greater groundwater demands) for it, compared to the original Whetstone Ranch development roughly 10 years ago. This review may delay the start of the project next year, depending on when the review is completed and whether the ACE issues a new 404 permit for Vigneto. The 404 permit establishes that the planned development meets requirements to limit impacts to wildlife and communities in the surrounding landscape from drainage alterations that affect washes and surface water flows through the development.

We look forward to the holidays. Remember, visit the San Pedro House or the Fairbank Schoolhouse to do some gift shopping while the 10% holiday discount is in effect. And come join us for upcoming events down on the river!

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**Judge Says BLM Rights Not Considered in Tribute Case**

*By Howard Fischer*

[Reprinted with permission of Capitol Media Services from the *Sierra Vista Herald*, November 8, 2016.]

PHOENIX — State water officials did not properly consider the rights of the Bureau of Land Management when it gave the go-ahead for a 7,000-home development in Sierra Vista, the Arizona Court of Appeals ruled Tuesday.

The judges on one hand said the Department of Water Resources did nothing wrong with determining that the Pueblo del Sol Water Co. showed the water is "legally available" and it is able to provide water to the development.

But Judge Jon Thompson, writing for the unanimous court, said DWR did not consider that the BLM has a claim on some of the underground water, a claim based on Congress having established a conservation area along the San Pedro River. Thompson said only after the state takes that into account can it determine if there is still enough water left over to allow for the Tribute development.

Yet the appellate court said while the BLM's interests need to be taken into account, the state does not have to separately consider the potential impact of the proposed groundwater pumping on the San Pedro National Conservation Area.

"It's a partial victory," said attorney Joy Herr-Cardillo of the Arizona Center for Law in the Public Interest, representing those challenging the department’s original decision to allow the development.

She said while the ruling does not specifically protect the riparian habitat, any decision giving the BLM the water it needs effectively accomplishes the same purpose.

A spokesman for the Department of Water Resources said his agency was still studying the ruling and had no immediate comment.

Tuesday's ruling is the second setback this year for efforts by Castle & Cooke to develop the property.

Earlier this year, Gov. Doug Ducey vetoed a measure which would have allowed Sierra Vista to decide that the developer did not need to prove it had adequate water, a move that would have effectively short-circuited any legal challenges.

"Ensuring the certainty and sustainability of Arizona water is a top priority," the governor wrote. “I will not sign legislation that threatens Arizona’s water future.”

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The issue has its roots in the 1980 Groundwater Management Act that resulted in creation of five “active management areas.”

For the Phoenix, Prescott and Tucson areas, the goal is “safe yield” by 2025 when the amount of groundwater withdrawn is no more than recharge. Pinal and Santa Cruz have other goals.

Outside those areas, developers must get a determination from DWR of whether there is a 100-year assured water supply.

The lack of that, however, does not prevent them from building. They do, however, have to disclose that fact to initial buyers.

And what’s important here is a change in that 1980 law that allows counties to actually mandate that 100-year showing before development can occur; something Cochise and Yuma counties have done.

Castle & Cooke, which already has invested $7 million in the project, got such a finding from DWR, with a state administrative law judge upholding the finding.

That resulted in a lawsuit by BLM and environmental interests and a ruling by a trial judge that the state agency did not consider competing claims to the groundwater. DWR and the water company then sought appellate court review.

In Tuesday’s 26-page ruling, Thompson said the water agency’s rules on making the determination are consistent with state law. But he said that “does not excuse DWR from considering BLM’s priority federal water claim.”

And Thompson said there are multiple claims by the federal agency for both the surface and groundwater.

These go back to the 1980s when Congress designated about 36 miles of the San Pedro River basin as a national conservation area. And Congress created a federal water right for the area “in a quantity sufficient to fulfill the purpose” of protecting “the riparian area and the aquatic, wildlife, archeological, paleontological, scientific, cultural, educational, and recreational resources of the public lands surrounding the San Pedro River.”

More to the point legally, while federal water rights are subordinate to existing ones under state law, they are senior to the claims of others seeking to appropriate water in the future.

In this case, that’s the development, with Pueblo del Sol not filing an application for a certificate of assured water supply through 2032 for Tribute until June 2011.

Complicating matters is that the process of determining water rights to the entire Gila basin, which includes the San Pedro, has been going on now for about 40 years. And that makes the amount of water to which BLM is entitled currently “unquantified.”

Based on state, attorneys for the state argued it would be time consuming and arduous to consider the federal agency’s claim. Thompson brushed aside that complaint.

“The fact that the consideration process may take time and effort does not exempt DWR from having to do so,” he wrote. Thompson noted that the state agency is a technical adviser in the whole Gila adjudication process and is aware of BLM’s claims and what factors need to be taken into account to ensure it gets the “minimum necessary” water to fulfill the congressional goal.

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**Scurry on Down to the Holiday Sale at SPH & Fairbank Schoolhouse Bookstores!**

Shop with Nature in mind and save 10% off everything* from Nov. 25 through Dec. 24. Books (birding, nature-related, children's stories, regional history, Southwest cooking, landscaping), clothing, bird feeders, and something for all the nature enthusiasts on your list.

*not valid with other discounts.*
The Great San Pedro House Weed-Out

On September 24 (National Public Lands Day), the Friends of the San Pedro River organized an event at San Pedro House to clear away the monsoon growth. Friends’ volunteers worked with soldiers from the Unmanned Aerial Vehicle School on Fort Huachuca and the boys and parents from Cub Scout Pack 464. The gardens and trails around the House were overgrown, creating potential safety issues and obscuring the gardens areas. No more!

Over 60 people spent the morning pulling weeds, hoeing trails, trimming limbs, and raking debris. At mid-day, they wrapped up work and shared a pizza lunch, provided by FSPR. The young men of the Cub Scouts were given our new youth gift bags: the animal finger puppets were a big hit.

FSPR is a volunteer organization that works with the BLM management of SPRNCA to enhance visitor experience, educate the public, and advocate for the river. This event met all these goals by getting the public involved in our efforts to maintain San Pedro House as a world-class visitor contact station.

To view Ron Stewart’s video from the event, go to https://www.youtube.com/watch?v=4iCf-Mwtym0.

History Walks Along the San Pedro

By Ron Stewart

[NOTE: This article originally appeared in the Sierra Vista Herald in September 2016. Information on the tours that have taken place in the interval between then and publication of this newsletter has been deleted.]

The man sets down his tools and steps back to look at his work. The carving on the rock shows his village dancing. He picks up his tools and positions the point of the antler and taps the other end with his hammer stone. Soon the image will be complete. A new group of settlers is moving north and this will serve to mark the home of The People. He hopes the newcomers heed the marker.

A thousand years later and only a few hundred feet away a man sits at his desk. He can hear the steady boom-boom-boom of the nearby stamp mills. He glances out the front window of his house. He can see

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carts carrying waste rock to dump on the large piles already there. His westward glance passes over the river to the city beyond: saloons, stores, and houses. He sighs. That’s rowdy Charleston, where his mill workers live and lose their money. Richard Gird looks back at the ledger on his desk and smiles. Business is good.

These scenes might have happened in just this way at Millville, one of the historic sites along the San Pedro River.

The Friends of the San Pedro River invite you to come learn more about Millville and the other historic sites along the river. Our docents will lead history walks starting in September that continue through next spring. All walks are free and most are scheduled for Saturdays.

A tour of Fairbank Historic Townsite will start at 1 pm on December 10. It will visit the townsite and cemetery. A docent will explain why Fairbank was established, when it was founded, what people did, and why it expired. One topic is the famous train robbery that occurred in 1900.

At 1 pm on December 17, a tour along the Millville and Petroglyph Discovery Trail will be held. Richard Gird and Ed Schieffelin founded Millville to process silver ore from their mines in Tombstone. Charleston (not a stop on the tour) sprang up to house and entertain the mill workers. The trail also visits rock art created by the Hohokam Indians around a thousand years ago. One theory is that these glyphs were a boundary marker at the southern edge of Hohokam settlement.

For all these walks, watch our Friends of the San Pedro River Facebook page for more information. We will also post details at www.sanpedroriver.org. Each tour entails a short hike. For all, wear a hat, sunscreen, and walking shoes. Bring water.

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**FSPR Education Program Events, August-November**

*By Ginny Bealer*

Jane Chambers and I presented our adaptation lesson using our mammal and bird skulls to two 4th-grade classes at Village Meadows Elementary School (ES) on August 25, at the invitation of teacher Yolanda Everett. Three classes of Deb Burden’s 4th-grade science students at Bella Vista ES participated in the same activity the next day.

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A very energetic contingent of Boy Scouts assisted with xeriscape garden and grounds cleanup at the San Pedro House on September 24 (see article, p. 5). They got a chance to get up close and personal with some wildlife when their efforts scared some shrews and scorpions out of their shelters! After a break for lunch, they were ready to peruse and discuss our bone box specimens on display under the ramada. They went home with a goodie bag of educational items from our bookstore, assembled with considerable thought on Laura Mackin’s part and some advice from our education docents.

Members of the education committee and education docents have been working to create a Junior Explorer booklet to educate youngsters about SPRNCA. It will join the BLM Arizona Explorer series, which includes booklets for the Arizona National Scenic Trail, Vermilion Cliffs, Agua Fria National Monument, Las Cienegas National Conservation Area, the Gila Box Riparian National Conservation Area, Desert Fishes, and Grand Canyon Parashant National Monument.

The bone boxes made their annual appearance at Ft. Huachuca's Smith Middle School the evening of November 3. Approximately 400 elementary and middle school students and adults attended the event, with many stopping at our display to ask questions or relate their experiences with local animals.

One of my favorite rewards for spending time with students of all ages who view our materials is learning from our visitors. One mother related her observation of several javelinas in one group rubbing the same part of their bodies on a rock, and wondered if they had scent glands on their backs. I admitted to not knowing the answer to that question, but found out later that evening that, indeed, their scent glands are located on their rumps. And I can't resist relating this next experience, even though the field trip was not associated with FSPR. My nature walk partner and I asked the students to hypothesize why there were so many dead grasshoppers perched at the tops of tall grasses and the ends of mesquite branches. The students had some good proposals and then asked which one was right. I said I didn’t know, but of course there was a chaperone who had a smart phone and there is phone service at Brown Canyon Ranch. In no time she informed us that these grasshoppers had become unwitting victims of a fungus (called Entomophthora grylli, I verified later) that commandeers the grasshoppers’ behavior, inducing them to grip those plant tips until they die, after which they become the spore disperser for the parasite that invaded their bodies. My partner, Rebecca Dailous from Water Wise, being quite a bit younger than I, described the fungus' effect as turning the grasshoppers into zombies.

Future field trips include one for a Benson home school for 25 students ranging from kindergarten to high school level on November 18 and the first of two for Town & Country ES 1st graders on November 21.

Anyone who would like to find out more about our educational events is invited to attend one to get first-hand experience. Contact FSPR at FSPR@sanpedroriver.org if you wish to attend one of our educational activities. I guarantee you'll get more out of the experience than you expect, and that the vast majority of the time, it'll be fun and rewarding.

A Great Day at Empire Ranch

By Pamela Corrado

Take a lovely ride through the rolling, grass-covered hills of Sonoita off Route 83 and you will find a place to discover and explore that’s loaded with history. The Empire Ranch Foundation has maintained a setting right out of the Old West: a place of historic adobe buildings, corrals, wide-open spaces, and blue skies.

On November 5, the Foundation held its 16th Annual Round-Up and Friends of the San Pedro River were invited to represent our organization. We were one of eight nonprofit groups in attendance. Our purpose was to bring about awareness of who we are and what our involvement is with the San Pedro River, as well as the other cultural, historic, and archaeological sites we oversee in conjunction with our partner BLM. Attendance was good and the roughly 2000 folks who came to enjoy the day had plenty of room

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to wander the expansive ranch properties and spend leisurely time at many of the venues and vendors, making the event a great success. Several attendees came from as far away as Casa Grande and Tucson, with a few new transplants to the area from out of state. It was refreshing to hear that most folks were familiar with our mission and already FSPR members, but we helped others join us in our efforts to become good stewards for the river.

The day featured lots of music by Scattered Blue Grass, Folkorico, Nancy Elliot, and many others, with some lively songs performed by mariachis. The Fort Huachuca Cavalry Association B Troop, 4th US Cavalry, performed horse-riding demonstrations. The Tombstone Ghost Riders Cowboy Mounted Shooters showed off their skills and there were demonstrations on mule packing, cattle handling, and horsemanship. You could get a lesson on how to ride a horse and what to look for when purchasing one while helping out the very worthwhile horse rescue organization Horsin’ Around. You could learn how to make a lariat at the riata-making booth and try your hand with a branding iron at the branding booth. There were large and small petting zoos for the little ones and a seat in the Cowboy Conversations tent for the bigger ones. Leather and jewelry exhibits were featured and a Silent Auction was held later in the afternoon. Cowboy grub was served up all day.

BLM was on hand to field questions about the Arizona National Scenic Trail and inform folks as to the vital role the agency plays in the stewardship of our public lands. It even brought along Smokey the Bear for a rare photo opportunity.

Attending events like these as volunteers, my husband Charles and I, both retired, are so fortunate to be a part of something that feels good. Volunteering is something we both enjoy doing and are passionate about in the hopes of making a difference in the world. But we can’t do it alone; we need your help. The added benefit of learning about our surroundings and how we can help to protect, preserve, and enhance it all for future generations is worth the effort. We hope others will join us by becoming Friends of the San Pedro River and explore the possibilities of helping with our ongoing conservation efforts.

And don’t forget, the Empire Ranch is open year-round and offers docent tours every Saturday. (Visit its website for exact times.) So while you don’t have to wait until next year’s Round-Up to experience the Empire Ranch, still mark your calendar for November 2017!

Giving Tuesday is coming up on Tuesday, Nov. 29. Given the outcome of the recent general election and the new administration in Washington, DC to come, there will be increasing challenges in advocating for river protection and good stewardship of our public lands. Your donation will help us carry out our mission! Look for our year-end appeal in your mailbox as the holidays approach and remember to give back to the San Pedro River!
The San Pedro River: a Popular Field Trip Destination for Area Schools

By John Rose

[Reprinted from the Sierra Vista Herald.]

For the past 27 years, volunteer docents of the Friends of the San Pedro River (FSPR) have offered guided walks to natural and historic sites for schoolchildren in the area. The FSPR is a group of volunteers supporting the Bureau of Land Management (BLM) in its stewardship of the San Pedro Riparian National Conservation Area (SPRNCA). The FSPR Education Program is just one of many activities in which these volunteers are involved. The Education Program is structured to provide students with a hands-on learning experience to help them gain an appreciation of the magic and singular nature of this desert riparian area, one of the last of its kind in the United States.

Over the past several years, the Friends have produced educational videos which are available on DVD and Vimeo. Teachers have the option of showing these in class or assigning them as homework in advance of the field trip. The series can be found for free at: https://sites.google.com/site/friendsofthesanpedroriver/.

Since many of the 80-plus mammals in the area are nocturnal, students may only see secondary evidence of their presence from the night before. When students arrive at the San Pedro House, they are given graphic cards of animal tracks, which they use to identify tracks they see as they walk the trail. Tracks of javelina, deer and coyote, are almost always seen. Mountain lion and badger tracks are fairly rare but have been observed from time to time. Stops along the trail are also made to discuss plants like the soap tree yucca and velvet mesquite. These discussions include descriptions of how Native Americans and early settlers used these plants for food, medicine, shelter, clothing, and tools.

Stopping at Green Kingfisher Pond, students are shown evidence of beavers, which were re-introduced to the river in 1999. Continuing around the pond, students often see great blue heron, American coots, and Mexican mallards. During the spring migration, millions of birds move north through our area. At this time, colorful birds like the vermilion flycatcher, yellow warbler, and western tanager are often seen along the river. Continuing along the trail to the river, students are given strainers in which to collect small aquatic animals, such as mayfly nymph, diving beetle and water boatman, to view later with magnifying glasses. Water samples are also collected and examined with microscopes purchased with a generous grant from the Cochise Community Foundation.

Evidence of beaver activity. Courtesy of FSPR Image Files.

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Field trips usually begin at 9 am at San Pedro House and last 2.5 to 3 hours. Students are advised to bring hats, sun screen, and bug repellent. Since there are four kinds of rattlesnakes in the area, participants are advised to remain on the trails. Picnic tables are available for those wishing to bring lunches.

Although created primarily for elementary and middle school students, preschools, as well as home schoolers, also take advantage of the Education Program. Between 500 and 700 students per year participate in this program. Most of the participants are from Cochise County schools.

In addition to the river walks, the education docents also conduct guided tours of the Murray Springs Clovis Archeological Site. It was at this site, about thirteen thousand years ago, that members of the Clovis culture hunted, killed, and butchered mammoth, bison, and other animals. This site was excavated in 1966 and is the only Clovis site in the area developed for public access.

The Friends also support outings to the Fairbank Historic Townsite, which include lessons taught in the historic schoolhouse and a tour of the ghost town. Some groups include a short hike to the town cemetery. Activities at Fairbank center on the history of Cochise county, railroads and the colorful events of the Old West, as experienced at Fairbank.

Docents are available to present in-classroom lessons to area students in grades 3-5. Concepts for the lessons focus on adaptation of local mammals to food sources based on hands-on observation of replica skulls, and food web relationships among them. The FSPR Education Program is not limited to schools. Education docents serve as walk leaders for other organizations, such as church groups and scouts.

A Visit to the Clanton Ranch

[Reprinted by permission from the Southern Arizona Guide.]

On a sunny day in mid-October with Helldorado Days in full swing, Ms. Rosemary and Ms. Karen headed for the San Pedro River to learn about the Clanton Ranch. Helldorado Days has occurred every year in Tombstone at this time for over 85 years, with parties and parades. Still, it was a nice surprise when several cowboys showed up for the tour. Included in this motley crew was an hombre from Great Britain. (Brits love Tombstone.)

It’s a short hike 0.58 miles from a parking lot on Escapule Road, not far from Charleston Road, leading from Sierra Vista to Tombstone. There are many other historic sites along Charleston Road, all of them with the San Pedro River as common ground. Back in Tombstone’s boomtown days, the San Pedro was the only nearby water for processing ore from the mines. Thus, here is where you would have found the mills, Millville and Gird and their related rowdy towns, such as Charleston.

On this day we were interested in exploring the Clanton Ranch ruins, learning about the pioneer Clanton family, and visualizing what life was like almost 140 years ago in this part of the country.

This tour was sponsored by the Friends of the San Pedro River, who, with the help of the BLM, maintains and supports 56,000 acres of the San Pedro River Natural Conservation Area, (SPRNCA) and conduct tours of several of the historic spots along this unique river environment.

Bette Ford, our docent, indicated several times that historians have found references to this spot as being the site of the Clanton Ranch, given its position on the high ground, as defense against intruders as well as flooding. Bette also spoke a length about the Clanton's lucrative cattle rustling business and the network of watering holes leading to the stockades.

Historical Background of the Clantons

Ike Clanton is well known to Western history buffs for his part in the feud between the “Cowboys” and the Earp faction that exploded near the OK Corral in Tombstone, AZ on October 26, 1881. But there is far more to this story.

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Poor Isaac. His mom died when he was nine. His father, Newman, known widely as “Old Man” Clanton, had been a slaveholder in Tennessee long before he was a rancher/rustler at the time he was killed by other outlaws on August 13, 1881. This occurred five weeks before THE GUNFIGHT in Tombstone that killed his youngest son William “Billy” Clanton. The old man’s eldest son, Phin, was a rustler but not directly involved in the gunfight and its violent aftermath.

Joseph Isaac Clanton was a member in good standing with a loose association of ranchers/rustlers called “cowboys” in 1879 when Tombstone became the Next Big Thing: a silver mining boomtown of astonishing riches. Bette, our docent and trail guide, told us a story of the “pipeline” of ranches involved in getting these cattle to slaughter:

A party to this ranchers’ association were such notables as Ike and Billy Clanton; Frank and Tom McLaury; Johnny Ringo; Bill “the Kid” Claiborne; Frank Stilwell; “Curly Bill” Brocius; Pony Deal; and perhaps a hundred other outlaws masquerading as legitimate ranchers or drovers.

We at Southern Arizona Guide have written extensively about this period in Western history and have noted one peculiar tangent diverting from the traditional narrative adequately supported by the historical record. For reasons we cannot yet explain, a cottage industry has evolved creating an alternate universe whereby the “cowboys” are the good guys and the Earps are the villains.

**The Earps**

No one, not even the Earps’ staunchest supporters, claim they were angels. Eldest brother James was a saloonkeeper, and over time, operated whorehouses from Texas to Arizona. Virgil Earp had seen the utter brutality of warfare in the Civil War and was no stranger to killing. Along with his brothers, Wyatt, Morgan, and Warren, the Earps were gamblers who came to Tombstone, like everyone else, to make their fortune. The Earps were opportunists. Their ambition was to become respected “capitalists.”

Virgil mainly, but occasionally Wyatt and Morgan, took to law enforcement to have a source of somewhat steady income while their Tombstone investments matured. They were hard men doing an unbelievably dangerous job in a lawless territory. They were not killers. On many occasions, when their badges would have allowed them to kill in the line of duty, they used nonlethal means to subdue those who were in violation of the law. Consequently, no one questioned their bravery.

Moreover, Tombstone’s most upstanding citizens supported the Earps and befriended them, even unto death. If the Earps were such villains as historical revisionists claim, why did good men such as Reverend Endicott Peabody, George Parsons, John Clum, Ed and Al Schieffelin, and Richard Gird side with them?

Even during and after the Earp Vendetta Ride, powerful civilizing institutions protected them for what the Earps had done to try to rid the territory of outlaws and uphold the law, such as it was. Not just New York and San Francisco investors in the Tombstone mines, but also Wells Fargo and Southern Pacific Railroad; not to mention the governors of Colorado and New Mexico who refused to extradite them to Arizona for prosecution.

**The Cowboys**

Ike Clanton, his younger brother Billy, and the other cowboys were white southern trash: rustlers, stagecoach robbers, and murderers. Ike, in particular, was a mean, cowardly drunk. Not to mention a liar under oath in Judge Spicer’s court in which the Earps and Doc Holliday were defending themselves against Ike’s murder accusations. In fact, that court transcript clearly reveals Ike as both corrupt and dumber than a rock. The Earps could not have asked for a better witness for their defense.

No one was more responsible for the gunfight on Fremont Street (aka OK Corral) than Ike. In the days and nights leading to the most famous gunfight in Western history, Ike threatened the Earps and Doc Holliday on several occasions. The Earps blew him off as a harmless drunken braggart. They shouldn't have.

*(continued on p. 12)*
Ike was most likely involved in the ambush of Virgil Earp that left the Tombstone Marshal crippled for life in December 1881. Ike was probably involved in the attempted murder of Wyatt Earp and the murder of Morgan Earp at Hatch’s Billiard Parlor in March 1882. Ike was definitely involved in another attempted murder of Virgil Earp at the Tucson Train Depot. When confronted by the Earps near the OK Corral on September 26, 1881, Ike ran. When confronted by Wyatt Earp at the Tucson Train Depot, he ran. Ike’s accomplice, Frank Stilwell, was not so fortunate that night.

Thus is was, as Ms. Karen and I were traveling through Springerville, AZ one fine December day, we were somewhat gratified to discover that here Joseph Isaac Clanton met his Maker on June 1, 1887 at the hands of a law officer who caught him rustling cattle. Just desserts, only a few years too late.

**Directions to the Clanton Ranch Ruins**

To get to likely site of the Clanton Ranch, you will find a parking lot on Escapule Road, west of the San Pedro River, and south of Charleston Road, between Sierra Vista and Tombstone. The parking lot to the Clanton Ranch is marked with teenie weenie signs on a post on the right, about a mile south of Charleston Road. You will be turning east (left) into it. From the parking lot you will find an interpretive sign and a trail that leads straight 0.58 miles to the top of a rise. There you will see an opening on the left, with two fence posts marking that opening. There is no sign. Make a left and head to the end. Make another left and head up a short hill. There you will find the remains of two separate structures from two different periods. The adobe one is widely believed to be a structure from the Clanton Ranch. You do not need a tour guide to get to the Clanton Ranch, but the historic hike is more worthwhile if you get the chance. If you go, be sure to bring plenty of water, a hat, and wear long pants and sturdy shoes. Watch out for rattlesnakes.

**A Case of Mistaken Identity**

*By R.L. (Bob) Luce*

[Reprinted from the *Sierra Vista Herald.*]

Ever buy a coffee mug or other Tombstone, Arizona souvenir with an image of “Doc” Holliday on it? According to the *Tombstone News*, chances are the image on the mug is not the famous gunfighter but someone else named John Escapule, who lived in Tombstone at the same time as Holliday.

All of the participants in the famous gunfight at the OK Corral in 1881 are well known to most residents of southern Arizona and people throughout America from movies and books. Or are they?

First, recall that there were just over 200,000 people in Arizona when it became a state in 1912. Imagine how few there were in 1870. As the saying goes, “everybody knew everybody.”

During and after the “Gunfight at the OK Corral,” Tombstone photographer, C.S. Fly took photos documenting the OK Corral incident and the participants. In the years since 1881, a strange thing apparently happened. Photos and memories of the well-known gunfighters at the OK Corral blurred over time as the contemporaries of that generation passed on.

John Henry “Doc” Holiday, perhaps the second-best-remembered gunfighter in Tombstone, had a narrow face, black hair combed to the left, and a big, black handlebar mustache. He was born in 1851 and traveled to Dodge City in the early 1870s, where he met Wyatt Earp. A few years later Doc followed Earp to Tombstone, where they both became famous.

Meanwhile, John Henry Escapule, born in France in 1857, came to Tombstone in 1877 as a reporter for the *San Francisco Chronicle*. John Escapule, like John “Doc” Holliday, had a narrow face, black hair combed to the left, and a big black handlebar mustache. He was in Arizona to write about Geronimo for the newspaper, but ended up owning the State of Maine Mine on the edge of Tombstone and opening an assay office near the OK Corral. He also acquired the Lucky Hills Ranch not far from town.

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In the Tombstone of the late 1800s it was sometimes hard to tell the lawmen from the outlaws. Even the Earp brothers, rightly or wrongly, were accused of being horse thieves. So it should come as no surprise that Wilcox constable Burt Alvord and his deputy Billie Stiles slipped over the line between right and wrong. They organized a gang of outlaws including Bob Brown, “Bravo Juan” Yoas, George and Louis Owens, and “Three-Fingered” Jack Dunlap.

In December 1903, Alvord, Stiles, and eleven others sawed through the cell bars and made an escape from the jail. After robbing Jim Rock’s Dry Goods Store, Alvord and Stiles fled to Escapule’s ranch and stole horses for their getaway.

John Escapule was well known in the community, not as famous perhaps as Holliday, but his photo certainly ended up in the historical record for Tombstone. Escapule’s image was later mistakenly portrayed as Holliday.

John Henry “Doc” Holliday left Arizona soon after the OK Corral incident and died in Colorado in 1887 without leaving much behind except his legend, whereas John Henry Escapule, who died in 1926, has his family name attached to Escapule Wash and Escapule Road. He is buried in the Tombstone Cemetery, which is fitting since he donated the land to the City of Tombstone.

Escapule Wash—as well as the old Escapule ranch, the Clanton ranch, and Fairbank—are now within the San Pedro National Riparian Conservation Area (SPR RCA). The wash is a favorite area for naturalists. It has some sections that contain running water year-round which attracts many birds, animals, and plants. The area is also the subject of many ecological studies.

The Arrival of the Railroads: Part 1

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The federal government and railroad executives initially viewed Arizona as a sparsely populated area that needed to be crossed by railroads to connect the East with Southern California and the Pacific Ocean (Myrick, 1981, p. 13-68, 163-176). The territory in the early 1870s was sparsely populated, with most of the urban population located at Tucson, Prescott, La Paz, Yuma, and scattered mining camps. An 1870 census that did not count Native Americans reported only 9658 people in the territory. Those settlers that did live in Arizona looked forward to the railroads as a means for transporting gold, silver, copper, and other ores; shipping freight, livestock, and produce; and providing more comfortable, rapid, and
economical transportation of passengers. Senior officers of the U.S. Army realized that a railroad across Arizona would be useful in transporting troops and military cargos and in fighting the Apaches.

The Southern Pacific railroad was the first to reach the San Pedro River Valley, and its arrival at the valley depended upon the railroad fooling and outmaneuvering the army in Yuma. The “Big Four” executives of the Central Pacific wanted to build across Arizona from California to stave off competition from other railroads as long as possible (Best, 1941, p. 5-6; Myrick, 1981, p. 13-58). C.P. Huntington, Leland Stanford, Charles Crocker, and Mark Hopkins had become experienced at building railroads through the long years of constructing the Central Pacific, the western part of the first transcontinental railroad that joined the Union Pacific in Utah on May 18, 1869. The Big Four noted with interest that a congressional bill of July 27, 1866 that authorized the construction of the Atlantic & Pacific Railroad from St. Louis to San Francisco contained a provision granting permission for the Southern Pacific Railroad of California to meet the Atlantic & Pacific near where Needles (CA) occurs today. The executives therefore acquired the Southern Pacific in 1868 and maneuvered to gain additional authority for building eastward. An 1871 congressional bill authorized the Texas & Pacific Railroad to build across Texas to El Paso and then continue onward through New Mexico and Arizona to San Diego and provided land grants as an incentive. The bill also authorized the Southern Pacific to connect at Yuma with the Texas & Pacific. The Southern Pacific thus had permission to lay track toward northern and southern Arizona. However, it still needed permission to lay track across Arizona.

Since Congress seemed unlikely to grant such permission because of the busy activities of Texas & Pacific lobbyists, the Southern Pacific requested approval from the Arizona Territorial Legislature and Estevan Ochoa of Tucson introduced the necessary bill. People in northern Arizona opposed the bill because they wanted the railroad to come through the north. A compromise was finally reached in a Territorial Act of February 7, 1877, whereby the railroad would enter southern Arizona at Fort Yuma and generally follow the 32nd parallel and would also proceed into northern Arizona at the area of current-day Needles and mostly follow the 35th parallel.

The Southern Pacific built toward Yuma and by the latter part of August, 1877 had put in place four of the seven piers required for a 667-foot-long wooden bridge that would span the Colorado River at Yuma. Political intrigue then moved into overdrive. Two officials of the Texas & Pacific had been watching the situation at Yuma and went to San Francisco to complain to Major General Irvin McDowell. Their complaints produced a blizzard of telegrams and other communications between railroad officials, military officers, and politicians (McCrary, 1878).

On October 18, 1876, military authorities in California had given the Texas & Pacific Railroad permission to break ground on the Fort Yuma military reservation for the purpose of crossing the Colorado River. General McDowell, Commander of the Military Division of the Pacific, on November 27, 1876 revoked that permission until the War Department could rule upon the matter. Meanwhile on April 11, 1877, the Secretary of War gave permission to the Southern Pacific to build a railroad provisionally through a corner of the Fort Yuma reservation. The Secretary of War stipulated that permission was subject to the condition that the railroad apply to Congress for a grant of right-of-way over the reservation, and if the right-of-way was not granted by Congress at its next session, the railroad must remove the track from the reservation and abandon the road. On August 22, 1877, the military granted a similar permission to the Texas & Pacific Railroad. The latter company protested that grants to lay track across the reservation were injurious to its interests because the military had in November 1876 revoked a similar permission that had been granted the company in October of that year, a fact that was overlooked by the military when it granted permission for track laying in 1877. On September 1, 1877, the Secretary of War suspended all authority for either railroad to build across the reservation until both companies could be fully heard or until Congress decided the matter.

**The Stop Waste Ploy at Yuma**

Officials of the Southern Pacific pointed out that heat at Yuma could damage expensive lumber that had been transported there for use in the bridge. On September 6, the suspension of track laying was
modified to allow the Southern Pacific to continue work within the military reservation "only to the extent of staying waste or injury to the property, and opening the way to the passage of steamboats." The modification was intended to prevent damage to wood from the heat by incorporating it into the bridge and to allow the opening of a 93.5-foot swing span of the bridge on the Arizona side so that steamers could follow the deepest channel of the Colorado River.

On September 29, 1877, the Arizona Sentinel reported (AS, 1877a) that the Southern Pacific railroad bridge was virtually finished that day, except for the laying down upon it of the rails. The newspaper reported that the rail laying could be done within a few hours and correctly predicted that: "The coming week will show what attention the R.R. Company is disposed to pay to the late orders of the Secretary of War..."

The officials of the Southern Pacific were determined to cross the Colorado River. On the night of Saturday, September 29, 1877, Major Dunn, the Commandant of Fort Yuma, suspected that something might happen that night and posted a sentry at the bridge (Altshuler, 1980; AS, 1877b). However, nothing seemed to happen as the night proceeded, and the Major had the sentry removed at 11 pm. At approximately midnight, laborers of the Southern Pacific began stealthily laying track across the bridge. At approximately 2 am workmen accidentally dropped a rail on the bridge and awakened Major Dunn. The latter had little in the way of troops with which to stop the work because the garrison then consisted of only the major, a medical officer, a sergeant, two privates, and a prisoner who was serving a court-martial sentence. Major Dunn, a sergeant, and a private marched to the bridge and halted work with fixed bayonets. The superintendent of the railroad workers let the Army have its way for the moment. Suddenly, without notice, the guard posted on the bridge found that a carload of rails was moving toward him and that he had little choice except to step aside. The major ordered the railroad superintendent to consider himself under arrest but had inadequate force to back up his order and wisely retired to his quarters in the fort. He sent a telegram to his superiors: "I gave orders yesterday to the superintendent to stop all work of construction within the limits of the reservation. After 12 o’clock last night they commenced laying track to and across the bridge. I tried to stop the work, but not having any force, could not. They propose to run a train across this morning." The Southern Pacific indeed did run a train, and by sunrise engine, No. 31 became the first locomotive on the first track laid in Arizona.

When the Army sent additional troops to stop the further laying of tracks, people in Yuma and elsewhere vigorously protested and lobbied for permission for the railroad to continue construction across Arizona. C.P. Huntington of the Southern Pacific attempted to mollify the military in an October 5, 1877 communication to the Secretary of War. Huntington stressed that "Whatever may have happened at Fort Yuma, I am satisfied that at most it can only be a misunderstanding of instructions of the officers on one side or the other, or perhaps on both." Huntington pointed out that the completion of the bridge was no interference with the rights of the Texas & Pacific because that company was free to build its own bridge. He tellingly wrote that: "The difference between the companies being that we have one continuous completed road ready to occupy the bridge, while the complaining company has none nearer than eastern Texas, 1,250 miles away." Huntington noted that the Texas & Pacific was unable to lay tracks unless financially assisted by the United States. Protests about the military blocking Southern Pacific construction included complaints from the city of Yuma, Kerns & Mitchell Overland Mail Contractors, messages from merchants, a complaint from the Postmaster-General about military interference with mail delivery, and communications from irate private citizens.

Senior military officials knew that the completion of a railroad across Arizona would greatly help them in their attempts to pacify the Apaches, and they realized the benefits that the railroad would bring to civilians. On October 7, 1877, General Sherman wrote to the Secretary of War stating that the Southern Pacific "has been a little presuming in the matter of finishing their bridge across the Colorado River, but the government and the people of the United States have so much reason to be thankful to anybody for building a railway from San Francisco to Fort Yuma and across the Colorado, that I hope some allowance will be made." The general recommended that the Secretary agree to the location of the road across the reservation with the use of 100 feet on each side of the track and leave the company to petition Congress for title to the land. The Secretary of War did not agree and felt that Congress alone had jurisdiction in

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the matter. However, on October 9, 1877, President Hayes directed that the military not interfere with the “temporary use by the Southern Pacific Railroad Company of that portion of the railroad and bridge within the Fort Yuma reservation” and stipulated that the permission he was granting was subject to the approval of Congress at its next regular session. Congress did not grant permission for the bridge and tracks until August 15, 1894.
Onward to New Mexico

The Southern Pacific suspended track laying in the Yuma area (Myrick, 1981, p. 30-57). Senior railroad officials wanted to pay down debt before undertaking more construction. Moreover, the officials knew that acts of the territorial legislature were subject to revocation by Congress within two years of their passage. Citizens in both California and Arizona filed petitions with Congress supporting the construction of the Southern Pacific railroad across Arizona, and a measure to repeal the Territorial Act authorizing Southern Pacific construction died in the House. The railroad officials decided to continue track laying across southern Arizona under the auspices of a separate Southern Pacific Railroad Company that was incorporated under Arizona laws on August 20, 1878. Construction resumed, and on the afternoon of March 17, 1880, the railroad reached Tucson, with regular train service beginning on March 20 after a welcoming ceremony. On September 22, 1880, the Southern Pacific Railroad Company (of Arizona) reached the border with New Mexico. Track laying continued eastward under the name of Southern Pacific Railroad Company (of New Mexico) until the tracks joined those of the Santa Fe in Deming on March 7, 1881. Southern Arizona finally had a railroad connection to both the East and West.

Railroad Impacts on the San Pedro River Valley

The railroad reached the area of current-day Benson early in the summer of 1880 (Myrick, 1981, p. 57-61). As we shall see below and in a forthcoming second article about railroads, the arrival of the Southern Pacific at Benson had considerable impacts within the San Pedro River Valley. The Big Four realized that the Middle Crossing of the San Pedro River was a natural place for the establishment of a new town. They had the Pacific Improvement Company, a holding company created by them to manage their investments outside of their direct railroad holdings and private estates (Coman, 1942), plat a town there named after William B. Benson, a friend of Charles Crocker. The town was located on high ground to avoid floods and the malaria prevalent along the river. Sales of lots in the new town began on June 21, 1880, and regular railroad service to and from Benson started the next day. Benson rapidly grew in population and within six months had four stores, several shops, a hotel, and several saloons. The town rapidly

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became a transportation hub. Stagecoaches and freight wagons trundled between it and mining areas and population centers such as Tombstone. By 1884 the town was nearly recovered from the effects of a recent fire (Elliott, 1884, p. 242). Just east of it, the Benson Smelting and Mining Company of San Francisco operated a smelter on the north side of the railroad. From March 1883 to January 1884, the smelter produced $725,000 in bullion. Approximately half of the ore for the smelter came from Arizona, a quarter from Sonora, and another quarter from New Mexico. The population of the town reached approximately 500 in 1885 (TT, 1885).

The presence of the Southern Pacific and railroads that would be built within the valley facilitated the movement of cattle into and out of the San Pedro River Valley and helped promote the overstocking of the valley with livestock and the subsequent severe overgrazing of its grasslands (Sayre, 1999).

Before the founding of Benson and Tombstone, Tres Alamos had been the largest population center in the San Pedro River Valley. The advent of the Southern Pacific Railroad and the development of profitable mines in the Tombstone and Bisbee areas made Tres Alamos a less-profitable venue for general merchandise stores and stagecoach companies and led to the start of a decline in importance of the latter settlement. The Hooker family had maintained in Tres Alamos the very well-regarded Tres Alamos House that supplied lodging and provided excellent food. Hooker realized that the need for travel lodging at Tres Alamos would soon decline and in early February 1879 announced that the facility was for sale or rent (AC, 1879a). Kinnear in early March 1879 dropped Tres Alamos from his stage route between Tucson and Tombstone (AC, 1879b).

The August 28, 1880 issue of The Arizona Citizen contained further news foreshadowing a decline in the importance of Tres Alamos relative to other settlements in the valley (AC, 1880a, 1880b). Mister Wilt had moved his stock of merchandise from Tres Alamos to Benson. The bridge at Tres Alamos and the road on both the east and west sides of it were in very bad shape. In September 1886, the federal government ordered the post office at Tres Alamos closed, with mail for that place to be sent to Benson (CC, 1886).

Railroads promoted the settlement of the San Pedro River Valley by advertising for and transporting new settlers into Arizona. See, for example, the 1880 advertising circular (ATS, 1880) of the Atchison, Topeka & Santa Fe Railroad.

The New Mexico and Arizona Railroad

The Upper San Pedro River Valley gained additional railroad service when the Atchison, Topeka & Santa Fe Railway, operating under the name of New Mexico and Arizona Railroad, decided to construct an 88-mile line in 1881-2 (Myrick, 1981, p. 263-296; AS, 1881). The new tracks would connect with those of an affiliated Mexican road to Guaymas and would provide the first AT&SF outlet on the Pacific Coast. The New Mexico and Arizona Railroad Company was incorporated under Arizona laws on June 17, 1881. The company successfully negotiated with the Southern Pacific for the right to run trains over the tracks of the latter between Deming, New Mexico and Benson. It then laid tracks southward from Benson to the area of Contention and the junction of the Babocomari and San Pedro rivers. The track then extended westward along the Babocomari River and crossed a summit to the watershed of Sonoita Creek, extended westward and then southwestward and finally went to Nogales, where it met with the affiliated Sonoran line.

Working on the new railroad could be dangerous. In February 1882, a worker who was laboring near the mouth of the Babocomari River made the mistake of attempting to tamp down an explosive charge with an iron bar (TE, 1882). The resulting explosion resulted in him losing both eyes and one hand.

By January 11, 1882, the railroad had nearly completed a two-story depot at the Contention stop. Some residents of the old city of Contention were already preparing to move to near the depot. On January 15, 1882, the railroad transported its first group of passengers from Contention City to Benson (TWE, 1882a). The railroad returned the passengers by special coach to Contention City, where they were treated with “an elegant dinner” and then taken by carriages to Tombstone. Trains ran between Benson

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and Contention with a charge of $1.50 per passenger for the 15-mile trip and a fee of $0.11 per hundred pounds of merchandise.

The railroad installed the “Calabasas Wye” or “Calabasas Y” just north of the junction of the Babocomari and San Pedro rivers to turn locomotives (AWC, 1882a). The name of the Wye apparently came from the town of Calabasas, which the railroad reached on the Santa Cruz River just north of Nogales. For a while the place was called Kendall in honor of the civil engineer J.G. Kendall who supervised the construction of the next 9-mile section of track. After 1882, the station became known as Fairbank, in honor of Nathaniel Kellogg Fairbank, an investor in the New Mexico and Arizona Railroad and other railroad companies. New Mexico and Arizona timetables sometimes showed the name of the station as Fairbanks around the turn-of-the-century but eventually returned to the proper spelling, which the post office had used consistently since 1883. Merchants and other people moved into the area and a town came into existence there.

Work continued on the portion of the railroad that went westward in the Babocomari River area. The Arizona Weekly Citizen reported on January 22, 1882 (AWC, 1882a; TWE, 1882b) that the grading for that portion of the railroad would be completed within approximately six weeks and would span 35 miles from the junction with the San Pedro River. There had been considerable problems about the question of right-of-way. On January 20, 1882, a party of armed men stopped the work of both the pile drivers and graders near the mouth of the Babocomari River until the railroad arranged for a right-of-way. A Board of Commissioners, formed to condemn lands needed by the railroad and to establish the price paid for such property, settled part or all the disputes by April 9, 1882 (AWC, 1882b). On October 25, 1882, the railroad held a ceremony in Nogales in which Mrs. Morley, wife of William R. Morley of the Sonora Railroad, and C.C. Wheeler, general manager of the Atchison, Topeka and Santa Fe Railroad, tapped into the ground a spike to connect the New Mexico and Arizona Railroad and the Sonora Limited Railroad (AWC, 1882c; Myrick, 1981, p. 282).
The trains along the railroad usually consisted of only a few cars (Myrick, 1981, p. 288). Freight traffic was mostly international in nature or associated with the local mines, but cattle shipments sometimes required two engines on special trains. Part of the reason for establishing the railroad was to enable the import and export of products to and from Arizona via the port of Guaymas. As of November 16, 1895, the through rate to Nogales and other points along the railroad via the Pacific Coast Steamship Company to Nogales for straight carload lots of 24,000 pounds was $0.75 per 100 pounds to Nogales and $1.00 per 100 pounds to Crittenden, Huachuca, and Fairbank (TE, 1895). For cargo smaller than a carload, the rate from San Francisco to Fairbank was $1.71 per 100 pounds.

The railroad was not immune to the heavy rains that fell in some portions of southeastern Arizona during the latter part of the 19th century. Heavy rainfall in July 1887 caused such severe damage that it took several weeks of repairs before trains could again use the tracks (ACH, 1887; TE, 1887). The Arizona Champion reported the damage on July 23, and The Tombstone Epitaph wrote on August 20 that the trains were again running over the tracks. Flood damage to the railroad between Nogales and Benson was extensive enough in August 1890 that a group of Tucson citizens unsuccessfully attempted to induce the company to not repair the damage but rather to build the road from Calabasas to Tucson (AR, 1890).

People sometimes forgot, with unfortunate results, that trains and cars were potentially dangerous. A coroner’s jury reported on October 18, 1890 about the death of John McMahon (AWE, 1890). He and Frank Stares had traveled from Bisbee to Fairbank on foot and arrived in the latter town on the morning of October 17. They were tired and laid down to sleep near a sidetrack. McMahon evidently laid beneath a freight car. He was killed instantly when the heavy car was moved.

The railroad established passenger fair rates in 1882 of 10 cents per mile from Benson to Nogales and three cents a mile from there to Guaymas (AS, 1882). Over time the Atchison, Topeka, and Santa Fe Railroad became less interested in owning the New Mexico and Arizona railroad (Myrick, 1981, p. 288-289). On July 1, 1897, the Southern Pacific began managing the system, and on July 15, 1898, the Santa Fe leased the New Mexico and Arizona Railroad and the Sonora Limited Railroad to the Southern Pacific on a long-term basis, ending in 1979.

The Southern Pacific and the Arizona and New Mexico railroads were to be just the first of several railroads within the valley. Part 2 of this article will discuss the additional railroads that soon were traveling up and down the Upper San Pedro River Valley.
Literature Cited


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**Schedule of Local Audubon Christmas Bird Counts (CBCs)**

- **Thursday, Dec. 15—** *Patagonia*, contact Abbie Zeltner; amindajar@gmail.com, 520-394-2921.
- **Friday, Dec. 16—** *Ramsey Canyon* (back this year; thank you!), contact Karen LeMay, karenlemay@cox.net, 520-378-3262.
- **Wednesday, Dec. 21 (tentative)—** *St. David*, contact Heather Swanson, hswanson@blm.gov, 520-439-6429
- **Tuesday, Jan. 3—** *Appleton-Whittell*, contact Suzanne Wilcox, swilcox@audubon.org, 520-455-5522.
Events Calendar, December 2016-February 2017

[SPH = San Pedro House; FSH = Fairbank School House; 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—December 3, 10, 17, 24, 31
 » 9 am—January 7, 14, 21, 28
 » 9 am—February 4, 11, 18, 25

FSPR Bird Walks
Every Wednesday & 4th Saturday at SPH
 » 9 am—December 7, 14, 21, 24, 28
 » 9 am—January 4, 11, 18, 25
 » 9 am—February 1, 8, 15, 22, 25

FSPR/SABO Bird Walks
Every Sunday at Sierra Vista Environmental Operations Park (EOP)
 » 8 am—December 4, 11, 18, 25
 » 8 am—January 1, 8, 15, 22, 29
 » 8 am—February 5, 12, 19, 26

Special Events
 » December 10—Fairbank Townsite History Walk, 1 pm
 » December 17—Millville Ruins & Petroglyphs History Walk, 1 pm

VISIT OUR WEBSITE FOR AN UPDATE ON SPECIAL EVENTS IN EARLY 2017!

Contact List
• President—Robert Weissler
• Vice-President—Charles Corrado
• Treasurer—Renell Stewart
• Secretary—Sally Rosén
• Directors—Charles Corrado, Pam Corrado, Tricia Gerrodette, Robert Luce, Steve Ogle, Sally Rosén, Renell Stewart, Ron Stewart, Robert Weissler
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• Membership—Carolyn Santucci
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• 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.
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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.

New & Renewing Members, July-October 2016

Anders Aman; Pat Arrigoni; Sarah Barchas; John Barthelme; Richard Bauer; Jini Bausch; Debbie Madson Behm & Ross Behm; Janis & Ben Benson; Cheryl Braun; Shirley Campbell; Richard Carlsen & Victor Acedo; Alice Cave & Rick Fletcher; Christi & Ken Charters; Cochise Cowboy Poetry & Music Gathering; Clay & Sue Cook; David & Sherry Cunningham; Patch Curtis; Tom Deeken; Bruce & Pat Dillingham*; Dennis & Arlene Ehrenberger; Elaine & Melvin Emelch; Daniel Estrada*; Carol & Roger Garnett; Tricia Gerrodette; Uda & Charles Gordon; Bob Groendyke; Jim & Karen Havlena; Ken & Sandy Heusman; Frances Hills; Clarence & Marieta Jackson; Tom & Genie Kelly*; Merle Kilpatrick*; Dorothy & Max King; Rosemary King; David, Julie & Sarah Kubitsky; Tom & Sue Leskiw; DeForest & Cecelia Lewis; Ralph Lewis & Judith Cooper; Inga McCord; Karen & William McGowan*; Richard Miller; Conrad & Elaine Moore; Scetta Moss; Jay Nenninger*; Gerald Noonan; Stephen Ogle; Judy Phillips; Doug & Susan Polenz; Judy Reis; Bill & Karen Richardson; Joyce Rioux & Jonathan Betz; Carolyn Santucci; Karl & Mary Schneider; Kathleen Scott*; David Singleton; Douglas & Denise Snow; Ron & Renell Stewart; Judith & John Ulreich; Wayne & Donna Vitanen; Lloyd, Cheryl & Rebekah Walters*; Russell & Julitta Watson; Connie Wolcott & Janet Holzworth; Carol Wood & Wijbren Huism

* = new member.