

HISTORICAL RESOURCES  
OF THE KAIBAB NATIONAL FOREST  
1978

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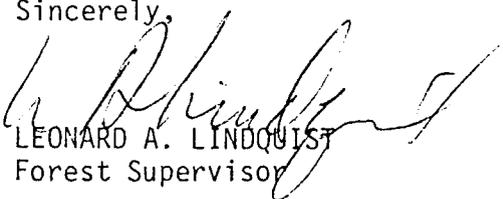
Northern Arizona University  
ATTN: Dr. James Byrkit  
Flagstaff, Arizona 86001

Dear Dr. Byrkit:

We have enclosed for your information a report entitled "Historical Resources of the Kaibab National Forest". This report was prepared this past year by Beth Coker, one of our employees. We think she did an excellent job and hope you will find it of interest. Beth asked that we extend her appreciation and thanks to those of you who helped her gather and document information contained within this report.

It should be pointed out that the material contained herein was gathered from many sources and may at times appear to be in conflict with other documentation. No attempt was made to reconcile these differences. Should you care to make any comments, offer clarification or provide additional information pertinent to this report we will be most happy to hear from you. Additional information will be made a part of our permanent record.

Sincerely,

  
LEONARD A. LINDQUIST  
Forest Supervisor

Enclosure

## ACKNOWLEDGMENTS

This report has been possible by the generous cooperation of many people. I wish to thank the following persons for their help, by letter and interview, in my research efforts: Bob Vaughn, Carlos Judd, and Emma and Merle Adams of Kanab; Ed Lamb and Vauna Covington, Mt. Carmel; Joe Bolander, Orderville; Saunders Clark, Parowan; Harold and Neva Pratt, and Earl Cram, Fredonia; John Riffey, Tuweap; Robert Olsen, National Park Service, New York, Elise and Hubert Lauzon, Bob Thurston, and John Thybony, Grand Canyon; Platt Cline, Flagstaff; P. T. Reilly, Sun City; Velma Rudd, Lakeside; Grace Moore, Williams; and Jack Smith, Flagstaff.

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I also want to thank Mary Muller and Bill Lauger for their help in preparing the figures, and the patient typists who created order out of chaos.

Due to time limitations, I was unable to interview several individuals who could have contributed to this effort. To these people I extend an apology and can only hope that sometime their story will be told.

To one person especially belongs the credit for this project: Dennis Lund, Recreation and Lands Officer, Kaibab National Forest. Without his boundless enthusiasm and support, this research would not have been accomplished.

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## INTRODUCTION

This report is a summation of historical research conducted on the Kaibab National Forest, Coconino and Yavapai counties, Arizona. It is by no means a comprehensive document, it is intended only to lay a foundation for possible future study. The basic goal of the project which led to this report was to define historical areas, inventory specific sites, and research as thoroughly as possible all aspects of historical development of the land included in the boundaries of the Kaibab National Forest (see Fig. 1).

The purpose of this report is to outline that history based on information accumulated in approximately one year's time. Following the text are appendices listing specific historical sites, photographs, and maps, which hopefully will aid the reader.

Until now, no one has attempted any systematic historical research on the Kaibab Forest as a whole; however, several studies include parts of the Kaibab. The problem is that the politically defined boundaries of the Kaibab National Forest do not coincide with geographical boundaries, and one must assimilate unique elements into a coherent, unified whole. Published sources of information run the gamut from a book like Fuch's History of Williams (Fuchs, 1955) to Sharlot Hall's diary of a trip to the North Rim (Hall, 1976): the treatment, style, and subject matter are quite different. Nevertheless, despite the dissimilarity of the sources of information and the area involved, there are certain patterns of historical development which can be observed throughout the region. To fully appreciate this, it is necessary to have at least a basic understanding of the geography of the Kaibab National Forest.

### Description of the Study Area

The Kaibab National Forest is divided into four ranger districts, three of which are south of the Grand Canyon and the fourth (North Kaibab) on the north side of the Grand Canyon (Fig. 1). Of the three southern districts, two (Chalender and Williams) are located around the town of Williams, and the remaining (Tusayan) is immediately adjacent to Grand Canyon National Park boundaries. In effect, there are three tracts of forest land, separated by other federal and state land and of course by the Grand Canyon itself.

The designation of forest land which led to the present division began in 1893, when President Harrison established the Grand Canyon Forest Reserve. This Reserve included roughly what is now the Tusayan Ranger

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District. In 1898, President McKinley created the San Francisco Mountains Forest Reserve, which included part of the forest around Williams, President Roosevelt added what is now the North Kaibab District to the Grand Canyon Forest Reserve in 1905. In 1906, most of this same area was designated the Grand Canyon Game Preserve. An Executive Order of 1908 established both the Kaibab and Coconino forest, with the Colorado River the boundary between them (the Kaibab consisting only of the land north of the Colorado). President Taft formed the Tusayan National Forest in 1910 from Coconino National Forest lands. It was not until 1934 that the Tusayan National Forest was transferred to the Kaibab, thus creating what is now the entire Kaibab National Forest. There were several minor boundary additions and deletions over the years, as Indian reservation and national parks and monuments were formed.

The one unifying factor to this scattered arrangement is that the region is all part of the Colorado Plateau, a geologic entity extending roughly from southwestern Colorado, across southern Utah, throughout most of northern Arizona, and northwestern New Mexico. This plateau, however, is by no means homogeneous in regard to climate, topography, flora and fauna. Extremes in environment range from the alpine habitat at the top of the San Francisco Peaks to the Sonoran Desert at the bottom of the Grand Canyon, areas only about 80 miles apart.

The Kaibab National Forest exhibits somewhat less magnitude in its extremities, since it is basically confined to forested land. Elevations range, however, from 3,200 feet in Kanab Canyon on the North Kaibab District to 10,418 feet on Kendrick Peak on the Chalender District. Habitats thus range from hot desert to cold mountain, but all are characterized by the single most important factor of the whole plateau country: lack of abundant water. This factor will be a dominant theme in the following report and its significance cannot be overestimated.

In general, the Kaibab is distinguished by large expanses of ponderosa pine, broken by occasional open grasslands, and several areas of lower-elevation pinyon-juniper woodlands and higher-elevation spruce-fir-aspen associations. Each district will be further described in later sections.

#### Methodology

A literature search was conducted in the fall of 1977, and a preliminary report completed in December (Coker, 1977). During the spring months of 1978, I began a more detailed search for references and source material, including interviews with local long-time residents. In June, intensive field work was initiated to locate some of the documented historical sites. Each site was recorded on a site inventory form, photographed, and numbered (see Appendix B). No collections of material were taken from any of the sites. All site forms and photographs are on file at the Supervisor's Office, Kaibab National Forest.

While recording sites, an attempt was made to re-check information and source material for each site, such as when the structure (if any) was built and by whom. Thus, researching continued along with site recording.

Because of the time limitations of this study, it was impossible to verify all material accumulated. On several occasions I made a concerted effort to validate certain information by consulting several sources, written and oral. For example, the origin of the name "VT Park" has several interpretations (see North Kaibab section: ranching). Often I was unable to verify a source simply because no other exists.

Sources of information were many and varied, and included the following: published material, manuscripts, letters, diaries, photographs, old maps, and oral interviews. Due to overlapping and duplication of material, some items in this report are not referenced, but I have, for the most part, made an effort to footnote each source. Any corrections are welcome in this regard.

For ease of description and classification, a general area history is given, after which the districts are discussed as follows: Chalender and Williams together, and Tusayan and the North Kaibab separately. The reasons for this will become apparent during the discussions. All photographs referred to are in Appendix C, and maps and figures in Appendix A.

## REGIONAL HISTORY

As in most of the Southwest, the first white men to explore northern Arizona were Spaniards - missionaries, gold-seekers, or pathfinders, who came to the region in the 16th, 17th, and 18th centuries. Nearly a hundred years elapsed after the 1776 expeditions of Escalante and Garces before any real efforts at settlement began, although fur trappers undoubtedly utilized the few streams and rivers, particularly south and west of Bill Williams Mountain. Following military and government-sponsored road surveys in the 1850's, the word slowly spread that northern Arizona seemed to be an ideal place for farming, ranching, and commercial operations such as lumbering. Several accounts praised the fine grazing land, plentiful water and unending forests of marketable timber. Gradually, homesteaders and entrepreneurs, some lured by colorful accounts in Eastern newspapers, populated the area, concentrating along the 35th parallel which had been the focus of several surveys (Sitgreaves, 1853; Whipple, 1854; etc.) and where an existing wagon road surveyed by E. F. Beale in 1857-58 provided access until the advent of the railroad in the early 1880's. Another settlement pattern brought Mormon families from Utah into the isolated Arizona Strip country, north of the Grand Canyon, during the latter decades of the 1800's (McClintock, 1921).

Spanish exploration in northern Arizona occurred in the period from 1500 to the latter 1700's. Capt. Garcia Lopez de Cardenas was probably the first white man to discover the Grand Canyon, in 1540, and his route from the Hope villages may have passed through what is now Kaibab Forest land (Bartlett, 1940). Antonio de Espejo explored the Verde Valley, south of Williams, in 1583, seeking silver mines. An expedition led by Marcos Farfan de los Godos, under orders from Juan de Onate, evidently passed just south of Bill Williams Mountain on their way to the Verde Valle, partially re-tracing Espejo's route. Father Francisco Garces explored the Grand Canyon, including Cataract (Havasupai) Canyon, in 1776, and Father Escalante traversed southern Utah and northern Arizona during the same year. The specific routes of these explorers are not all well known or identified.

Fur trade in the Southwest encouraged many trappers to exploit the resources of Arizona rivers (Lockwood, 1929) but due to the lifestyles of these rough men and the often illegal nature of their work, very little is known of their activities. Perhaps the most famous of these was "Old Bill" Williams, who unknowingly gave his name to the present town, mountain, and river. The name was first used by R. H. Kern, topographer with the Sitgreaves expedition, which camped in the area in 1851 (Wallace, 1949). For a discussion of discrepancies in the naming of the mountain, see Henson, (1965).

Although the effect of Spanish exploration is evident in New Mexico and southern Arizona, the rugged terrain, lack of obvious mineral wealth,

and the inaccessibility of much of northern Arizona apparently discouraged any attempt at further exploration and settlement.

During the national expansion of the 1800's, especially after the acquisition of vast western territories from Mexico in 1848, government and military expeditions sought to find the best routes for wagon roads and railroads across the continent. There is record of Capt. Lorenzo Sitgreaves camping at the base of Bill Williams Mountain in 1851, and Lt. A. W. Whipple made good use, in 1854, of the "New Year's Spring" (Foreman, 1941), which is thought to be in Pitman Valley. Lt. E. F. Beale also surveyed wagon roads in the period from 1857-59 (see Bowman and Smith, 1978), and Lt. Joseph C. Ives camped on the north side of Bill Williams Mountain in 1858 during explorations in the region. These surveyors concentrated along the 35th parallel across northern Arizona, due to its relatively gradual grade and apparently adequate supply of water (see Wahmann, 1971).

John Wesley Powell explored and surveyed the Kaibab Plateau during two separate occasions: in 1870 while seeking access to the Colorado River in the Grand Canyon in order to cache supplies for a second river expedition, and 1871-72 while laying over the Kanab during this second trip (Gregory, 1939; Hughes, 1978).

Most likely it was the reports of these explorers and the development of wagon roads that encouraged settlers and homesteaders to follow the government surveyors to the virgin lands of northern Arizona. Certainly the national urge to "go West young man" had its effect on migration patterns in Arizona along with all the western territories.

In the following discussion, which is divided into three major sections, certain characteristic categories of sites are used as an outline in each section. These categories are ranching/homesteading, mining, lumbering, and tourism/transportation. Not all sites are of one type exclusively; most are composites, such as a logging railroad camp. Some sites, especially those near permanent or semi-permanent water supplies, are temporally multi-component. Concentrations of human activity tend to occur at these dependable water sources because of their relative scarcity in an arid region.

All sites are listed in the site appendix at the end of this report. Some references are made in the text to specific sites and to figures and maps which are also found in an attached appendix.

## WILLIAMS AND CHALENDER RANGER DISTRICTS

Much of the history of this area has been documented by Fuchs in his History of Williams, Arizona, 1876-1951 (1955). He was primarily concerned with the town itself but of necessity includes the immediate surrounding area. The combination of the Williams and Chalender Districts in this discussion is practical because of their similar historical background and environment.

The topography of these two districts is characterized by fairly level land dotted with volcanic peaks and hills. The most prominent of these volcanic features are Bill Williams Mountain, Sitgreaves Mountain, and Kendrick Peak. Ponderosa pine forests and open grassy parks are found in the central portion of the two districts, and pinyon-juniper woodlands dominate the lower areas to the north, west, and extreme south. The ponderosa pine forest extends east to the Coconino and Apache-Sitgreaves forests, forming a vast expanse of timbered country across northern Arizona.

The building of the Atlantic and Pacific Railroad, now the Atchison, Topeka, and Santa Fe, paralleling Highway 66, across northern Arizona in the 1880's was probably the single most important factor affecting settlement and growth of the region. For a discussion of the reasons for locating the railroad along the 35th parallel, see (Wahmann, 1971). Not only did the construction activities demand supplies and man-power, but maintenance of the railroad and exploitation of timber reserves on deeded land sections boosted local economies, notably those of Williams and Flagstaff. And of course, access and first-hand knowledge of the region was dramatically increased, thereby increasing population growth.

Many small communities sprouted up along the main line, often concurrently with lumbering or stock-raising activity. The "towns" of Chalender and Maine (Parks) were a product of the adjacent railroad. The mines of Anita, discussed in the Tusayan section, depended on the Grand Canyon spur line to carry ore to Williams. Several miles west of Williams, the construction camp at Johnson's Canyon enjoyed a brief boom-town growth in the 1880's, (Fuchs, 1955). Construction was concentrated here for some time because the rugged terrain required building of a tunnel and bridge (Wahmann, 1971).

Although the railroad was extremely important to the region's development, it did not bring the first pioneers. By the late 1870's certain individuals had made northern Arizona their home, despite the hardships of making a living in a country with a short growing season and an even shorter supply of water.

### Ranching and Homesteading

Prior to railroad construction, settlements were primarily concentrated in a few areas that had available water: present-day Williams and

surrounding area; Pitman Valley, about 10 miles east of Williams; and Spring Valley, about 12 miles northeast of Williams near Sitgreaves Mountain. There was flowing water in Cataract (Havasu) Creek near Williams (James, 1917) and springs in Pitman Valley and in Spring Valley. Documentation is not precise as to where many of the original pioneers settled. The more notable figures included John Rogers (or Vinton), Sam Ball, C. T. Rogers, and Samuel J. Sullivan, who all located in and around present-day Williams in the 1870's (Fuchs, 1955). Some of the earliest pioneers were sheepmen who drove their flocks over the Colorado River from California in search of better grazing land. Some, like William Henry Ashurst, didn't stay around Williams, but moved on eastward, establishing ranches near Flagstaff. Along with sheep and cattle raising, some farming took place: potatoes seem to have been a good staple crop, along with wheat. Places like Garland Prairie, Red Lake, and Spring Valley were the primary dry-farming areas. Good years alternated with bad, allowing the farmer no security in his livelihood.

In 1862, Elias E. Pitman settled in the valley, east of Williams, now bearing his name (Granger, 1960), and was later joined by Sam Ball from Williams, Philip Hull, Sr., and others. During the next few years the location of the Atlantic and Pacific railroad across northern Arizona did much to augment growing communities; Williams and Pitman Valley were both located on the railroad route and experienced growth. It must be emphasized that Williams was not a town in the real sense until after the railroad arrived.

By 1883, the population in Pitman Valley had grown to 100 (Fuchs, 1955), supported by railroad business as well as lumbering concerns. This community was known locally as Pamela (Fuchs, 1955). A post office was later established and designated Chalender, named after a railroad official (Cline 1976). South of Chalender, James Dow and Samuel Gray ranched at Snyder's (or Snively) Springs from the late 1870's to about 1883.

Little is known of the Spring Valley area. A few settlers homesteaded there, including C. E. Boyce, who had originally settled in Pitman Valley about 1880 and moved to Spring Valley later on. William H. Smoot ranched in the vicinity of the lake now bearing his name, arriving around 1881 (Granger, 1960).

One of the better known landowners was Edward B. Perrin, a California businessman who made a fortune in land deals, particularly involving railroad deeded land sections. About 1888 Perrin and partner George Hearst bought 242,000 acres of railroad sections around Williams, and purchased the MC Ranch south of Williams from Nehemiah McCollum. The MC Ranch became the headquarters of a substantial stock operation called the Williams Ranch: the range extended from Garland Prairie, north to Red Lake via Maine, across to Gold Trap, and south to Hell Canyon. Some 45 people were on Perrin's payroll, looking after his stock interests which consisted primarily of sheep. The present-day Hearst Mountain was

named after Perrin's partner George Hearst, and the name Perrin has been applied to several features.

Perrin's son, Lilo, also acquired land north of Williams and managed much of his father's vast property. When the Williams Ranch was divided up, parts of its holdings went to the Pouquette and Bar Cross outfits, among others. Another substantial ranch was the Greenway Ranch (now the Quarter Circle XX), which had previously been the "Smith" outfit (Tucker, 1965). There is little information about other rancher/homesteaders, most of whom led relatively quiet, uneventful lives which did not merit mention in the Prescott and Flagstaff newspapers. (Fuchs, 1955) provides a bit of information on the following individuals. Harry Lyons settled on a ranch near the base of Sitgreaves Mountain in 1878. Nine miles west of Williams, George Johnson, after whom Johnson Canyon was probably named, established a sheep ranch. John G. Campbell grazed sheep in the area during the late 1870's, as did several others apparently; the sheep count in 1877 was put at 25,000 head. T.A. "Dad" Coleman settled near what is now Coleman Lake, in 1876 (Granger, 1960). He probably operated the original ranch which later became known as "Collum's" or "McCullum's" (subsequently purchased by Perrin, from N. McCollum). Elias Pitman sold some property to a William Garland, whose name now designates several area features. This William Garland is perhaps the same Garland described by (Cline, 1976) as a railroad contractor for the Atlantic and Pacific. J. Franklin Ebert ranched in the Williams-Flagstaff area after 1870 (Granger, 1960). C. R. Schultz had a ranch north of Williams, as did John F. Scott, who was mentioned as "a potato raiser of Bill Williams Mountain" (Cline, 1976). Other settlers were rancher Jim Alexander and J. M. Sanford, another potato farmer (Cline, 1976). William Clostermeyer settled near what is now known as Klostermeyer Hill and Spring (Granger, 1960).

One early pioneer is not mentioned in any book and yet has left more of a record of his existence than most settlers. A grave headstone southeast of Williams marks the final resting place of James Douglas, who died there in 1884, aged 64 years (see site no. AR-03-07-01-27). Not too far away is a crumbled cabin and several more substantial structures which are still used today by grazing permittees. J. D. Dam and Lake are named for this long-ago settler.

Barney Flat received its name from George Barney, who homesteaded there about 1905 and originated the Bar Heart outfit (Granger, 1960).

Another rancher who gave his name to local features was James Davenport.

Farming and ranching activities were affected by the coming of the railroad in 1882-83. A few pioneers profitted by increased property value and an expanded market for their livestock and agricultural produce. A good example is that of Johnny Rogers, who sold his ranch

property, at what is now Williams, to several of the well-known Berry brothers (Cline, 1976). These brothers built and operated a general merchandise store and were important figures in the early development of Williams (Fuchs, 1955). The railroad also provided increased economic opportunities, such as exploitation of timber resources. The marginal existence of local farmers may have been improved and stabilized by intermittent employment with the railroad or related concerns. Whether the sudden acquisition of many acres of public land by the Atlantic and Pacific Railroad adversely affected the local stockmen is unknown. Large-scale ranching operations, utilizing public domain, were not actually regulated until establishment of the national forest reserves at the turn of the century. A more important impact was the eventual wide-spread deforestation and resultant watershed damage that occurred through commercial logging operations.

### Lumbering

Commercial development of timber reserves was intimately associated with railroad construction and operation. The demand for ties alone was considerable, not to mention the need for wood as fuel, when oil was scarce, to power the steam locomotives. The usual method of operation was to establish a temporary camp in a well-forested area, log extensively, and then move on to another area. The logs were piled onto wagons by a method known as "crosshauling", which used horses to pull a chain-wrapped log up and into the wagon. Until the construction of railroad spurs into the timber country (see Fig. 2) the teams and wagons were the sole means of transport. The "big wheels", so characteristic of southwestern forests, and large sleds called drays were also used (Tucker, 1965). A peculiar-looking machine called a "steam donkey" was used to skid logs (Trennert, 1964).

Several of the old logging camps have been located and identified (see site appendix). One of the more intriguing mysteries concerning these old logging camps is the exact location of a substantial settlement called "Sun-Up", which originated somewhere south of Williams and subsequently re-located to Williams proper, in response to railroad construction demands (Fuchs, 1955). According to newspaper accounts, it consisted of a store, three or four saloons, and a restaurant (Fuchs, 1955). A site (no. AR-03-07-01-51) near Dog Town Lake, south of Williams, has been referred to as the "Old Town" site, and may perhaps be the location of Sun-Up. It certainly was used at some date as a logging camp, since items still remain that indicate this type of activity. According to H. Caylor (Williams District), there used to be a narrow gauge railroad going to, and perhaps beyond, the site.

As previously mentioned, Johnson Canyon was the focus of intensive railroad construction activity while a tunnel and long grade were built. In 1881, Wilson and Haskell had built a sawmill here to accommodate the railroad's needs (Fuchs, 1955 and Cline, 1976). This community became known as Simms, or Sims, probably named after a labor contractor for the

Atlantic and Pacific, and consisted of several stores, saloons and tent dwellings. The residents even enjoyed the luxury of regular mail service, since Simms was on the stage route to Prescott (Fuchs, 1955). There was also a railroad camp "near the Bill Williams Mountain" under the direction of two men named Clifford and McCormick (Cline, 1976).

In Pitman Valley (Chalender), Parker and Company of Prescott established a sawmill in the early 1880's. The J. M. (or J. T.) Dennis Lumber Company had built a sawmill at Rhoades, now Parks, on the Atlantic and Pacific by 1901. Dennis built his sawmill at what was then called Rhoades, on the railroad line, and a post office was established in 1899. After Highway 66 was put in nearby, the settlement moved two miles east. The original location was then called Maine, while the newer one became known as Parks (Granger, 1960).

The well-known Saginaw Lumber Company of Michigan built a sawmill at Williams in 1893, and another smaller one at Chalender (Matheny, 1975). After Saginaw's merger with Manistee in 1899, the company began building a railroad called the Saginaw Southern Railroad, south of Williams to provide better access to timber reserves there. Another line was constructed north of Bellemont (12 miles west of Flagstaff) in 1904 (Matheny, 1975). Although Edeard B. Perrin had bought much of the A&P railroad's land sections, he did not acquire the timber rights. These timber rights were subsequently sold to J. C. Brown of Saginaw-Manistee (Matheny, 1975).

Another intriguing reference surfaces in regard to lumbering activities in this period. In 1882 the Prescott Miner reported "a new and flourishing town on the A. & P. R." by the name of Gozard, with "two sawmills" (Cline, 1976). Where Gozard was or what happened to it has gone unrecorded, and Cline was unable to find any old-timer who remembered it. Jack Smith, a local historian, believes Gozard was probably Chalender (pers. comm.). Of significance to national economy, the Miner reported that many articles were being manufactured at Gozard for Eastern markets by the two mills, instead of just railroad ties for local use.

Branch sawmills of the Arizona Lumber Company, headquartered in Flagstaff, were located near Bellemont and Roger's Lake, east and southeast of Williams respectively (Cline, 1976).

Logging in the days before national forest designation was for the most part a matter of "cut 'till it's gone", with little regard for the consequences. The intense mining activity in nearby Prescott and the Verde Valley also took its toll of trees: as of 1899, more than 25,000 mining "stulls" (good-sized trees) had been illegally taken from Forest Reserve land (Tucker and Fitzpatrick, 1972).

#### Mineral Prospecting and Development

The first prospecting seems to have occurred as early as the 1860's near Williams, possibly by the above-mentioned Sam Ball (Fuchs, 1955). Not

until the late 1800's, however, did claim staking and actual development get under way. The bulk of activity occurred at the South Rim of the Grand Canyon and within the canyon itself (see Tusayan section). Other prospectors made Williams a base of operations for mine claims in distant areas such as Havasu Canyon. Due to the volcanic and sedimentary nature of the local landforms, prospecting for precious metals such as silver and gold was very limited.

After the turn of the century, quarrying for cinders and sandstone slabs became locally important.

### Transportation

Historically, travel across northern Arizona has depended on several factors: the contrivance available (be it horse, stage, railroad or car), the terrain, and weather conditions. Even today, travelers in the more remote sections are advised to check local road conditions before undertaking a journey.

Prior to the 1882-83 completion of the Atlantic and Pacific Railroad across northern Arizona, the primary mode of travel was via stage, wagon, or horseback. The first true "road" was the Beale Wagon Road, constructed in the late 1850's, which crossed the northern sections of the Williams and Chalender Districts (see Bowman and Smith, 1978). As Flagstaff grew and prospered, a stage route was established in the early 1880's from Flagstaff and Brigham City (Winslow) to Prescott, following a route used by military personnel in the preceding years (Henson, 1965 and Smith, pers. comm.). Two of the stations en route are thought to have been at Pomeroy Tanks, then called Snively's Holes or Snyder's Springs, and MC Tank. The route may have gone from Pomeroy Tanks to Big Springs and down to MC Tank. The site now designated as a stage station on the Forest Service map (site no. AR-03-07-01-) has no evidence to document its authenticity (J. Smith, pers. comm.).

As the railroad progressed to Williams, a stage was run from the end of the track to Prescott via Ashfork, over the old Beale Wagon Road, leading to the abandonment of the former stage route.

The present-day Perkinsville Highway parallels in some places old logging railroad grades and wagon trails to local ranches.

The commercial stage routes to Grand Canyon are discussed in the Tusayan section. Two dirt roads going to the Grand Canyon were later built for automobiles, one roughly paralleling the present Highway 64 and the other going up Spring Valley from Parks (Fuchs, 1955). The variation in routes to the Grand Canyon is due no doubt to the considerable competition between Flagstaff and Williams for the honor and advantage of being the "gateway to the Grand Canyon".

To further facilitate tourists, a toll road was built up the north slope of Bill Williams Mountain in 1902 by Esau Lamb. This road, designed for "vehicles, horses, burros, mules, and foot men", was 3 1/2 miles long.

## TUSAYAN RANGER DISTRICT

The history of this particular area is closely allied with that of Williams, but has a unique flavor because of the proximity to the Grand Canyon. Although the canyon had been first viewed by white men in 1540 (Hughes, 1978) it was avoided for many years because of its apparent uselessness.

With the settlement of Williams came increased activity in the region and renewed interest in the Grand Canyon.

Tusayan District is dominated by pinyon-juniper woodlands, with only a narrow belt of ponderosa pine occurring along the edge of the Coconino Plateau. For this reason, grazing, mining, and tourism have been more important than lumbering in the development of this area.

### Mining And Railroads

Mining was probably the primary motivating factor for development of the South Rim of the Grand Canyon, but tourism followed closely behind. By 1880, mine claims were scattered about the canyon vicinity, primarily in the Havasu (Cataract) Canyon area and the western portion of the Grand Canyon (Hughes, 1978). Colorado River exploration helped focus attention on the inner canyon, and prospecting increased.

Until 1890, most of the mineral prospecting and mining activity near the Grand Canyon had been concentrated on the rim itself and in the canyon proper. Some unknown prospector, working south of the rim about 15 miles, discovered surface copper veins at what is now called Anita (the Emerald Mine). According to Waesche (1933), the exact date of discovery is unknown; a Mr. Nellis owned the claim in 1890, but whether he was its discoverer is unknown. This Mr. Nellis probably was the Fred Nellis who operated a stage route from Williams. Granger (1960) says that a Ferd (sic) Nellis owned the mines and named them Anita after a family member. Buckey O'Neill, a Prescott resident famous for his Rough Rider days with Teddy Roosevelt, became involved in the Anita mine stake and is claimed by some as its finder (Waesche, 1933 and Billingsley, 1976). However, Walker (1975), in his biography of O'Neill, clearly states that O'Neill was an investor rather than a prospector. At any rate O'Neill, with his considerable influence as a politician and friend of Roosevelt, was able to initiate the development of a railroad line from Williams to the Grand Canyon. Walker (1975) generously attributes the project to O'Neill's desire for better tourist access to the canyon, but other sources indicate that development of O'Neill's mine claims at Anita was uppermost in importance (see Waesche, 1933; James, 1911; Hughes, 1978). The Chicago mining firm of Lombard, Goode and Company, through O'Neill's persuasion, bought out his interests at Anita and proceeded to organize the Santa Fe and Grand Canyon Railway Company in 1897 (Hughes, 1978). It was necessary to obtain a right-of-way from Congress for the railroad, but with O'Neill's help it was granted in 1898; construction had already begun (Hughes, 1978 and Walker, 1975). The importance of Buckey O'Neill in getting the railroad built is made more apparent by the failure of

businessmen to finance a similar spur line from Flagstaff.

Prior to the railroad's completion to Anita in 1900, ore was hauled to Williams in trailers powered by a steam-generated tractor (Waesche, 1933). A smelter was built at Williams by Lombard, Goode and Company to process the ore, but it was never operated (Fuchs, 1955). The mining company was forced into bankruptcy after completing the line to Anita and sold its interests to Santa Fe in 1901 (Hughes, 1978). A subsidiary of Santa Fe, the Grand Canyon Railway Company, completed the line to the South Rim in the fall of 1901, providing much improved access to the Grand Canyon for the reduced rate of \$3.95 (Hughes, 1978).

The mine claims at Anita continued to be worked by W. H. Lockridge, who had helped construct the railroad to Anita (G. Moore, pers. comm.). Ore, in the copper carbonate form of 10-20% concentration, was shipped via truck and railroad to smelters in El Paso, Hayden and Kingman, until permanent closure in 1930 (Waesche, 1933).

An interesting note is found in James' In and Around The Grand Canyon (1911): a reference to an old Spanish silver mine near Red Butte, supposedly mined around 1650. Attempts to validate this reference have proved futile, but I have been informed by several long-time residents that a few individuals have looked for this alleged mine, with no success.

### Tourism

Most of the mining ventures were unsuccessful, but a few men foresaw the possibilities of converting trails and mining camps into tourist facilities, particularly after the railroad was completed across northern Arizona. Railroad transportation provided relatively comfortable travel to departure points such as Williams and Flagstaff, which then needed only to provide access to the South Rim, a distance less than 100 miles.

William W. Bass was one who realized the potential tourist market, although his initial interest in the canyon was fostered by dreams of mineral wealth. Bass came to Williams in 1883 from the East, worked in the area and in a few years had established a camp on the South Rim near Havasupai Point (Hughes, 1978). He built a road from his camp to Ashfork about 1890 (Hughes, 1978); this route probably passed through what is now the extreme northwestern corner of the Tusayan District, and possibly through the northwestern edge of the Williams District via what is now the Gold Trap Ranch (J. Smith, pers. comm.).

In 1891 he began building another road from Williams (Austin, n.d.). Regular stage service began the same year, but was taken over by Sanford Rowe, a livery stable operator, in 1892 (Fuchs, 1955). Also in 1892, another stage line from Williams began operating under the management of Fred Nellis (Fuchs, 1955).

Bass also built trails down into the canyon and up the north side, allowing him to guide hunting parties to a camp on the North Rim. After

the completion of the railroad to the Grand Canyon, Bass located a 5-acre mine claim at Bass Siding, one mile north of Coconino Siding (H. Lauzon, pers. comm.).

A nine-room house, referred to as the "white house", was built at the siding to accommodate railroad passengers who were then taken to Bass's camp on the rim. This house was occupied intermittently until the 1960's when it was destroyed by the Forest Service (H. Lauzon, pers. comm.).

Other access routes to the Grand Canyon included the one that eventually became the most popular, the Flagstaff-Grand Canyon Stage route. This road angled northwest of Flagstaff to a terminus near Grandview Point, passing through what is now forest land. One of the stage stops enroute was at Moqui Tanks (Hughes, 1978 and Wahmann, 1975) (see site AR-03-07-04-160). It was thought that water was hauled to Moqui from Cedar Ranch, another stage stop, and stored in a cistern which is still evident at the site (C. Allen, pers. comm.). A change of horses was made and passengers took a breather from what was undoubtedly a very bumpy and dusty ride. The day-long trip was made in a 4 to 6 horse stage, with a second coach attached, if necessary, and cost \$20.00 (Hughes, 1978). According to Wahmann (1975), about the only truly exciting event occurred at Moqui Tanks in 1894. Two area sheepmen terminated some sort of disagreement with a murder which led the local sheriff on a chase clear to New Mexico. For the most part, however, it was business as usual; the lack of valuable cargo prevented the typical western movie masked-bandit hold-ups.

The days of the stagecoach were limited however, as a series of events beginning around 1890 spelled doom for stage travel and its associated rest stops and terminals.

### Ranching and Homesteading

There is not much documentation on the ranchers and homesteaders in the Tusayan area. Most of what is known was garnered from occasional newspaper references to Grand Canyon events, and interviews with a few long-time residents.

Many of the pioneers were involved in activities such as mining or tourism. It is arbitrary in some cases to assign a particular occupation to an individual, who may have been associated with several business ventures.

Philip and William Hull were among the first stockmen in the Tusayan area. In 1884, they guided Flagstaff lumberman E. E. Ayer and party into the Grand Canyon (Hughes, 1978). At that time they had a sheep ranch,

but an 1887 newspaper item lists Philip Hull as a horse breeder in the Flagstaff area, and another mentions "Philip Hull and his sons of Chalender" (letter from Velma Hoffman to Jack Prevey, 1967). William Hull is credited with building Hull and Rain tanks (Austin, n.d.). Presently there are three structures on forest land collectively called "Hull Cabin"; these consist of two cabin-like buildings and a barn. Chuck Allen, Tusayan District, believes the original Hull Cabin, built about 1888, has been incorporated into the larger of the two cabins. There is a noticeable difference in building methods in the three structures, particularly between the barn and cabins. The Forest Service acquired Hull Cabin in the early 1900's and has since used it as a ranger station and living quarters for seasonal help. (see site no. AR-03-07-04-159).

One of the more well-known and colorful personalities in the Tusayan area was Pete Berry, who came to the Grand Canyon via Flagstaff sometime before 1890. There he became involved in mining interests with Ralph Cameron, an entrepreneur at the South Rim. One story relates that Berry was at one time part of a gang of horse thieves who hid money along the Tanner Trail in the canyon. Berry always intended to recover the money, but never did (NPS file, Berry).

Berry operated the Grandview Hotel on the rim until 1908, when he was forced to shut down. After a few more years of guiding tourists into the canyon, he moved to his son's homestead south of "Hull Park" where he operated a trading post until his death in 1932 (Hughes, 1978 and NPS file, Berry). The homestead/ranch eventually became the property of the Belknaps; it is in ruins today.

Harry Emsback homesteaded and grazed sheep south of Red Butte (N. Rudd, pers. comm.) and later became secretary of the Arizona Woolgrowers (Tucker and Fitzpatrick, 1972). Other ranchers who lived in the area include Fred Wolf, George Peterson, Jack Harbison, Hugh Anderson, Robert Walton, H. C. Hibben and men named Griffen, Bucklar, Lewis, Woodbridge, Russell, Campbell, Francis, Dent and Sayer. Charles Kirsch originally owned the 10-X Ranch, but then sold it to Martin Buggeln, probably after 1900 (Lauzon and Thurston, pers. comm.). Buggeln was involved in several business enterprises on the canyon rim, including proprietorship of the Bright Angel Hotel (Hughes, 1978). Henry Lockett was a sheepman who used what is now called Lockett Lake as a watering hole for his stock (Granger, 1960).

George Reed, a forest ranger during several periods after 1900, filed a homestead entry at what is now Tusayan. He established a potato farm, as had several other local farmers. The area around what is now 10-X Campground is still referred to as "the potato patch" (C. Allen, pers. comm.). Reed sold out his interests to Bob Thurston in 1928 (C. Allen, pers. comm.), who subsequently developed the Tusayan village area. Thurston first came to the Grand Canyon in 1922 where he worked for the railroad, then branched out into several concerns including tourism, ranching, mining, and air service (B. Thurston, pers. comm.).

### Lumbering

After the completion of the Grand Canyon railroad in 1901, lumbering became commercially feasible. A main artery extended from Apex Siding to the east and southeast, crossing Highway 64 at Tusayan and following a route now occupied by Forest Road 302, via 10-X Ranch. From this main stem, many branch lines radiated. The Saginaw-Manistee Lumber Company logged the area from 1927 to 1938, using Clydesdale and Percheron horse teams to haul logs to the railroad terminals. A logging camp headquarters was set up along the Grand Canyon railroad half-way between Anita and Grand Canyon (Tucker, 1965) probably in the vicinity of Apex Siding. Blacksmiths traveled with loggers, setting up temporary camps to shoe horses and repair equipment (B. Thurston, pers. comm.).

NORTH KAIBAB RANGER DISTRICT

The contrast between the North Kaibab and the remaining districts of the Kaibab National Forest is striking. If one considers such factors as geography, geology, cultural affiliation and historical settlement patterns, the Arizona Strip, of which the North Kaibab is a part, would more naturally belong to southern Utah than northern Arizona. Obviously some persons have shared that view, since serious attempts were made to enact just such a land transfer, once in 1896 and again in 1902, by the Utah State Legislature (Austin, n.d.). The typical response of Arizona Territory was one of amusement, disdain and absolute refusal to allow such a partition.

One story, however, describes the proposal somewhat differently. The territorial governor of Arizona, G.W.P. Hunt, apparently negotiated informally with Utah's governor for the transfer of not just the Arizona Strip, but also the southern part of Utah as far north as Richfield. It seems that Utah found its southern portion almost as isolated and unmanageable as Arizona found its northern strip and was willing to make some sort of land exchange or sale. Gov. Hunt offered to sell the Arizona Strip to Utah for \$25,000; the counter offer was to sell southern Utah to Arizona for the same price - certainly this was the real estate deal of the century! The negotiations were nixed, however, when Gov. Hunt went hunting up on the Kaibab and observed at close range the natural resources of the country. He declared that the North Rim and the Kaibab deer alone were worth more than \$25,000 and refused to ever again consider selling the Arizona Strip (M. Adams, pers. comm.). It is not known whether the offer to buy southern Utah still remained; obviously Gov. Hunt did nothing about it.

In more recent times a practical manner of existence has evolved, with the Arizona Strip maintaining political ties with the rest of Arizona but not much else. Its isolation and peculiar independence from the rest of Arizona has prompted one writer to christen the region "America's Tibet" (Whipple, 1952).

The Kaibab Plateau is an "island" amidst surrounding lower elevations. The plateau, with elevations up to 9,000 feet, is bordered on the south by the Grand Canyon, on the east and west by tributary canyons of the Colorado, and to the north lie rising tiers of uplifted cliffs. The vegetation is varied according to elevation. On the lower reaches the common pinyon-juniper woodlands cover the slopes and canyons, grading into ponderosa pine forests as elevation increases. On the highest portions of the plateau are found large stands of Douglas fir, spruce, pine, and aspen. Winters are generally more severe than in the other districts but the increased precipitation is not manifested by more abundant water supplies. Thick limestone deposits covering the Kaibab Plateau act as a giant sponge, soaking up virtually all surface water. Nevertheless, the Kaibab is renowned for its magnificent forests, grassy

meadows, and abundant wildlife. These features distinguish it from the remainder of the Arizona Strip, but the plateau is still an integral part of the Strip and adjacent southern Utah.

Culturally and economically, the Kaibab Plateau is closely related to Utah. As the history of the region is examined, it becomes self-evident why this is true.

As previously mentioned, the Spaniard Escalante was the first recorded white traveler in this particular area in 1776. Succeeding him were largely unknown individuals, trappers, explorers and pioneers traversing the plateau country. It was not until the middle of the nineteenth century that Mormon pioneers were sent to colonize the remote corners of the State of Deseret. Through sheer force of will and religious conviction, they established communities and farmed the land under rather primitive conditions. At first, these southern settlements were confined to Utah, but adjacent lands, such as the Arizona Strip, were used for hunting and grazing. After a time, small groups of families took up residence in such remote spots as Short Creek (1863), Pipe Springs (1863) and Moccasin (1863) and Kanab (1864), as well as more southern locales such as Moenave and Moencopi, and along the Little Colorado River (see McClintock, 1921). Jacob Hamblin, one of the more notable Mormon leaders of this period, explored much of northern Arizona in his search for suitable settlements for Mormon expansion. It was also his duty to quell Indian aggression to make the country safe for habitation. Hamblin was largely responsible for seeking out the least difficult routes over a rugged terrain and improving old trails for wagon travel. Several crossings of the Colorado River were used before the most direct one at Lee's Ferry was discovered in 1869 (Woodbury, 1944). This crossing eliminated the need to traverse the canyon of the Paria and other nearly impassable tributaries and canyons of the Colorado. Kanab, by this time, was somewhat of a base of operations for Hamblin's journeys to northern Arizona and the Indian country. His trail from Kanab led south to the Kaibab Plateau (then called the Buckskin Mountain), down and across House Rock Valley along the base of the Vermilion Cliffs, across the Colorado at Lee's Ferry, and on to either Hopi and Navajo communities or to the Little Colorado River settlements. Important stops along the way were at dependable water sources, few and far between. Hamblin gave his name to several of these watering places: one at the crest of the trail over the Kaibab (Jacob Lake) and another at the base of the Vermilion Cliffs (Jacob Pools).

Lee's Ferry acquired its name from another famous Mormon of the time, John D. Lee, who settled at the ferry and operated it for several years (Cleland and Brooks, 1955). Lee often accompanied Hamblin on his journeys throughout northern Arizona and together they built an adobe house with a sod roof at Jacob Lake (Woodbury, 1944), sometime in the late 1860's. The route from southern Utah to northern Arizona was varied, according to the season and the means of transport. One trail went over

the northern end of the Kaibab Plateau via Navajo Wells (Crompton, 1965), another via Jacob Lake and probably Kane Springs\*, and still another more southern trail that went as far south as what is now Pleasant Valley and then descended the mountain in an easterly direction (old J.W. Powell map and pers. comm., P. Reilly). For a more thorough description of historical trails and roads on the Kaibab, consult Reilly's "Roads over the Buckskin" in the forthcoming winter issue of Journal of Arizona History.

The primary consideration here is that the Kaibab Plateau was relatively well-traveled by 1870. After growth and development of the Arizona communities, many newly-married Mormon couples traveled north to temples in more established towns such as St. George to be married again with official Church sanction. Thus, the route pioneered by Hamblin and Lee became known as the "Honeymoon Trail".

During the years since the Kaibab Plateau was first explored, very gradually it became the object of attention in more than just the sense of a barrier to be crossed. First Mormon ranchers, then farmers and loggers, realized the potential of the vast resources located essentially in their backyard. The history of the earliest residents is vague because of the passage of time, but certain trends can be traced to a degree.

As previously mentioned, J.W. Powell surveyed and explored much of the Kaibab from 1870 to 1872. During this time, Powell's men worked from a base camp in Kanab and made forays, in all seasons, into the plateau country and North Rim of the Grand Canyon. They employed several local men to help survey and made good use of Hamblin's guiding expertise. The

\*The spelling of the word "Kane" is questionable. It appears that Kane Springs was named after the same Kane that Kane County is named for. However, according to P. Reilly (person. comm.), Pendleton (1939), and Judd (1968), "Kane" should be "Cane", from the Indian accounts of the wild cane that used to grow at the springs. It seems likely that other uses of "Kane" in the region may be unjustified historically.

diaries of some of Powell's crew mention occasionally the names and activities of several early settlers on the Kaibab (see Gregory, 1939 and 1948-49; Reeve, 1949; Dellenbaugh et al., 1935; Olsen, 1968; Kelly, 1948-49; and Fowler, 1972). Nail Valley was a frequent rendezvous for the survey crew, especially Levi Stewart's Ranch at Big Springs\* and John Mangum's place nearby (probably in Moqui Canyon). The presence of several dependable springs along the valley and its natural corridor and side canyons giving access to the plateau summit made it a favorable location for reconnaissance. According to Hall (1975), the route from Kanab to Nail Canyon and Big Springs and on up to the Kaibab had long been used by stockmen; it is now very roughly paralleled by Forest Road 422.

### Early Rangers and Farmers

One of J. W. Powell's survey crew members, Stephen V. Jones, recorded the following entry in his diary, dated July, 1872:

"Three miles up Stewart's Canon came to the houses of John Stewart and Almon Tenney who have a herd of stock and are farming a little." (Gregory, 1948-49).

Oak Spring, north of Big Spring, was also a grazing headquarters (Woodbury, 1944).

A Mormon stockman by the name of Nagel lived in what is now Nail Valley (Hall, 1975); the name Nail is believed to be an anglicized version of Nagel (Granger, 1960; and B. Vaughn, pers. comm.). A man named Tilton may have grazed sheep near the spring now bearing his name; he is also thought to be the builder of a rock house in Snake Gulch (see site AR-03-07-03-117).

The grazing history of the Kaibab Plateau proper and the east slope down to House Rock Valley is confused and contradictory. To begin the story, John D. Lee gives an interesting account, dated October 1872, in his diary (Cleland and Brooks, 1955):

"I learned through our Indian guide a Splendid Ranch could be Made on the Buckskin or Kiabab Mountain in a valley 15 Ms. long & 3/4 wide with 3 Springs eaqueally divided. 2 of the Springs forms quite Lakes with heavy meadow land, surrounded by heavy Pinereys, Fur & quakin asp groves."

Anyone familiar with the Kaibab will agree with the diary's editors that Lee described what is now called VT or DeMotte Park. Obviously, area

\*Gregory (1948-49) notes that Stewart's Ranch was in Jump-up Canyon, but this is an error.

stockmen also found the park quite suitable for grazing and began running stock sometime in the 1870's. According to Woodbury (1944) and Crampton (1965), the following sequence took place: by 1877 the United Order of Orderville, a Mormon cooperative operating in the southern Utah town of Orderville, had consolidated and acquired individual stock holdings and began grazing the plateau with its own herd; Crampton (1965) quoted "local tradition" as believing that the cooperative also ran the first stock on the House Rock Valley range. According to United Order records, the water and grazing rights on the Kaibab and in House Rock Valley were traded to the Mormons by an Indian chief, named Tuahgants, for a gun and ammunition. Pendleton (1939) says that the Order "controlled" ranches in House Rock Valley and by 1881 had 5,000 sheep and 500 cows. The summer range was the Kaibab Plateau, including VT Park, and in winter stock were grazed in House Rock Valley.

Now the confusion begins: Crampton (1965) says that "sometime prior to 1885 the Orderville United Order acquired some cattle from some non-Mormons who also used the House Rock range and who marked their stock with the VT brand." This seems to indicate that the VT name and brand originated from these non-Mormons in House Rock Valley. However, Cleland and Brooks (1955), editors of Lee's diary, quote the late Walter Hamblin of Kanab as to the origin of VT: he said that VT designated "Valley Tan", which distinguished the Church-owned tanned hides of that particular range (VT Park and surrounding area) from imported ones. Hamblin also related that in the early 1880's the range and herd were sold to three non-Mormons by the names of Tellison, Ellison and Gibson, who kept the VT brand. Crampton (1965) relates that about 1887 the Church-owned herd at Pipe Springs was sold to John W. Young (son of Brigham Young) and removed to the House Rock range, where the VT brand was still used. Woodbury (1944) states that the Order kept their holdings about 10 years (from 1877 until 1887) and then sold out to private interests.

Old-timers in the Kanab-Fredonia area do not agree on the origin of VT. M. Adams (pers. comm.) believes the term is the initials of the original cattlemen, perhaps of the names Valentine and Trevor. Other suggested names were Van Sleck and Thompson. According to Ed Lamb, an area old-timer whose father helped run the Church herds, three men from Kansas by the names of Gibson, Kennerson, and Theral (approximate spelling) bought cattle from the United Order and established the VT brand (E. Lamb, pers. comm.) and tape recording in the Earl Cram collection). These ranchers later re-sold the cattle back to the United Order, which until this time had used the "OUO" (Orderville United Offer) brand (see also Gery and Smith, 1915); the VT brand was then adopted by the Church herds and used afterwards. Gery and Smith (1915) describes one of the earliest ranching outfits as the "VT" Cattle Company, which included men by the names of Nick, Gillette, Elza, Gibson, and Kennison. Other outfits were the "OUO" Orderville United Order, the K Company and the Canaan outfit. All of these except the Canaan outfit took their name from the brand used, which clearly indicates that the United Order herds used the "OUO" brand. Gery and Smith further relate that about 1885 the interests of the "OUO" and "VT" outfits were bought by the Kaibab Cattle Company.

As if this controversy over the origin of "VT" were not enough, the valley acquired another name, DeMotte Park, in 1872. Harvey De Mottte was a professor at Illinois Wesleyan University and a colleague of J. W. Powell. During the summer of 1872, DeMotte accompanied Powell on a trip to the North Rim of the Grand Canyon, via the Kaibab Plateau. In honor of his guest, Powell "christened this lovely vale 'DeMotte's Park'" (DeMotte, 1872).

After acquiring church herds about 1887, J. W. Young established two ranch headquarters at the base of the Kaibab Plateau's eastern slope, the House Rock Ranch (just north of present-day Highway 89 A) and the VT Ranch, now called Kane Ranch (site no. AR-03-07-03-131). (Crampton, 1965).

Young also concocted a fantastic scheme involving his holdings on the Kaibab (Woodbury, 1944). Young managed to convince several English gentlemen that the Kaibab was an excellent potential hunting preserve, to be used exclusively by English nobility. With the help of Dan Seegmiller of Kanab and "Buffalo Bill" Cody, who was then in England with his wild west show, Young brought over a party of men to investigate. The group arrived in Flagstaff in 1891, via the railroad, then took a very long and uncomfortable trip by wagon to the North Rim. Several local ranchers helped entertain the visitors, including Anthony W. Ivins, E. D. Woolley, Ed Lamb, Walt Hamblin, Alex Cram, Ebenezer Brown and Al Huntington. Naturally the Britishers didn't take long to decide that the Kaibab was simply too far away and inaccessible to ever live up to the dreams of its speculators. Young's plans fell through and a series of deals began concerning the stock and land holdings. Woodbury (1944) states that the Kaibab Land and Cattle Company was organized at this time (early 1890's) to manage Young's Kaibab interests. As mentioned earlier, however, by Gery and Smith (1915), the Kaibab Cattle Company already existed in 1885 when it bought out the "OUO" and "VT" outfits. Whether this original Kaibab Cattle Company was controlled by Young is unknown, but seems likely in view of subsequent events. Eventually, in 1897, B. F. Saunders, a prominent cattleman in the area, acquired the property. Saunders began a concerted, well-organized campaign "to secure control of the prominent watering places throughout that entire portion of Arizona lying north and west of the Colorado River" (Gery and Smith, 1915). Until that time, the range had been used in common, with watering places not restricted to individuals. Saunders succeeded in acquiring a questionable legal title to most of the water sources and range on the Kaibab Plateau. He then sold his interests to the Grand Canyon Cattle Company or E. J. Marshall Company (Woodbury, 1944). Saunders had originated the "Bar Z" brand and it remained in use after the transfer of cattle to the Grand Canyon Cattle Company. The attempted consolidation of water rights in the Arizona Strip by Saunders and another prominent cattleman, Preston Nutter, had been so thorough and obvious that an investigation was launched by agents of the departments of the Interior and Agriculture. Recommendations were made to break up the water rights monopoly on public lands (Gery and Smith, 1915). National forest lands were already protected from such illegal claims at the time of their establishment. The Grand Canyon Cattle Company, also known as the Bar Z

outfit, continued using the Kaibab range until the formation of Grand Canyon National Park in 1919 (Crompton, 1965). The exact nature of the relationship between Saunders and the Grand Canyon Cattle Company is vague. Woodbury (1944) indicates that the two entities were distinct, but in a letter to Gifford Pinchot, relating events in the early 1900's, William M. Mace (former forest ranger and supervisor) discusses "B. F. Saunders of Salt Lake City, owner of the Bar Z outfit which held permit to graze 9,500 cattle". The letter goes on to describe an agreement worked out in the winter of 1908-09 to divide the range between Saunder's Bar Z and smaller outfits. As a result of this agreement, a 40-mile drift fence was constructed along the highest part of the Kaibab, running north and south. The Bar Z Cattle had the east side range and House Rock Valley and the independent outfits collectively grazed the western edge in summer and wintered in the breaks and canyons of Jump-up, Sowats, and Kanab. Apparently by 1915, the Bar Z outfit belonged to Marshall and Stephenson (Grand Canyon Cattle Co.) (Niehuis, 1977).

The Bar Z outfit operated ranches in VT Park and House Rock Valley, and several cabins were used as line shacks or salt houses. The origin of old cabin ruins still present today is debated; the Bar Z is claimed to have built some cabins, while the United Order and early pioneers are credited with others (see sites AR-03-07-03-73 and AR-03-07-03-123). Some of the earliest cowboys working for the Church herds, and later the Bar Z, were the above-mentioned Walt Hamblin, the Lambs (father and son), Alex Cram, and Taylor Button. A corral at Jacob Lake was a central gathering point for cattle; in 1911 one of the last big herds (2200 head) was rounded up there before trail driving to Milford, Utah. Most of the Bar Z cattle were driven south across the Colorado River, but some were trailed up to Utah (C. Judd, Pers. comm.).

According to a USFS report prepared by F.M. Hodgkin in 1962, the west side ranges of the Kaibab were initially stocked by John C. Nagle (Nagel) of Toquerville. Many smaller outfits eventually took over the range. By 1889, at least 200,000 sheep and 20,000 cattle were grazing the range on and adjacent to the Kaibab, it is reported by Hodgkin. The Jackson family, of Kanab-Fredonia, grazed quite a number of sheep on the mountain, before changing to cattle permits.

A family named Le Fevre also grazed sheep, presumably in the area north of Jacob Lake now bearing its name (Granger, 1960). Hall (1975) describes Jacob Lake and Dry Park as being locations for old cattle ranches.

Along with early ranching in the vicinity of DeMotte Park, there was an attempt at farming in the late 1870's. An early pioneer named David K. Udall formed a partnership with William T. Stewart and Lawrence Mariger in 1878 for the purpose of "stock raising, farming and general mercantile business" (Nelson, 1959). They acquired a ranch in DeMotte Park from a Stewert (Levi or John?) and one year (possibly 1879) plowed 50-75 acres and planted wheat. Members of the United Order tried to grow potatoes in "Tater" Canyon, on the east side of the Kaibab Plateau (note by D. I. Rasmussen on file). The United Order also established dairy cooperatives on the Kaibab to make butter and cheese.

transporting the ore, and the snowy winters limiting production, made feasible mining operations almost impossible. At present, the site of Ryan (AR-03-07-03-110) consists of nothing but rubble strewn over a hillside, and mine trenches and pits designate the areas around Lamb's Lake (site no. AR-03-07-03-112) and Jacob Lake (site nos. AR-03-07-03-111 and 114). Portions of the old railroad bed can be seen near Ryan and in the vicinity of the water storage tank in Warm Springs Canyon.

Another area that was the focus of a minor "boom" was Kanab Canyon. During the winter of 1871-72 several prospectors panned for gold at the mouth of Kanab Creek. These men had been employed by J. W. Powell to help survey, and had made their way to Kanab Creek. Over the wires of Deseret Telegraph went the news, and by February of 1872 Kanab Canyon had a gold rush lasting all of about four months (Billingsley, 1976). In more recent years, the coxcombs on the Kaibab's eastern slope have been explored for uranium.

### Lumbering

The first sawmill on the Kaibab was most likely the one at Levi Stewart's Ranch at Big Springs. It is thought to have been brought there in 1871 from Scutumpah and was steam-operated. This portable mill was later moved south to Castle or Rigg Springs (Woodbury, 1944). By the early 1880's a mill had been erected at Jacob Lake (Wilson, 1941); John Franklin Brown bought it in 1901 from Hiram and Bradford Shumway for \$1500. Previously, Brown had worked at the Castle Rock (Spring?) mill for Taylor Crosby and Fred Hamblin. In 1911 or 1912, the Jacob Lake mill burned down (Hall, 1975) and Brown bought a new sawmill and went to work in Le Feyre Canyon. After sawing about five million board feet of timber, he moved down to Castle Springs and ran another mill (interview with J.F. Brown by B. Mace).

William Judd operated a mill at Little Mountain and in Riggs Canyon in the early 1920's and a sawmill was located at Mile-and-a-Half Lake from sometime before 1925 until approximately WWII. In Orderville Canyon the Whiting Brothers established their first mill (site no. AR-03-07-97) and Glen Johnson operated mills in Sawmill Canyon and at West Lake during the years between WWI and II, and one time owned the Mile-and-a-Half Lake mill.

Logging activity on the Kaibab was not particularly heavy until the mid-1900's due to small local demand and transportation problems. In 1909, government timber cruisers surveyed the Kaibab Plateau to examine the feasibility of constructing a railroad from southern Utah to the North Rim (Austin, n.d.). The objectives of such a railroad were to tap the rich timber reserves and also provide convenient access for tourists to the Grand Canyon. It is interesting to speculate what effect this railroad would have had on development of the Arizona Strip if constructed.

### Tourism and Recreation

Grand Canyon National Park was established in 1919, but it had become a tourist attraction since the 1903 visit by Theodore Roosevelt. Most visitors came to the South Rim because of easier travel and available accommodations. The North Rim, by virtue of its isolation, has received only a minor portion of the total tourist trade. For the adventuresome and hardy, seeing the Grand Canyon from the north side was a challenge to be met. Along the way, visitors admired the stately forests and verdant meadows of the Kaibab Plateau, but the Grand Canyon was invariably the magnet preventing any prolonged lingering.

Sharlot Hall, an early Arizona pioneer, was one of the first "tourists" on the Kaibab and North Rim of the Grand Canyon. She kept an interesting and informative diary of her journey, taken in 1911, and provides a close look at what traveling in the early 1900's was all about.

Most individuals, according to Miss Hall, outfitted in Kanab with David D. Rust and E. D. Woolley (the same Woolley who helped entertain the English visitors to the North Rim). The trip was best made on horseback, but Sharlot had a guide and wagon; the jolting wagon was so uncomfortable that she often got out and walked. Descriptions of the trip up Nail Canyon and to the top of the Kaibab are given, along with a few notes on the history of the country.

Other travelers included a party taken to the North Rim in automobiles by E. D. Woolley in 1909 (Rust, 1910), a journey best characterized by the following words: "The roads were discouraging enough. The people were worse than the roads. All along they (the Woolley party) were met with that old 'You'll never get there'" (Rust, 1910). Woolley and his son-in-law, Rust, had been instrumental in building a road to the North Rim and improving the trail down Bright Angel Canyon to the Colorado River. In 1907, they installed a cable and cage across the river to transport tourists coming down from the more accessible South Rim (Hughes, 1978). Until automobiles were used, Woolley operated a stage run to Bright Angel Point from Kanab - it took three days to make the trip (Willson, 1960).

For the dyed-in-the-wool outdoorsman, nothing compared to the excitement of hunting lions on the Kaibab Plateau with "Uncle Jimmy" Owens. Theodore Roosevelt was one of Owens' first "customers", and was responsible, along with Utah Senator Reed Smoot, in having the Grand Canyon Forest Reserve designated a game preserve in 1906 (Hughes, 1978). To properly relate the unique story of Owens, lion hunting and a buffalo herd, it is necessary to go back a few years. The following material was compiled from manuscripts and letters on file with the Kaibab National Forest, several books, including Roosevelt (1923), Easton and Brown (1961) and Grey (1922), and articles by Niehuis (1945) and Willson (1960).

Charles C. "Buffalo" Jones was one of those figures that movies portray as the ideal Westerner: he was an Indian fighter, scout, mountain man, and buffalo hunter. He seems to have done everything and been everywhere, and the story is well-told by Easton and Brown in their book Lord of Beasts. "Buffalo" Jones, true to his name, killed a great many buffalo in his time, but unlike most of his contemporaries, he realized that the buffalo would disappear completely if efforts were not made to save the few remnant herds. He acquired a small herd and brought it to the Kaibab Plateau in the early 1900's, after establishment of the game preserve there. Jones believed the Kaibab to be an ideal range for his proposed experiments in hybridizing buffalo with cattle, to produce a "cattalo" which would have the best qualities of both animals. A partnership was formed with E.D. Woolley and Ernest Pratt of Kanab, and a permit was obtained to fence a large area on the Kaibab for the buffalo. The logistics involved in getting the buffalo and cattle, not to mention some fancy imported sheep, to the Kaibab makes an amusing story. The buffalo and sheep were shipped from Montana to Lund, Utah via railroad. One can imagine the amazement of the local residents and the confusion of the stationmaster at the sudden appearance of about 90 buffalo where no buffalo had ever been. The herd was then trailed to the Kaibab, but numerous problems disrupted the drive. One bull decided that the hot Strip country was no place for a buffalo and stampeded back to Lund, upsetting a settler's wagon en route. The trail drivers finally had to drive the herd at night because of the heat and too infrequent water holes. The cattle were purchased from the famous Goodnight Ranch in Texas, and were driven to Arizona by Frank Ascott. James T. "Uncle Jimmy" Owens now enters the story, since he had been an employee of the Goodnight Ranch and a friend of Ascott's. Owens was interested in the buffalo herd and had been, according to one source, a buffalo game warden at Yellowstone National Park where he met Jones. Owens and Ascott joined the partnership, and even B. F. Saunders was persuaded to invest in the "cattalo" experiments. The buffalo, sheep, and Texas cattle were pastured near Bright Angel Point (now park service land), and the breeding efforts began. Jones managed to produce a few hybrid animals, but the venture failed because of problems with birth of the hybrid calves and sterility. The partnership dismantled, with Owens eventually acquiring all the buffalo, Woolley the sheep, and the cattle divided up among the partners. The buffalo were subsequently sold in 1926 to the state of Arizona for \$10,000, and moved down to the House Rock Valley range where they still exist today. After state-controlled hunting was initiated, Kane Ranch became a headquarters for the "buff" hunters.

Jones and Owens stayed up on the Kaibab Plateau and hunted lions and other predators. Owens was made Game Warden for the Grand Canyon National Game Preserve, and worked with forest rangers to keep predators at a minimum. Some of Owen's more famous guests were Roosevelt and Zane Grey, both of whom wrote up their adventures in popular accounts.

The problems resulting from predator killing and the subsequent dramatic increase in the deer herd are well-known. For a complete discussion of

the classic case of the Kaibab deer, see Russo (1964). The special designation of game preserve within the Kaibab Forest boundaries created a problem when it was finally decided to reduce the deer herd in 1924. The state of Arizona entered into a court suit with the U.S. Forest Service over the legality of removing deer by hunting in the game preserve. Ranger Ben Swapp of the North Kaibab presented persuasive testimony on the damage done to the forest by too many deer. The U.S. Supreme Court finally ruled that the Forest Service had authority to remove deer, but Arizona state officials could regulate the hunt. After this decision, yearly hunts began and hunting camps were built at Big Saddle, Pine Flat and Moquitch Canyon. The camps at Big Saddle and Pine Flat are gone and only a tent frame and rubble remain at Moquitch Camp (site no. AR-03-07-03-118).

A log cabin in Oak Canyon, now destroyed, was thought to be a hunting cabin used by Roosevelt, but other sources say it was only a storehouse for blasting powder.

At Ryan, cabins were built to house a forest ranger and state game wardens. This ranger station at Ryan was the check point for deer hunts for many years.

## SUMMARY AND RECOMMENDATIONS

Two different settlement patterns brought pioneers to the lands now administered by the Kaibab National Forest. Exploration and development of routes across northern Arizona along the 35th parallel brought settlers from the East and some from California, especially stockmen who were adversely affected by the 1870's drought in California. The other pattern was the expansion of the Mormon domain south from Utah, and the subsequent establishment of small communities along Arizona's Little Colorado River, in the Arizona Strip, and associated exploitation of the Kaibab Plateau.

Although the Kaibab National Forest contains many diverse elements, it can be seen that certain activities were common to all the districts. Lumbering was and still is a primary occupation, but certain areas, such as Tusayan District, were less important than others in this regard. Railroad construction intimately affected the lumber industry, due to demand for material and increased marketability of lumber. Consequently, the North Kaibab District's timber reserves were not exploited until well after 1900, while the Williams and Chalender Districts were heavily logged beginning in the early 1880's.

Grazing was another significant activity common to all the districts. It appears that sheep were more numerous than cattle in the early years of grazing history, particularly in the southern districts. Farming on a limited scale often occurred concurrently with stock-raising, but agriculture in general was not a suitable activity for northern Arizona due to the dry climate, high elevations, and short growing season.

Mining was also a limited economic factor, except in small local areas, especially those adjacent to the Grand Canyon's South Rim.

Regionally, the most important attributes attracting people to northern Arizona were timber reserves and abundant grazing land. Later, tourism became significant and remains so to this day. In all districts, exploration leading to development began about 1850, and actual settlement began in the 1860's. Substantial increases in population did not occur, however, until the arrival of the railroad in the southern districts, and not all on the North Kaibab. It can be speculated that development of the North Kaibab would have been similar to the southern districts had railroad access been available, but the cultural affinity of the Arizona Strip to Utah certainly would have altered the effects somewhat.

It is difficult to assess accurately how and where most of the earlier pioneers lived in the Kaibab Forest. Many dwellings and evidence of associated activity have been destroyed over the years, by natural deterioration and intentional destruction. Of the cabins and structures

remaining, most are almost completely deteriorated. The rare exception has usually been preserved because of continuing use by either the Forest Service or permittees. Many historical sites have suffered the effects of age and are now being impacted by forest use such as logging and grazing. It is recommended that all remaining sites be protected from further artificial impact, so that historical research and recreation potential can be accurately evaluated and incorporated into forest management.

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\* Unless otherwise specified, all material is on file at Kaibab National Forest Supervisor's Office, Williams, Arizona.

APPENDIX A

FIGURES

Kanab Utah

•Pipe Springs Fredonia

Lee's Ferry

Jacob Lake

North Kaibab R.D.

•Big Springs

Grand Canyon National Park

Colorado River

Anita

Tusayan R.D.

Little Colorado River

Chalender R.D.

Williams

Flagstaff

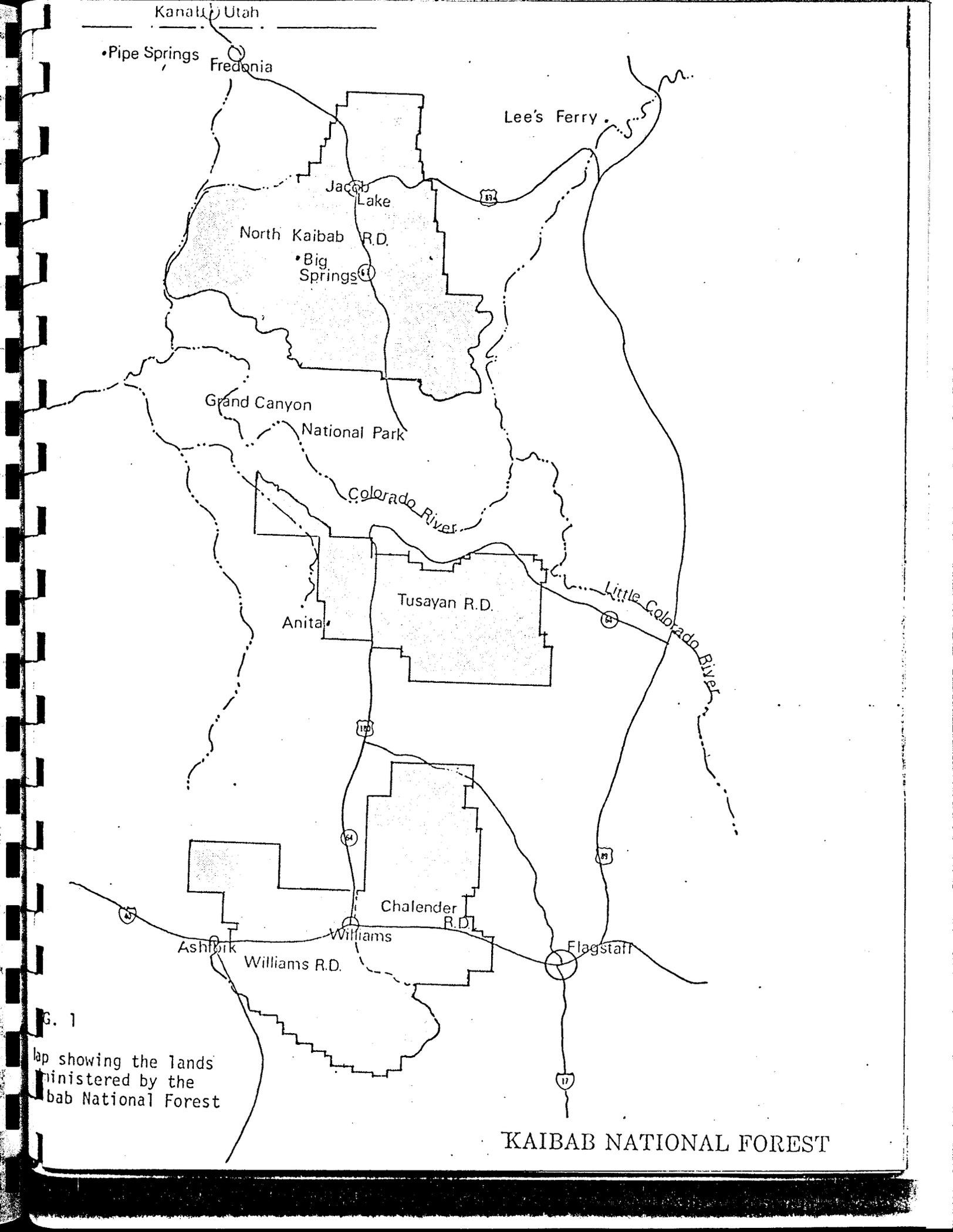
Ashfork

Williams R.D.

G. 1

Map showing the lands administered by the Kaibab National Forest

KAIBAB NATIONAL FOREST



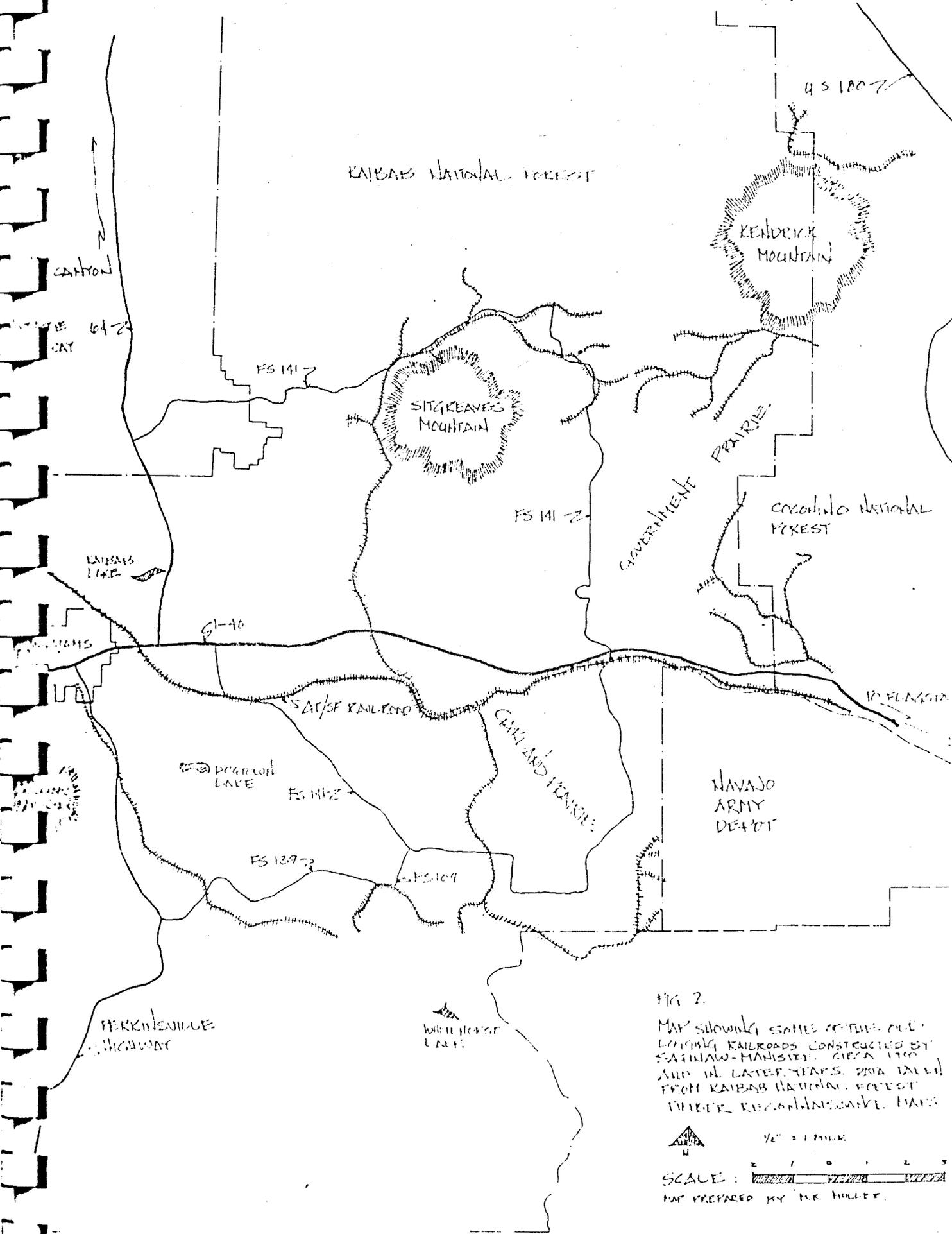
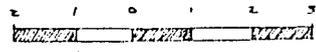


FIG. 2.  
 MAP SHOWING SITES OF THE OLD  
 LONGHORN RAILROADS CONSTRUCTED BY  
 SAGINAW-MANISTEE, CIRCA 1870  
 AND IN LATER YEARS BUILT  
 FROM KAIBAB NATIONAL FOREST  
 UNDER RECONSTRUCTION. MAP


 1/2" = 1 MILE  
 SCALE:   
 MAP PREPARED BY MR. HULLER.

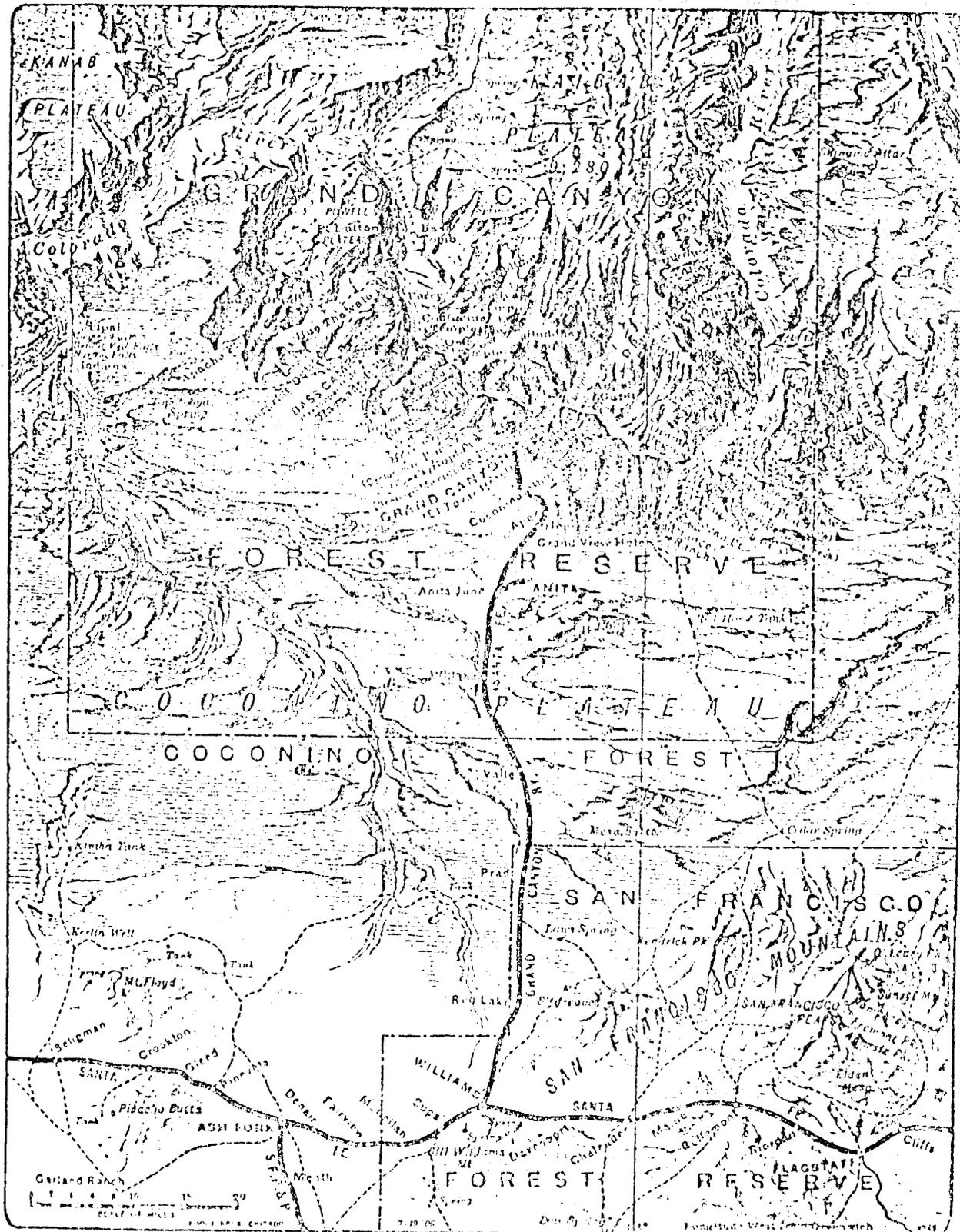
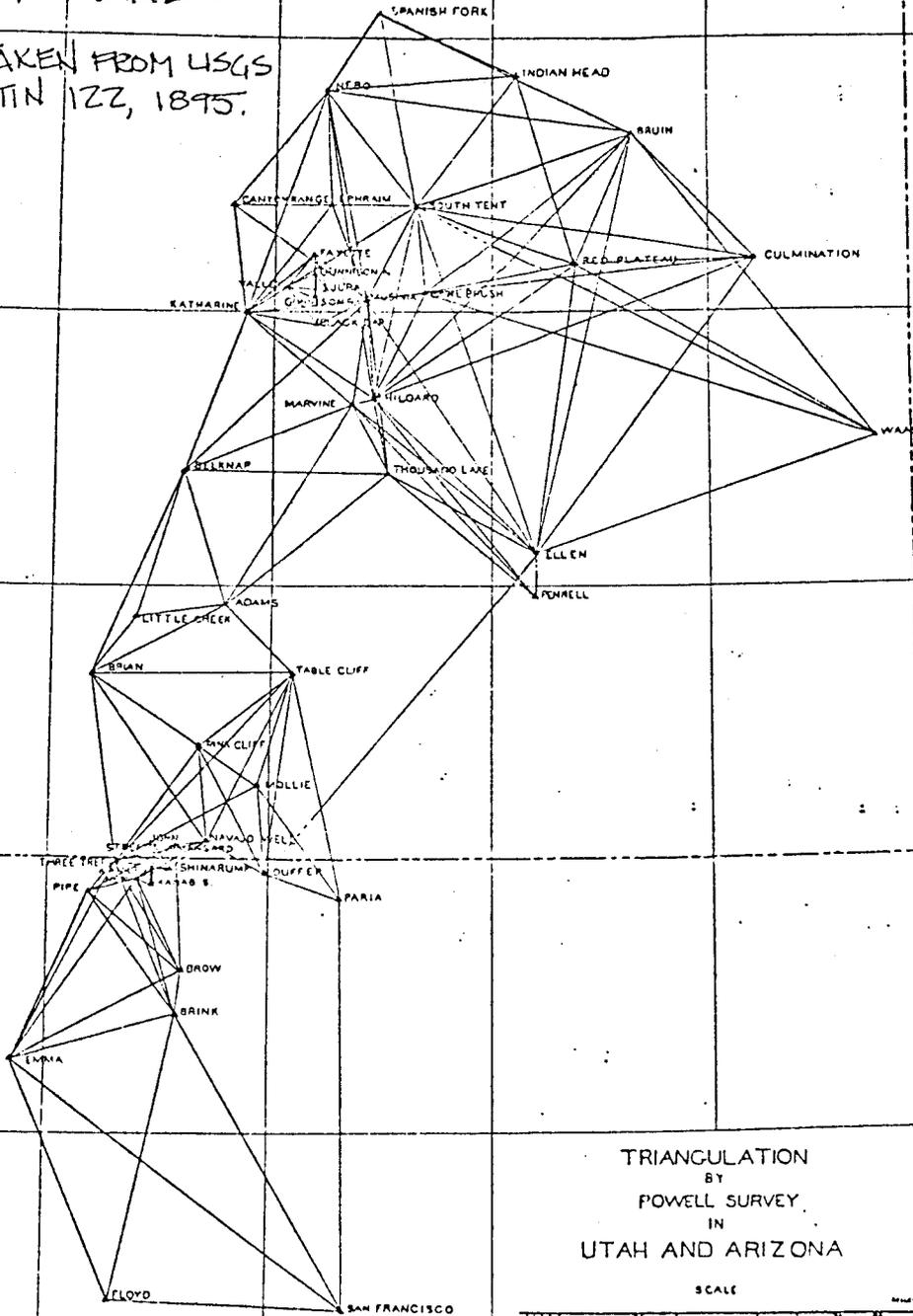


FIG. 3

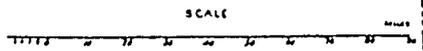
Map showing Santa Fe Railroad and Grand Canyon Railway (solid lines). Dotted lines indicate wagon/stage routes. Taken from 1909 Santa Fe publication.

FIG. 4 TRIANGULATION STATIONS,  
 POWELL SURVEY, 1871-72.  
 BROW AND BRINK STATIONS  
 ARE ON KAIBAB NATIONAL  
 FOREST LAND.

MAP TAKEN FROM USGS  
 BULLETIN 122, 1895.



TRIANGULATION  
 BY  
 POWELL SURVEY,  
 IN  
 UTAH AND ARIZONA



APPENDIX B

SITES

## I.

## WILLIAMS DISTRICT

AR-03-07-01-35 Willow Spring site: NW 1/4, T20N, R3E, S12. A single rectangular stone outline surrounded by some trash including glass, cans and lumber; may be an enclosure of some kind. Willow Spring adjacent.

AR-03-07-01-27 JD Grave site: SE 1/4, T20N, R3E, S3. This grave headstone, inscribed "In memory of James Douglas, died Aug. 29, 1884, lived 64 yrs", is within 100 meters of what is called the JD cabins (see site AR-03-07-01-67).

AR-03-07-01-51 Old Town site: NE 1/4, T21N, R2E, S14. This site may possibly be the site of Sun-up, an early mill town which re-located to Williams after arrival of the railroad. The remains of a number of structures are faintly discernible, and some forge materials are present. Bridge or dam remains are found in the adjacent Dogtown Wash. Scattered trash includes glass, metal, and cans.

AR-03-07-01-59 log cabin: NW 1/4, T20N, R3E, S10. Very deteriorated log cabin, with little trash.

AR-03-07-01-67 JD cabins: SE 1/4, T20N, R3E, S3. Two maintained buildings, one cabin and a barn built out of railroad ties, are present here along with a collapsed log cabin that may have been an ice house since it has double-walled construction. The date of construction is unknown.

AR-03-07-01-72 log cabin: SE 1/4, T20N, R3E, S12. Deteriorated log cabin, very little trash in area.

AR-03-07-01-246 Johnson grave site: SW 1/4, T22N, R1E, S32. A marble headstone marks the grave site of Edward Cooney, aged 14 months. No other markers are present, but some local people believe there once were more graves marked. This site may have been the cemetery for the town of Sims, a railroad camp near Johnson Tunnel. The townsite has not been found.

AR-03-07-01-247 Dude Tank cabin: SW 1/4, T22N, R1W, S13. This cabin, constructed of boards, is still maintained and used by permittee Dude Reed. Date of construction unknown, but probably 1930-40.

AR-03-07-01-248 Orr Tank cabin: NE 1/4, T22N, R1E, S21. This nearly completely deteriorated log cabin is on private land adjacent to Orr Tank. Very little trash is evident.

AR-03-07-01-249 log cabin: NE 1/4, T21N, R1E, S33. This rather large log cabin is partially collapsed, and a fair amount of debris including old car/truck parts is scattered about. Date of construction unknown.

## II.

## CHALENDER DISTRICT

AR-03-07-02-4 foundation ruin: NE 1/4, T22N, R4E, S27. A cemented rock foundation is present and scattered trash.

AR-03-07-02-5: Natural Tanks logging camp: SW 1/4, T21N, R4E, S32. A railroad spur provided access to this site for logging activity around the turn of the century. Large pine logs on the ground may be some sort of loading ramp, and there is scattered debris and what may have been several structures. Water from tanks below was piped up to the site. A Forest Service sign at the site describes the activity. A recreational trail passes directly through the southern edge of the site.

AR-03-07-02-6 LO Spring site: SE 1/4, T21N, R4E, S32. This site consists of remains of several log structures, some trash and an old railroad bed a few meters to the north. It may be associated with early ranching and later used as a logging camp, perhaps in association with the above site. LO Spring directly below site.

AR-03-07-02-10 log cabin: NE 1/4, T21N, R3E, S19. A log cabin, shed and scattered trash are evident here.

AR-03-07-02-93 Big Spring site: NW 1/4, T21N, R3E, S33. A log cabin and remains of other structures and trash were recorded here. The site could have been an old homestead or perhaps a logging camp, since a spur railroad was located less than a mile south. Big Spring immediately adjacent.

AR-03-07-02-94 cabin site: SW 1/4, T21N, R3E, S28. A pathway connects this log cabin remains with site 93. Very little trash is present.

AR-03-07-02-245 log cabin: SE 1/4, T22N, R4E, S5. This site consists of a log cabin with rock foundations.

AR-03-07-02-251 dug-out site: NW 1/4, T22N, R4E, S8. Log-lined walls and earth form this structure, which was probably a storage place.

AR-03-07-02-268 rock chimney site: NE 1/4, T21N, R4E, S30. A rock chimney, concrete cistern and collapsed dug-out comprise this site. Relatively modern trash in area dates site probably from WWII.

AR-03-07-02-269 Garland Prairie site: SW 1/4, T21N, R4E, S29. This site consists of a wooden structure and a stone structure, and may have been part of a ranch or farm habitation.

AR-03-07-02-360 Pomeroy Tanks site: SE 1/4, T21N, R3E, S35. A few old Coke cans and knee-high log walls are all that remain at this cabin site. Pomeroy Tanks to the east and south.

AR-03-07-02-361 Garland Prairie cabin: SE 1/4, T21N, R4E, S20. This cabin still has most of its walls and a roof and may have been built just before the Depression, since it is constructed of slat boards in a "balloon construction" style. Several carvings on Mexican-American are found on a table inside.

AR-03-07-02-362 Garland Prairie cabin: NW 1/4, T21N, R4E, S28. This cabin also is still fairly intact, but has log walls with chinking. It has glass windows and a board floor and may have been maintained well beyond the original date of construction. Numerous debris outside.

AR-03-07-02-363 Laws Spring site: SW 1/4, T24N, R3E, S27. The Beale Wagon Road is believed to have passed just to the south of this natural tank and several inscriptions in the adjacent rocks seem to indicate this. See report prepared by Bowman and Smith, 1978, for complete discussion of this site and the Beale Road.

AR-03-07-02-364 log cabin site: NW 1/4, T23N, R4E, S8. Unusually large logs form the walls of this roofless cabin and several trash piles of tin cans are nearby. Date of construction unknown, but probably was at the turn of the century.

AR-03-07-02-365 Spring Valley site: NW 1/4, T23N, R4E, S27. A deteriorated log cabin and collapsed dug-out cellar are present at this site. The site was probably associated with farming in adjacent Spring Valley. A tank is located within a few yards of the site.

AR-03-07-02-366 dug-out cabin site: SW 1/4, T23N, R4E, S28. This log cabin has had dirt piled around the walls to achieve a dug-out. Function unknown - perhaps storage and/or habitation. Construction probably dates to 1900.

AR-03-07-02-367 Obsidian Tank site: SW 1/4, T23N, R4E, S24. Several features mark this site: a rock foundation, wooden outlines suggesting structures of some kind and a corral. Deterioration is nearly complete, but some relatively modern trash exists, making data difficult.

AR-03-07-02-368 Government Prairie site: NW 1/4, T23N, R5E, S31. A substantial house and several barn/shed structures, in various stages of deterioration, are present at this site. May have been associated with dry-farming in nearby cleared field.

AR-03-07-02-369 Government Prairie site: NW 1/4, T23N, R5E, S31. Several different kinds of buildings characterize this site, which is only a hundred yards east of the previous site. A concrete building, a dug-out and a board cabin are present, with much trash scattered about. Probably also associated with area dry-farming.

AR-03-07-02-370 Kendrick Peak site: SW 1/4, T23N, R5E, S22. Railroad ties were the apparent building material for at least one of the now collapsed structures here. Old car parts are evident. Probably a rancher's cabin.

AR-03-07-02-371 Government Prairie site: NE 1/4, T22N, R5E, S6. Five structures, all deteriorated in various stages, dot the open prairie here. Scattered piles of rocks indicate clearing for farming. One log cabin has double-walled construction. Several others were constructed of boards or boards and logs. Little trash is evident.

AR-03-07-02-372 Spitz Overpass site: SW 1/4, T22N, R4E, S32. A small log cabin with only waist-high walls is evident here, with very little trash.

AR-03-07-02-373 Garland Prairie site: SE 1/4, T21N, R4E, S34. This site consists of a fairly well-preserved log cabin and quite large barn.

AR-03-07-02-374 Isham logging camp: SW 1/4, T21N, R3E, S13. No structures remain here, but a large amount of trash including cans, glass and miscellaneous metal is present. A spur railroad line provided access at some point in the near vicinity. Items seen date the site to probably before 1900.

AR-03-07-02-375 Big Springs Canyon site: SE 1/4, T21N, R3E, S33. Railroad spur line came down to this point from the west and was used to haul timber out to sawmills. This particular site may have been a logging camp and blacksmithing forge, as evidence was found indicating this activity. The railroad can be seen in places going down Big Springs Canyon to the south.

AR-03-07-02-376 Big Springs Canyon log cabin: SW 1/4, T21N, R3E, S34. A log cabin and outhouse mark this site, which may have been used during logging. Very little trash is present and the cabin is quite deteriorated.

## III.

## NORTH KAIBAB

AR-03-07-03-97 Orderville Canyon sawmill: NW 1/4, T39N, R2E, S28. This site was believed to be the site of the original Whiting Brothers sawmill which began operating in the early 1940's. It apparently has been burned; charred material and debris mark the site. A temporary camp here consisted of wooden structures.

AR-03-07-03-109 Ryan rock house: SE 1/4, T38N, R1W, S13. This structure, built into the side of a hill, is roofless and the walls are crumbling but still fairly intact. Scattered debris includes glass, cans and construction materials (boards, nails, etc.). The function and date of origin are unknown. This structure is directly across Forest Service Road 422 from the Ryan smelter (see next site), a distance of several hundred meters.

AR-03-07-03-110 Ryan Smelter: SE 1/4, T38N, R1W, S13. All the buildings here have been removed; they were constructed, according to old photos, of corrugated tin. Considerable debris is scattered over a wide area of a hill slope facing north. The Ryan Smelter was built around 1901 to process copper ore extracted from several nearby locales. It was the terminus for a narrow gauge railroad which went up Warm Springs Canyon to mines around Lamb's Lake. A small portion of the railroad bed is still evident near the smelter site.

AR-03-07-03-111 Buck Ridge copper mines: SW 1/4, T38N, R1E, S12: Scattered pits and trenches dot this whole area east to Jacob Lake. This particular site seems to have been a loading chute or dock: it consists of a log cage-lake structure, now filled with ore debris, built on a slope with a road below at the chute "mouth". Although mine claims nearby were worked as early as 1898, this site is probably connected with more recent activity, perhaps in the WW II years.

AR-03-07-03-112 Lamb's Lake copper mine: NE 1/4, T38N, R1E, S14. This mine was first worked in approximately 1898, using pick, shovel, and blasting powder, until the decade of 1910-1920; it was briefly mined again during WW II with gasoline-powered shovels.

AR-03-07-03-113 Buck Ridge cabin: SW 1/4, T38N, R1E, S12. Only waist-high log walls and a board floor remain of this cabin. An outhouse is located about 50 m to the east. Several debris piles are scattered about. The cabin is located in proximity to the water pipeline from Warm Springs to Jacob Lake, and is also near the scattered mine pits along Buck Ridge.

AR-03-07-03-114 mine trench cabin: NW 1/4, T38N, R1E, S12. This cabin is roofless and contains a considerable amount of forest litter. It is located only 50 ft. from a mine trench to the north and almost undoubtedly was associated with work there.

AR-03-07-03-115 Pipeline cabin: NW 1/4, T38N, R2E, S7. A rarely-seen rock chimney and aspen log walls are all that remain at this cabin. Many carvings adorn nearby aspen trees, but are mostly illegible. Boards in the middle of the cabin apparently are the collapsed roof. The water pipeline from Warm Springs to Jacob Lake is located immediately adjacent to the north and east.

AR-03-07-03-116 Le Fevre Canyon site: NW 1/4, T39N, R1E, S24. One of the earliest sawmills operated here, leaving very little remains. Wood chips and some debris mark the actual sawmill site; approximately 200 ft. east is a corral and debris, and north lies scattered debris. If this is the site of the original John Brown Mill (reported to be in Le Fevre Canyon), it dates to approximately 1913. Recent road construction has destroyed portions of this site.

AR-03-07-03-117 Snake Gulch rock house: NW 1/4, T38N, R1W, S11. Accounts dating to the 1870's mention a rock house in this vicinity. The structure is basically intact but roofless. The stones are chinked with mud, and wooden beams frame the doorways.

AR-03-07-03-118 Moquitch hunting camp: NW 1/4, T37N, R1E, S6 and NE 1/4, T37N, R1W, S1. This camp was built about 1928 by Elwin Pratt. Wooden tent frames, of which one still remains, housed the guests. Debris is scattered about, and several outhouses are present. The camp burned in 1948.

AR-03-07-03-119 Jump-up cabin: SE 1/4, T37N, R2W, S19. The cabin and associated barn are among the best-maintained structures on the entire Forest. Originally constructed about 1906 for use in deer counts by USFS personnel, it has since been modified and maintained for use by hunters and stockmen.

AR-03-07-03-120 Sowats cabin: NE 1/4, T36N, R2W, S27. Date of construction for this well-maintained cabin is not certain, but is probably close to that of Jump-up. Sowats cabin was also used for deer counts; many inscriptions may be seen on the interior walls concerning animal counts and weather conditions.

AR-03-07-03-121 Locust Spring site: SW 1/4, T35N, R1E, S27. A collapsed-roof log cabin and pile of board debris indicating another structure are found here. Issaac O. Brown homesteaded here in 1908; the log cabin may have been his dwelling. The board-pile is approximately 100 ft. south of the cabin.

AR-03-07-03-122 Mile-and-a-half sawmill: SE 1/4, T37N, R2E, S7. Almost nothing remains at this site; it has been burned, and probably some debris has been removed. Records show a sawmill operating here beginning about 1925.

AR-03-07-03-123 Pleasant Valley cabin: NW 1/4, T36N, R2E, S24. This may be one of the oldest remaining structures on this District. It is nearly totally gone, mostly through natural deterioration. There is essentially no trash or debris in the area. The origin of the cabin is obscure and debated; it may have been built by either the Mormon Church or the Grand Canyon Cattle Co., before 1900. This cabin may also have been built by H. E. Riggs.

AR-03-07-03-124 Wild Horse Tank cabin: SW 1/4, T39N, R2E, S20. This cabin is on a ridge to the northwest of Wild Horse Tank, and is about 70% deteriorated. A little trash is scattered about.

AR-03-07-03-125 South Canyon work camp: NW 1/4, T34N, R4E, S4. Development of South Canyon Springs necessitated the establishment of a USFS work camp, built sometime after 1900.

AR-03-07-03-126 Saddle Mountain hunting camp: NE 1/4, T34N, R4E, S22. This hunting camp has been almost completely destroyed by intentional burning in the early 1970's. It has been recorded as a historic site but subsequent research has dated its construction at 1953.

AR-03-07-03-127 Brink Benchmark: NE 1/4, T35N, R1W, S17. The Powell Survey originally established a survey station here during their work in the early 1870's. There is presently a wooden step-platform, a fallen tree, and a USGS benchmark at the site. Farther out on Monument Point are more stations, and maps show a benchmark at Millet.

AR-03-07-03-128 Frank's Lake site: SE 1/4, T36N, R2E, S16. Part of a rock chimney is all that remains of a cabin once located here. The cabin was used by the Grand Canyon Cattle Company prior to 1900.

AR-03-07-03-129 Brow Benchmark: SE 1/4, T37N, R1W, S21. Another Powell Survey Station, consisting of a broken tree with a wooded platform in it and scattered rocks which may have been piled around the tree's base. A USGS benchmark is now located here.

AR-03-07-03-130 Quaking Aspen site: NE 1/4, T34N, R1E, S3. This site originally consisted of an old log cabin, (the Pratt Cabin), on the north side of Forest Road 206, and several frame buildings on the south side, built by Bob Vaughn probably in the 1920's. The USFS acquired the frame buildings and subsequently burned them in 1967 (the log cabin was either already destroyed or burned also). A pile of charred debris and ash is all that remains at present.

AR-03-07-03-73 Three Lakes cabin: NW 1/4, T37N, R2E, S6. The origin of this semi-restored cabin is obscure. It may have been built by the United Order and used as a dairy headquarters and/or the Grand Canyon Cattle may have used it as a salt house. Date of construction is probably pre-1900.

AR-03-07-03-131 Kane Ranch: NE 1/4, T37N, R4E, S31. This ranch is on private land and is still being used. The original buildings are reported to have been built in 1877 by John W. Young, a son of Brigham Young, and stocked with Mormon Church-owned cattle. The VT brand was used on cattle here before the adoption of the Bar Z brand in the early 1900's. It is now owned by David Johnson.

## IV.

## TUSAYAN DISTRICT

AR-03-07-04-19 Red Horse Tank cabin: NW 1/4, T29N, R5E, S30. A deteriorated log cabin and corral are present and a cistern of possible later date is located to the northwest. Probably an old homestead.

AR-03-07-04-136 blacksmith site: NE 1/4, T30N, R3E, S28. This blacksmith site was associated with a logging railroad; tools and parts of a car are scattered about.

AR-03-07-04-140 logging camp: SW 1/4, T29N, R4E, S9. Numerous trash indicates logging activity in the area; no buildings remain.

AR-03-07-04-141 logging camp: SW 1/4, T29N, R4E, S9. This site was probably associated with the previous site, but is disrupted by a narrow valley. Rock outlines may have been parts of structures.

AR-03-07-04-157 old Grand Canyon road sign tower: NE 1/4, T28N, R2E, S1. This cut-stone tower once supported a sign indicating the entrance to Grand Canyon National Park. Date of construction is unknown, but is probably ca. 1930.

AR-03-07-04-158 Miller Seep site: NE 1/4, T29N, R3E, S21. The cabin that was once here has been destroyed, but much debris remains and a corral at the Seep itself still remains. Date of construction of the original cabin is unknown.

AR-03-07-04-159 Hull Cabin: SE 1/4, T30N, R4E, S22. The Hull brothers or father and son are the builders of the original cabin here, used for a sheep ranch. Date of construction is believed to have been the late 1880's. The Forest Service acquired the property in the early 1900's and has since maintained and modified the structures for use as a ranger station and seasonal quarters. See Special Interest file, Hull Cabin history, by Chuck Allen.

AR-03-07-04-160 Moqui stage relay station: NE 1/4, T28N, R5E, S29. This relay station was one of three along the route from Flagstaff to the Grand Canyon. The bare remains of a structure and a stone cistern are all that remain now.

AR-03-07-04-172 mine (?) cabins: NE 1/4, T29N, R2E, S3. At least six structures, all in varying stages of deterioration and at least one mine pit designate this site. The buildings are made of railroad ties, but the site may still have functioned as a railroad logging camp, or a mine camp, or other activities.

AR-03-07-04-173 cabin site: SW 1/4, T30N, R2E, S29. This log cabin remains is on private land and may have been associated with numerous mine pits and trenches to the south about 1/4 mile. A collapsed rock chimney and chest-high log walls are all that remain of the building and there is scattered trash, mostly tin cans, nearby.

APPENDIX C

PHOTOGRAPHS