

The Ol' Pioneer

The Quarterly Magazine of the Grand Canyon Historical Society

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President's Letter

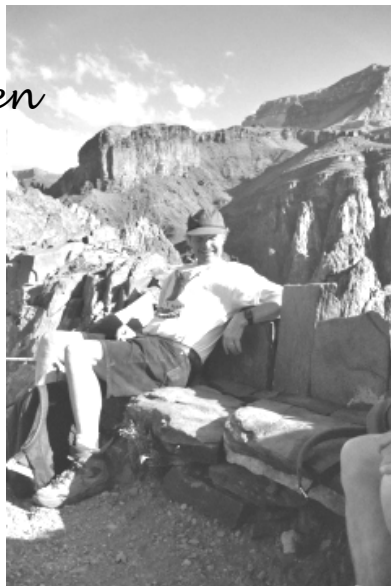
History is such a fascinating subject. So many important things have happened just at the Grand Canyon. Think of how many people through the centuries have spent a great deal of their lives, if not their entire lives, adding to the Canyon while being added to by the Canyon. Recent evidence shows that the human story begins at least 13,000 years ago. Probably every place at the Grand Canyon has a story – something to be learned.

Here we all are, having spent all or part of our lives in this magnificent place, trying to preserve this story as best we can for future generations. Thus, they can know at least some of what went on at the Canyon.

Knowingly or unknowingly, we are all with this act becoming part of the history for the future.

A great opportunity to be a part of that history is to add your knowledge and your research to that presented at the History Symposium in 2007. Planning for this enterprise is just beginning, but everybody needs to start thinking now about what they could contribute.

Keith Green



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EDITOR: Diane Cassidy

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The Other El Tovar

by Al Richmond – Sedona, AZ

In 1540 Don Pedro de Tovar, a captain in Coronado's command on the search for the fabled seven golden cities of Cibola in what is now Arizona and New Mexico, heard of an immense chasm that warranted inspection. Unable to leave the Hopi villages he dispatched his lieutenant, Don Garcia Lopez de Cardeñas to make the journey. Several days later he and his men became the first Europeans to gaze with awe into the magnificence that is now Grand Canyon National Park.

On 14 January 1905, the Atchison, Topeka and Santa Fe Railway and the Fred Harvey Company welcomed their first guests to the rustic, yet magnificent El Tovar Hotel. Named after a man who never saw the Canyon, it remains the premier hotel on the south rim. In Santa Fe-Harvey tradition, many of their hotels in the American Mid- and Southwest carried the names of Spanish explorers. Cardeñas already had a hotel named for him at Trinidad, Colorado so by default Grand Canyon's El Tovar honored the man who launched the expedition that "discovered" the Grand Canyon.

And, exactly four hundred years later, the Santa Fe again dusted off Pedro de Tovar's name and added it to the list of legendary name trains that ran the western rails. Unquestionably heady company, The Chief, El Capitan, Grand Canyon Limited, El Tovar...El Tovar!/? Certainly you have heard of the crack Santa Fe train whose cross-country runs included a station stop at Grand Canyon? No? Well then, join the ranks of most veteran Santa Fe employees, historians, and rail fans who never heard of her either. And those who



El Tovar on 15 June 1941 as it steams doubleheaded into the Grand Canyon yards below Bright Angel Lodge.

[Ingersoll photo, Bassett collection.]

somehow learned of this will-o'-the-wisp found it even more difficult to actually prove *El Tovar* ran the Santa Fe rails.

Small wonder *El Tovar* dwells in obscurity. Born with good intentions, global circumstances and rapidly changing public transportation patterns led to an inconsistent itinerary, discontinuance, rebirth, and finally, demise. Tracking her through timetables and company publications is a "now you see it, and now you don't" experience--much like a mirage. System and adjacent division employee timetables issued on the same date may have her listed by name and number on one, only number on the other, in conjunction with a companion train, or not at all. Others will have complete information including the consist.* Photographs are rare and those show her running with a mixed consist of Pullman green and Budd stainless steel cars.

For its inaugural year, the 2 June and 21 July 1940 system timetables list *El Tovar* by name and number as a no extra fare between Kansas City and Los Angeles. Also included on Nos. 123 (westbound) and 124 (eastbound) is a "completely air-conditioned" consist of Lounge car, five Sleeping

cars, two Tourist Sleepers, Dining car (Fred Harvey Service), Santa Fe Observation-Parlor car, and three DeLuxe Chair cars. For convenience of passengers who desired to change their schedules somewhat, both connected with trains 23 and 24 for service to and from Los Angeles. Connections also included trains to San Diego, Oakland, and Denver with additional equipment.

In actuality, *El Tovar* ran by design as a summer "tourist special" train and the 1941 season brought yet

another change in schedule and consist. Instead of making the run between Kansas City and Los Angeles, she now ran only between Los Angeles and Williams and continued on to the South Rim as a second section to the Grand Canyon Railway's trains 14 and 15. Apparently the logistics of running as scheduled in 1940 proved to be too ambitious an undertaking with insufficient revenues being realized. Presumably these changes came about to provide passengers with better scheduling in and out of Carlsbad Cavern National Park and between Denver and Kansas City. This action created another little known train, the Centennial State. But that's another story.

El Tovar's real claim to fame is that it did something that none of Santa Fe's other name trains did on a regular schedule--stop at Grand Canyon. For many years the Santa Fe system advertising proclaimed itself "The Grand Canyon Line." This banner appeared in published advertising, on billboards, boxcars, and highway overpasses. The logo

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That Rim Connection

by Traci Wyrick – Killeen TX

From Grand Canyon's oldest rocks, the Vishnu Schist, ensconced alongside the Colorado River, rising up to the layer of Tapeats Sandstone, reaching higher to the Bright Angel Shale and up to the Muav Limestone... the rock formations climb... until ultimately the Eastern section of Grand Canyon is rimmed with Kaibab Limestone. A connection of rock, when encountered by the millions who come to see the

enthraling natural wonder, creates a chorus of wows, oohs and aahs. During the Christmas season of 1952, Canyon residents Don Schellbach and Jo Tidball happened upon another kind of connecting force at Grand Canyon, when she, living beside the chasm's granite gorge near Phantom Ranch, met him, a Canyon villager, atop the Kaibab Limestone at the Bright Angel Lodge. Although neither one knew it at the time, they would soon be oohing and aahing much like that of first-time Canyon visitors, for they were looking at their lifetime love for the first time.

Then 19-year-old Don was playing the song "Blue Lagoon" on the piano in the multi-purpose rim-side room of the Bright Angel Lodge on the morning that 17-year-old Jo entered the building and heard the charming melody wafting through the air. "I remember how I liked the way the music sounded," recalls Jo. "I went over to see just who was at the piano." Don had rehearsed the song repeatedly for a piano recital. "I knew how to play it very well," he added. Employed as a bellhop during Christmas vacation, the blue-eyed blond enjoyed taking his breaks at the piano. Jo remembers they visited for a short while and exchanged names, before she had to leave on the bus for Mesa with her mother Edna and twin sister Gay. The trio had just ridden



Jo and Don's wedding day, August 22, 1957

mules out of the Canyon that morning after spending Christmas break with father and husband Dean, a hydrographer on the Colorado River. "We lived in Mesa when Dad got the job in Grand Canyon," relays Jo. "Mother and we girls stayed there to finish out Mother's teaching job and our remaining school year."

Don, who was born in New York City, was a sophomore at Northern Arizona State Teachers College and lived all of his 19 years at Grand Canyon. "After eighth grade I roomed and boarded at Wasatch Academy in Mt. Pleasant, Utah," says Don, "because Grand Canyon didn't have a high school."

The son of chief park naturalist Louis Schellbach III and teacher/college actress Ethyl Williams, Don was a knowledgeable Canyon resident.

"The community was small then," recalls Don, "and consisted of park service personnel, Fred Harvey Company employees, railroad personnel and Hopi Indians. The place being so small, I knew almost everyone. I'd help my Dad a lot by going out hunting insects, butterflies and plants with him. He taught me how to prepare and mount specimens and how to press them for display."

Don remembers how the park's natural critters like salamanders, snakes, lizards and squirrels became his pets, since Canyon families were not allowed to have domestic pets. Don adds, "I did a lot of investigating on the rim and enjoyed exploring the many old mine tunnels below it. Being raised at Grand Canyon was a wonderful experience."

Brown-eyed brunette Jo, a transplanted Montanan, lived several places in the Southwest while her parents worked for Indian trading posts.

When her dad was hired by the United States Geological Survey, the family was quite surprised he would soon be living and working in one of the most remote and deepest locations on Earth.

"Although we couldn't live with Dad while we attended school, we spent the holidays and summers with him," relates Jo. "After Mesa, Mother was hired at Grand Canyon Public Schools on the South Rim, and Gay and I attended our final year of high school in Flagstaff."

Don and Jo seldom saw each other after their encounter at Bright Angel Lodge. Don relays, "Our romance really began after my friend, Sam Turner, who was dating Gay, brought Jo and her sister out to Lowell Observatory, where I was working in the Fall of 1953. We began dating then and became quite serious after a few dates." (One could say the couple's spirits were finally lifted to the near 7,000 foot elevation where they met.) The pair frequented movies, parties and other activities during the following months. "Don would drive me back and forth

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That Rim Connection...continued from previous page

between school in Flagstaff and the South Rim to see my Mother on weekends," says Jo. Overall, the couple agrees their favorite place to go was the Bright Angel Lodge. "We and our friends would all end up gathering there," says Jo. "The lodge manager would often joke how there were more locals at the evening entertainment than tourists. We really enjoyed that place." Jo says the holidays and summer months she lived beside the Colorado River with her dad and she didn't see Don. "He said it was too much work to come see me," she says, laughing.

Don joined the Air Force in March 1954 and was stationed at San Angelo, Texas, while Jo entered nursing school in Albuquerque the following August. "We kept a tight correspondence and saw each other as often as we could," says Don. "On long weekends I would drive to see her, and on one occasion I flew to Albuquerque on a navigation training mission in the B25 with my students to visit her. I enjoyed showing her the plane."

The couple had dated four years when Don proposed in December 1956. They were married the following August in Flagstaff. "Our

two children, Craig and Traci, were born in Bangor, Maine while I was stationed there," says Don. The family lived in many interesting places, including Salt Lake City, Utah, Misawa, Japan, Travis A.F.B., California and Altus, Oklahoma, during Don's 20-year-tenure with the Air Force. Jo recalls, since she and Don left Grand Canyon, they have returned about four times. "Not nearly enough," says Jo.

While the family lived in Altus, Jo took oil painting classes and recreated a Thomas Moran painting of Grand Canyon for Don. "The print was a favorite of Don's," says Jo, "and I tried to use it as a guide to paint the canyon. Painting cliffs and canyons was challenging but fun to do." She worked on her artistic endeavor the year Don was stationed in Thailand, and hung it where the original print had been in their home. Don recalls, "I returned home and sensed something was different about the painting, particularly the brush strokes. A few days went by before I told Jo something was different. When she told me she had painted it, I thought it was pretty neat and quite remarkable."

Today, the couple is enjoying their retirement in Wichita Falls, Texas. Each morning they relax in their den, enjoying a cup of coffee, the newspaper and the tranquil view out their back windows of their water fountain, songbirds and lush yard. Above their fireplace mantle, hangs Jo's 32"x24" painting of Grand Canyon. "Grand Canyon has been part of our everyday-life for 32 years now," says Jo. "It's hard to believe how populated the Grand Canyon area is now. Tourism is so extensive. Life seemed pretty simple when Don and I lived there." The couple has a piano in their living room which they've owned for 36 years. Inside the bench is the sheet music to Blue Lagoon. "That is where it all started for us," reminisces Jo. "A simple connection which led to a big attraction."

Like the rock formations in Jo's painting of Grand Canyon, Don and Jo have remained as steadfast and connected to each other as they are to the Canyon itself. It's just what love ought to be, and oh... isn't it Grand.

Traci is the proud and loving daughter of Don and Jo.



Jo and Don at their home in Wichita Falls, Texas, standing in front of Grand Canyon painting by Jo, August 22, 2004.

A Dream Realized by Two Brothers

by Bill Suran – Birmingham AL

While I should be very much ashamed of myself sitting around doing nothing for the last week, I had a little feeling of guilt and went to work. Now I don't mean it was anything really worth bragging about, but it was something that I could call work. I arose from my easy chair and proceeded to my work table, fished out my file box, took out the key, and went through a bunch of almost worthless stuff, and ran across a book. That made a quick stop to the work project and set me to going through the worn out pages. Now, to be honest with you, this old worn out publication really put me to doing something.

The book is a first edition of Ellsworth Kolb's *Through the Grand Canyon from Wyoming to Mexico*. Now the volume you pick up at the library or in a book store is something a good many of you have taken home and read, and I must agree it is the same text that I found in my box. But, to read again the pages of the original copy printed in 1914 (which is not found very often at the library or in a book store) to me is something rare and a bit different.

Now, it is not my intention to tell you all about the contents of this 344 page epistle, but I am going to tell you some interesting things about the book that perhaps some of you are not familiar.

To begin with, Ellsworth was more or less a playboy, and if anything came to his mind that would keep him from actually doing work, he was right on the scene to do it. That is what started this. Ellsworth heard about J. W. Powell and his crew making the first trip from Wyoming through the Canyon and that set him off. From on thing to another, he became enthusiastic about making a private trip down the river—not just to the place where Powell stopped, but all the way to Mexico.

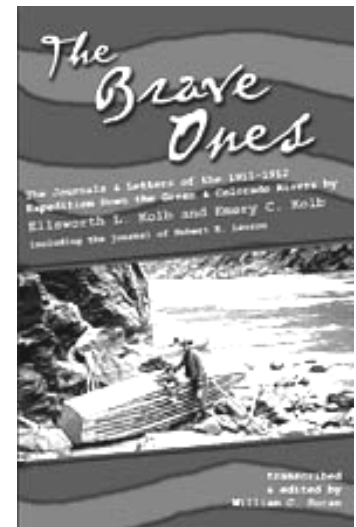
Powell was followed by a number of other explorers such as Stanton, Galloway, Flavell, Russell, Monett

and Stone. Each of these made Ellsworth's desires even greater. He now had to make the trip himself. His brother Emery, a photographer, would be the ideal companion on a trip like the one he had in mind. Thus, Emery became the next in line. It was not long before the two Kolbs headed to Wyoming to begin a long trip down the Colorado. From this point the story tells us only the happenings of the trip winding down the Colorado River. It gives a closely written picture of going over rough sections of water, visiting with people they met along the way, and upsetting their boats. The writing is explicit in its description from Wyoming and across the border to Mexico with only a month-long stop at their home place in the Grand Canyon.

Ellsworth gives no mention of the preparation for the trip, or words of Emery making any effort in leaving the work at the photo shop at the Canyon home to his wife or younger brother. The book covers the trip and **THAT IS ALL**.

If it had not been for Emery and his wife at the Canyon, prior to the departure for Wyoming, keeping records of what Ellsworth spent in New York getting supplies and locating a moving picture camera, there would never have been any indication of where or what was bought or used before the famous trip took place. Other items that were never mentioned about the trip were the names of Emery Kolb's wife Blanch and his daughter Edith, which were mentioned only once.

Here we offer the help of Gale Burak who worked for Emery in his later years and helped him sort papers containing letters and bills that Emery and Blanch had saved throughout the years. Gale recorded this material and at the same time managed to get Emery to tell the stories that were written and preserved giving us the information to all the records placed in boxes and stuffed on shelves in a closet at home.



One other thing not mentioned by Ellsworth in his book was the true event between Emery and Blanch when they returned on the first half of the river trip. Ellsworth relates that "Emery's wife was ill with appendicitis all the time we were gone on the trip." The true fact was the Blanch was pregnant the entire time and was near the point of giving birth when they arrived home, making it necessary for Emery, Blanch and his daughter, Edith, to make a quick trip to a Los Angeles hospital. Emery remained there for a month until Blanch and Edith were able to return home.

It was Gale's interest in the Grand Canyon and her recording of a vast amount of information that she filed that gave us the mass of material about Emery's work during the start of the great trip and what happened in his work after they returned back at the Grand Canyon studio.

Now, while I could spend hours repeating all the items involved after the trip that Gale managed to record, you would have to spend hours and even days going through it all. So, all I will say here is that page after page of this information can be found in my book *The Brave Ones, The Journals and Letters of the 1911-12 Expedition Down the Green and Colorado Rivers by Ellsworth L. Kolb and Emery C. Kolb including the journal of Hubert R. Lauzon*, published by Fretwater Press.

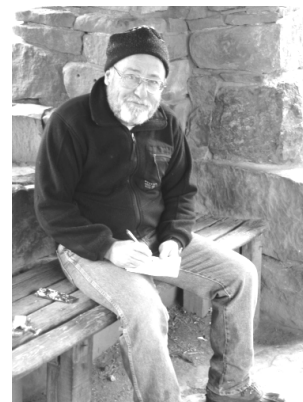
Editor's Note: Bill Suran is also the author of *The Kolb Brothers of Grand Canyon* published by the Grand Canyon Natural History Association.

Toll Roads & Trails

by Mike Anderson – Grand Canyon AZ

Presented to the Grand Canyon River Guides Training Seminar on March 27, 2005.

Mike Anderson's love for Grand Canyon trails began in 1990 when the National Park Service hired him to write a history of the North and South Bass trails. This assignment led to more research and, with colleague Debra Sutphen, the nomination of ten of the Canyon's more popular paths to the National Register of Historic Places. Today, Mike is the Park's trails archeologist, a job that requires him to hike the trails, record their historic structures with an eye toward preservation, and write of their history. Here, he argues that many of the Canyon's early trails, not just the Bright Angel, were built as toll roads, and that their builders were betting on the boom promised by arrival of the Grand Canyon Railway.



Mike at 3-Mile Rest House on Bright Angel Trail.

Arizona became a territory of the United States in 1863. Soon thereafter, its legislature assigned the responsibility to build and maintain roads to the counties, passing laws to provide guidelines for both public roads and privately constructed toll roads. Considering the importance of roads to commerce, alongside chronic impoverishment of county and territorial coffers, it is no surprise that legislators encouraged citizens to build and maintain their own roads. For these reasons, laws remained consistently generous and simplistic throughout the territorial period. They are, in fact, still on the books, and a glance at today's state statutes reveals that it is still possible to build your very own toll road.

Toll roads and trails were built or simply conjured by enterprising businessmen at Grand Canyon in the years 1891 through 1903. These years coincide with the imminent promise then arrival of the Grand Canyon Railway in September 1901, years when astute local residents sensed an impending tourism boom at the South Rim. Research in the County Recorders Office at Flagstaff uncovered no claims outside this date range. Therefore, early prospectors and tourism operators were betting on the Canyon's potential in relation to the railway and not responding to needs of the 1890s when travel to the South Rim in horse-drawn conveyances remained light. Moreover, although savvy locals with Canyon interests expected and promoted a railway to the South Rim

throughout these years, and, to a lesser degree, a railway to the North Rim in the years that followed, the wide geographic distribution of claims suggests pioneer gamblers' uncertainty as to their exact termini and the manner in which inner-canyon travel patterns would develop.

To understand the importance of proprietary travel ways to early residents, and their willingness to build them, it is helpful to consider contemporary laws concerning their construction and operation. Laws passed in 1887 and 1901, which guided claimants in the Canyon's early pioneer period, were nearly identical. Anyone could file a certificate with the county recorder that supplied the name of the road, its two termini, and a plat map that could be hand drawn and, not necessarily clear, to scale or resembling geographic reality. Claimants usually included a general description of the route, although it was not required. The builder had to begin construction within 30 days of the claim and continue with "reasonable dispatch" until completed. He was assigned the power of eminent domain for a 45-foot right-of-way through private property. Once completed, the builder was allowed to set a reasonable charge (that could be challenged by any ten taxpayers if they thought it too high) and was required to post the fare on a billboard at each tollgate. He had to keep records, file quarterly reports, and pay the county 2% of receipts. After three years, if receipts exceeded 50% of the cost of

construction in any one year, he was required to pay the entire excess to the state school fund.

A builder was responsible for keeping his road or trail in good order, and was "liable" for the safety of travelers if proved negligent. He was subject to prosecution if he charged more than the posted rates; likewise, travelers who tried to circumvent tollgates were subject to \$50 fines. He was allowed to operate the road or trail for 10 years; however, the county could opt to buy it after the initial 5 years. At the end of the first 10 years, the county at its discretion could extend the franchise for another 5 years. After that time—15 years in all—ownership passed to the county, which could continue to operate the road or trail and collect tolls or declare it a "free highway."

Most lovers of Canyon history are familiar with the battle to control the Bright Angel Toll Road, recorded in 1891, and more commonly called the Bright Angel or Cameron's Trail. This divisive struggle permeated early South Rim history, and among other issues relevant to public versus private rights, underscores the importance of proprietary roads and trails to their builders. Without recounting the various tactics and strategies of this 20-year conflict, suffice it to say that Ralph Cameron, chairman of the Coconino County Board of Supervisors in 1950-07, convinced the territorial legislature to pass a new toll road law, known at the time as the "Cameron Law."

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Bill Bass's Mystic Spring Toll Trail, today's upper South Bass Trail.
Original Bass retaining wall at the top of the Coconino Sandstone.

Cameron had good economic reasons to push for such a law, since he had spent money on the Bright Angel's construction in 1890-91 and again in 1897-1900, yet had only begun charging tolls in 1903, just 3 years prior to the legal expiration of the franchise. This had hardly been enough time to secure a reasonable return on his and his partners' investments.

The new legislation, effective in March 1907, lengthened the franchise extension from 5 to 10 years, and stipulated that if the county had taken control of the road at the time of the law's passage, the original builder(s) could regain and control it for the full 10-year extension. Cameron's partner, Pete Berry (official recorder of the trail) had surrendered the franchise to the county in early 1906, in accordance with terms of the 1887 and 1901 laws. The new legislation succinctly allowed Berry and his partners, including Cameron, to regain the franchise. In addition, prior laws had not mentioned the legality of transferring toll road privileges from the builder to another party, but the courts had ruled in 1904 through 1906 that it had been illegal for Berry to transfer the Bright Angel franchise to Cameron in 1901. The new law, retroactively, made Cameron's original sole acquisition in 1901 legal.

The new law also stipulated that if original owners did not ask for an extension within 30 days of expiration, another party could acquire the franchise for 5 years and keep all receipts, paying only a "reasonable percentage" to the county. If the owners had lost the franchise for any reason prior to this act (which Berry and his friends did in early 1906), they were given 30 days after passage of this law to reapply for the additional 5 years. These new clauses in the toll road law allowed either Berry to reapply or, if he chose not to, allowed Cameron as an original owner as well as transferred to reapply. Cameron in fact did reapply, reacquired the franchise in his own name in 1907, and held it until 1912. Note that it was in 1907, no doubt in response to the new law's "reasonable percentage" clause, that the Santa Fe offered to pay the county 70% of receipts and provide liability insurance if they were awarded the franchise. The three-man county board, however, with Ralph Cameron as its chairman, awarded it to Ralph Cameron, businessman, for only 12% of receipts.

Several additional changes in the 1907 law seem intended to cover Ralph Cameron's rear in the event his rights were ever again questioned. A new clause clarified toll "roads" to include "trails" which could be built in

"mountains or precipitous places" where vehicular roads were not practicable. Former laws did not mention trails at all, although this seemed to be understood and common practice as many claimants in the 1891-1903 period identified their claims as a toll "trail" or "toll road or trail." This new provision, too, was made retroactive to the beginning of the toll road statutes. Another clause indicated that the road or trail did not have to follow its plat map exactly, but only the "general course" between two specified termini. Pete Berry's original 1891 Bright Angel plat is quite specific, delineating in fact the length of tangents between switchbacks to the nearest foot. The actual trail probably did not follow the plat exactly, and this provision covered that possibility.

Finally, and somewhat mysteriously, the 1907 law provided that any road on which tolls had been regularly collected for the year or more prior to January 1907, and which had been maintained as a toll road, was declared valid under this and previous laws. The only road or trail in the Grand Canyon region that fulfilled both requirements as the Bright Angel (and probably the Lees Ferry Toll Road). Was the intent simply to clarify the Bright Angle Trail as a toll road, or was it to render all prior claims to Canyon toll roads null and void by virtue of not meeting these requirements? If the latter, it would quiet any claims that Pete Berry might have to the Grand View Trail or Bill Bass might have to the Mystic Spring Toll Trail, among many others. Was this a Cameron compromise to territorial legislators, as in, "we will help you on this one, Ralph but we don't want any more of these battles coming our way"? It seems uncharacteristic for Cameron, a popular man among territorial residents, to sell out contemporaries like Berry, Louis Boucher, and others who had built and claimed Canyon toll trails. Then again, Cameron had laid claims to a trail through Hermit Basin to the River and

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Toll Roads & Trails...continued from previous page

to most of the Tonto Trail in 1902. He had built neither of these, at least not on his own, and did not seem concerned for his friends' interests.

In any event, the Cameron Law was written in extraordinary detail to benefit one and only one person. This fact did not escape the keen eye of the noted jurist and Arizona's federally appointed governor, Joseph Kibbey, who vetoed the bill faster than you can say "Ralph Cameron." The legislature, however, elected by territorial residents who favored individual enterprise and admired Cameron, mustered the 2/3 vote necessary to override the veto faster than you can say "we beg to differ." The bill became law on March 18, 1907. Within 2 years, the Santa Fe Railroad and federal government (for the time being) gave up their struggle for control of the Bright Angel trail. railroad managers instead, in 1909, allied themselves with the U.S. Forest Service, managers of the one-year-old Grand Canyon National Monument, and went to work building Hermit Rim Road, Trail, and Camp to circumvent Cameron's lock on the central trail corridor.

Ralph Cameron's one-man war against anyone who would interfere with his trail rights and his manipulation of territorial laws is owed to the Grand Canyon Railway's arrival near his trailhead in 1901. The railway created demand for this inner-canyon trail, so it made economic sense to erect a tollgate, hire gatekeepers, charge his one-dollar toll, and fight for his interests. We can speculate that had the railway arrived at Grand View Point or Bass Camp (alternative destinations considered in the late 1880s and 1890s), Pete Berry or William Wallace Bass—pretty hardheaded individualists themselves—would have reacted similarly. The fact that they and others lost the railway gamble and did not have the opportunity to capitalize on their claims in no way diminishes their investments, labors, and aspirations to make a decent living by building Grand

Canyon's approach roads and inner-canyon trails.

The number of claims and geographic diversity supports several conclusions. Canyon pioneers were hopeful businessmen, willing to risk their meager capital and physical labor in hopes of future rewards. In the process, they identified and in many cases built the first approach roads and inner-canyon trails that connected the Canyon with the outside world, facilitating the Canyon's only viable economy—tourism. Some of these roads and trails, or at least their general routes, are familiar to us today because they became strategic avenues of tourist travel in succeeding years. Others are puzzling in any context, but interesting:

- Julius Farlee, stage road from Peach Springs to the Colorado River recorded ca. 1893 in Mojave County (all other claims below are from Coconino County).
- William Bass, today's South Bass Trail to the Esplanade, called Mystic Spring Toll Trail when recorded in August 1891.
- William Bass, wagon road from Williams to Bass Camp, called Grand Canon Toll Road, November 1891.
- Ralph Cameron, stock trail to Horseshoe Mesa (Grandview Trail), called Grand View Toll Road when recorded in March 1893. Sole ownership later passed to Pete Berry in exchange for his Bright Angel Trail interests.
- John Marshall, C. H. McClure, T. C. Frier, John Hance, and William Ashurst, an unnamed trail down Red Canyon and across the river through Hance's asbestos claims and very likely to Clear and Bright Angle Creeks—a total distance of 27 miles, per the claim. Recorded in January 1894, the first 8 miles south of the river is today named the New Hance Trail, but has also been called the Red Canyon Trail.
- Buckey O'Neill, trail from "O'Neill Camp" (today's O'Neill Cabin) to the river via Indian Garden. This overlays

the Bright Angel Trail. Buckey called it Indian Gardens Toll Road when recorded in November 1897 and it is known that he worked on this trail in that year. Cameron and O'Neill probably had words over this, but they also had common interests and, in any event, O'Neill died in 1898. What a battle that would have been!

- James S. Emmett, a wagon road from point 1-1/2 mile west of Lees Ferry north of the river named North Gate, to a point 1-1/2 mile west of the ferry south of the river named South Gate, the entire road named the Lee's Ferry Toll Road when recorded in May 1898. Emmett in fact did rebuild the old Mormon emigrant road near the river and charged tolls at the ferry.
- William F. Hull, P. C. Bicknell, W. F. McAdams, a 2-1/2 mile unnamed trail from a point on Horn Creek straight down to the river, reportedly marked by stone monuments, recorded in July 1901.
- W. H. Ashurst, John Marshall, C. H. McClure, and T. C. Frier, all experienced Canyon prospectors, recorded the Cottonwood Toll Road in December 1891. Its route, or proposed route, began at the rim about 4 miles west of the old Hance Trail, "above and opposite the head of Cottonwood Creek," thence down Cottonwood Creek, east across the Tonto Trail below Horseshoe Mesa to the Water Front Mine, a distance of about 7 miles. If, in fact, built, the upper segment may have been an earlier version of the Grandview Trail, improved by Berry and his partners for stock use a year later. The middle segment could be today's Cottonwood Creek Trail. The terminal segment description resembles today's Tonto Trail and the long-abandoned and unnamed trail down into the schist at Hance Creek.

Editor's Note: Mike's article is one of many included in the *Proceedings of the 2002 Grand Canyon History Symposium*, scheduled for publication by the Grand Canyon Association in Fall 2005

The Other El Tovar *...continued from page 3*

came with considerable justification as along with today's Grand Canyon Railway it is the only railroad that carried passengers into a national park on a regular schedule and this was the thrust of their promotion. However, the Super Chief, California Limited, Grand Canyon Limited, and The Scout all passed through Williams on their east- and west-bound journeys without ever once going up the sixty-five miles of track to the Grand Canyon, their promotional namesake.

Two exceptions occurred in February of 1938 and 1939. The inaugural first sections of El Capitan and The Chief out of Los Angeles departed from their regular schedules to make the round trip on the Grand Canyon line for public relations stops. El Capitan arrived in 1938 with EMC E-1 No. 6 in its brand new war bonnet livery. To take advantage of the contrast between the snow and the brightly colored unit with its new stainless steel consist, El Capitan remained at Grand Canyon for almost two days. Too bad the photographer used black and white film. The Chief also arrived in a snow storm but powered by EMC E-3 demonstrator No. 822 in its company colors it proved somewhat less impressive for the photographer. These were the last diesels to run the line until 1951. For its brief lifetime, El Tovar ran entirely with steam power.

World War II led to the discontinuance of El Tovar's 1942 summer schedule and the Grand Canyon Railway also ceased to run in September 1942 for the same reason. Due to the war effort, motive power and rolling stock were in short supply and the public did little traveling except when really necessary. Prior to the war, El Tovar appears in the 2 June 1940 and 8 June 1941, and disappears with issuance of the 27 October 1940 and 7 September 1941 employee timetables.

At the end of the War, American railroads rushed to get their passenger

trains back in service. Along with complete renovation of The Chief and El Capitan on their east-west runs between Chicago and Los Angeles, Santa Fe revived El Tovar on 2 June 1946 for the summer season with a twist on the 1941 schedule. For this summer she departed Los Angeles but instead of being terminated at Williams and continuing as a second section to the Canyon, El Tovar ran round trip between Los Angeles and Grand Canyon under her own name and train numbers of 123 and 124. With this schedule she also served as the "local" between Williams and the South Rim because trains 14 and 15 did not return to service until 29 September 1946.

By 1947 private automobiles, along with existing and fledgling airlines, began to make substantial inroads into rail passenger traffic. Railroad lines across the country had long recognized that their profits came from freight while passenger service served as a constant drain on revenues and resources. Consequently, when presented with the opportunity provided by WWII, all began to reorganize and limit their passenger service. El Tovar became one of the first casualties of the cutbacks. The Santa Fe came to rely on their high speed east-west through trains instead of shorter runs and although the Southwest and Grand Canyon National Park figured prominently in their promotions, the passenger service department ceased to refer to the railroad system as The Grand Canyon Line.

With issuance of the 29 September 1946 timetables, a potentially legendary Santa Fe name train became enshrouded in the fog of history. It is almost as if some puckish entity systematically expunged El Tovar from the collective memories of even the longest Santa Fe employees and Grand Canyon residents when she vanished from the schedule.

At the south rim of the Grand Canyon, today's Grand Canyon Railway arrives and departs daily with more tourists than the Santa Fe ever thought possible and El Tovar Hotel continues as the premier hostelry. But no one there remembers the other El Tovar--the one that actually traveled to the rim of the abyss four hundred years after and in place of its Spanish explorer namesake.

*Consist is a railroad term for the makeup of the train...number and type of engines and cars.



Grand Canyon Association Events

The Grand Canyon Association has produced *Canyon Country Community Lecture Series*, a series of lectures held in Flagstaff and Prescott. **Prescott lectures** will be held at Sharlot Hall Museum, 415 W. Gurley (two blocks west of Courthouse Plaza). Space at the Prescott lecture series is limited; please call (928) 445-3122 to inquire about seating. **Flagstaff lectures** will be held at Cline Library, at the intersection of Knoles Drive and McCreary Road on the NAU campus. Parking is available to the west of the library (Lot P13 on Riordan Road). *During the summer of 2005, lectures normally held in Flagstaff at Cline Library will be held at the Shrine of the Ages at the South Rim. The series in Prescott will take the summer off and resume in the fall.* All lectures are free and open to the public. If you have any questions about the events listed on this page, please write Grand Canyon Association at PO Box 399, Grand Canyon AZ 86023 or GCAssociation@GrandCanyon.org or call (800) 858-2808 or visit www.grandcanyon.org.

April 6

The Kolb Brothers of Grand Canyon presented by Colorado River guide and multimedia producer Lew Steiger. Lew has spent hundreds of hours researching the adventures and antics of early Grand Canyon entrepreneurs Ellsworth and Emery Kolb. The Cline Library's Kolb Collection has provided much of the information and most of the photographs that Lew and his brother Gail have woven into a film for public television, an interactive kiosk at historic Kolb Studio on the Canyon's South Rim, and an upcoming CD-ROM that captures the Kolb brothers' personalities and times in which these pioneers lived. The **Flagstaff** lecture begins at 6:30 PM at the NAU Cline Library.

April 17

Life Through Time in Grand Canyon Join biologist and former Grand Canyon National Park ecologist Larry Stevens, Ph.D, as he traces the history of life at Grand Canyon—from the single-cell organisms of our primordial past to the slightly more evolved river runners of today. The **Prescott** lecture begins at 1:00 PM. at Sharlot Hall Museum.

May 6

The Life and Art of Lillian Wilhelm Smith presented by Donna Ashworth. Men who journeyed to northern Arizona to record its landscape in paint are well known. In addition, there were women artists here, but their names and work have mostly been forgotten. In 1913, at the age of 29, Lillian Wilhelm traveled from Manhattan to Arizona as part of Zane Grey's first expedition to Rainbow Bridge, fell in love with what she called "this blessed land," and went on to paint its scenery and people for the next 60 years. The **Flagstaff** lecture begins at 6:30 PM at the NAU Cline Library.

June 22

Fossils of the Colorado Plateau Geologist, guide, and self-described "earth science storyteller" Christa Sadler will speak about fossils of the Colorado Plateau. The lecture will coincide with the release of Sadler's new book, *Life in Stone: Fossils of the Colorado Plateau*, published by the Grand Canyon Association. Copies of her book can be purchased at the lecture, and the author will be available for book signing. This **South Rim** lecture begins at 7:00 PM at the Shrine of the Ages.

July 13

Theories and Legends of How the Grand Canyon was Formed Author of *Carving Grand Canyon*, just released by the Grand Canyon Association, Wayne Ranney will discuss theories and legends about how the Grand Canyon formed. Ranney has authored numerous books on northern Arizona geology and is a professor of geology at Yavapai College in Prescott. Ranney will be signing copies of his new book, which will be for sale at the lecture. This **South Rim** lecture begins at 7:00 PM at the Shrine of the Ages.

August 24

Lake Powell and Photography Renowned photographer of the southwest Gary Ladd will be on hand to discuss Lake Powell and photography. Ladd's published work includes *Grand Canyon: Time Below the Rim*, *Along the Rim: A Guide to Grand Canyon's South Rim from Hermits Rest to Desert View* (published by Grand Canyon Association), and *Gary Ladd's Canyon Light*. Ladd will sign copies of his various books, all of which will be available for purchase at the lecture. This **South Rim** lecture begins at 7:00 PM at the Shrine of the Ages.

GCA Exhibits

April 2-30

Writing Down the River exhibit will be featured at the Arizona State Library's Carnegie Center in Phoenix. The exhibition is part of the state's month-long OneBookAZ celebration in which Brad Dimock's and Lisa Michaels's books about the Hyde couple's disappearance in 1928 play a prominent role as the state's OneBookAZ selections. The exhibit is derived from the book by the same name, *Writing Down the River* (by Kathleen Jo Ryan), which was recently published in paperback form by Grand Canyon Association.

April 11 – June 5

Arts for the Parks – Top 100 Tour exhibit at Kolb Studio on the South Rim is a national competition conducted by the National Park Academy of the Arts. Paintings depict landscapes, wildlife, and cultural themes preserved by the National Park System nationwide. This exhibition features the top 100 paintings selected from thousands entered in the 2004 competition.

Grand Canyon Field Institute History Classes

Grand Canyon Association, a nonprofit partner of Grand Canyon National Park, established the Grand Canyon Field Institute (GCFI) in 1993. GCFI's mission is to share the rich cultural and natural history of Grand Canyon National Park with park visitors, employees, residents, and students, as well as non-visiting enthusiasts. Through both on-site experience and outreach programming, participants explore the Grand Canyon and surrounding areas in depth.

GCFI offers guided educational tours at Grand Canyon National Park led by expert instructors. Classes may include backpacking, camping, hiking, and whitewater rafting. Topics include geology, ecology, archaeology, history, photography, and more. For details or to register call 866-471-4435 or visit <http://www.grandcanyon.org/fieldinstitute>.

These two *Learning & Lodging* classes (lodging and some meals included), co-sponsored by Grand Canyon Field Institute and Xanterra Parks & Resorts, may be of interest to members of the Grand Canyon Historical Society:

Lives & Lore of Grand Canyon Legends

Aug. 26-28; Fee: \$371

Join Mike Anderson on a tour of historic South Rim sites as he recalls the lives of the visionary pioneers and settlers that were first drawn to the world's most famous chasm.

Women of the Grand Canyon

Sept. 18-20; Fee: \$371

From maverick architect Mary Colter to the fabled Harvey Girls, women have been making their mark at Grand Canyon since the early days. Accompany Denise Traver as she shares the stories of these hardy souls.

Grand Canyon Historical Society

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