

ABOUT US

The award-winning Prescott Corral (www.prescottcorral.org) was founded in 1962 as an affiliate of Westerners International (www.westerners-international.org), an organization dedicated to the preservation of the real history of the American West.

The Prescott Corral has a well-earned reputation for excellence in preserving Western history through its monthly dinner meetings, the annual History Symposium that it co-sponsors with the Sharlot Hall Museum, and its contributions to other area historical preservation groups.

ABOUT OUR CONTRIBUTORS

Al Bates was the Prescott Corral Sheriff in 1998, and writes and speaks on subjects about Arizona territorial history. His book *Jack Swilling, Arizona's Most Lied about Pioneer* was published in 2008.

Leland L. (Lee) Hanchett, a semi-retired engineer and inventor, has written several books about Arizona history. One of those is *Catch the Stage to Phoenix*, a well-researched and detailed account of people and events along the two 19th Century stage routes between Prescott and Phoenix.

John Marion was a 19th century editor of the *Weekly Arizona Miner* and founder of Prescott's *Courier* newspaper. His article "Notes of an 1871 Trip from Prescott to Arizona City" was edited and annotated by Fred Veil. More about Mr. Marion can be found in *Territorial Times*, Vol. VI, No. 2.

Thomas Sanders was one of the earliest of Prescott pioneers, arriving in November 1863 at age 19, drawn by the lure of gold. The Prescott Corral of Westerners International published his edited memoirs *My Arizona Adventures, the Recollections of Thomas Dudley Sanders, Miner, Freighter and Rancher in Arizona Territory*, in 2003, available from Amazon.com in both printed and e-book form. His article in this publication is extracted from that book.

ABOUT THE BACK COVER: Early Colorado River Steamboat the Explorer.

Lieutenant Joseph Christmas Ives of the U.S. Army Corps of Topographical Engineers used this stern paddle, iron hulled steamer in an attempt to determine the highest point of steam navigation on the Colorado River. The Explorer had its problems both with its excessive draft and very limited freeboard, but did manage to get some 40 miles above where Bullhead City now stands. The feat was slightly tarnished since a commercial steamboat already had reached a lower point that became the practical head of navigation for commercial services.

To learn more about steamboating on the Colorado River, see Richard E. Lingenfelter's book *Steamboats on the Colorado River 1852-1916*, University of Arizona Press, Tucson, 1978.