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Cover Photo: An undated postcard view of the historic Gadsden Hotel in Douglas, Arizona. Located within a mile of the United States' border with Mexico the hotel is named in honor of James Gadsden who had much to do with establishing that border. It is renowned for its ornate two-story lobby and broad marble staircase. Originally opened in 1905, much of the structure was destroyed by fire and rebuilt in 1920.

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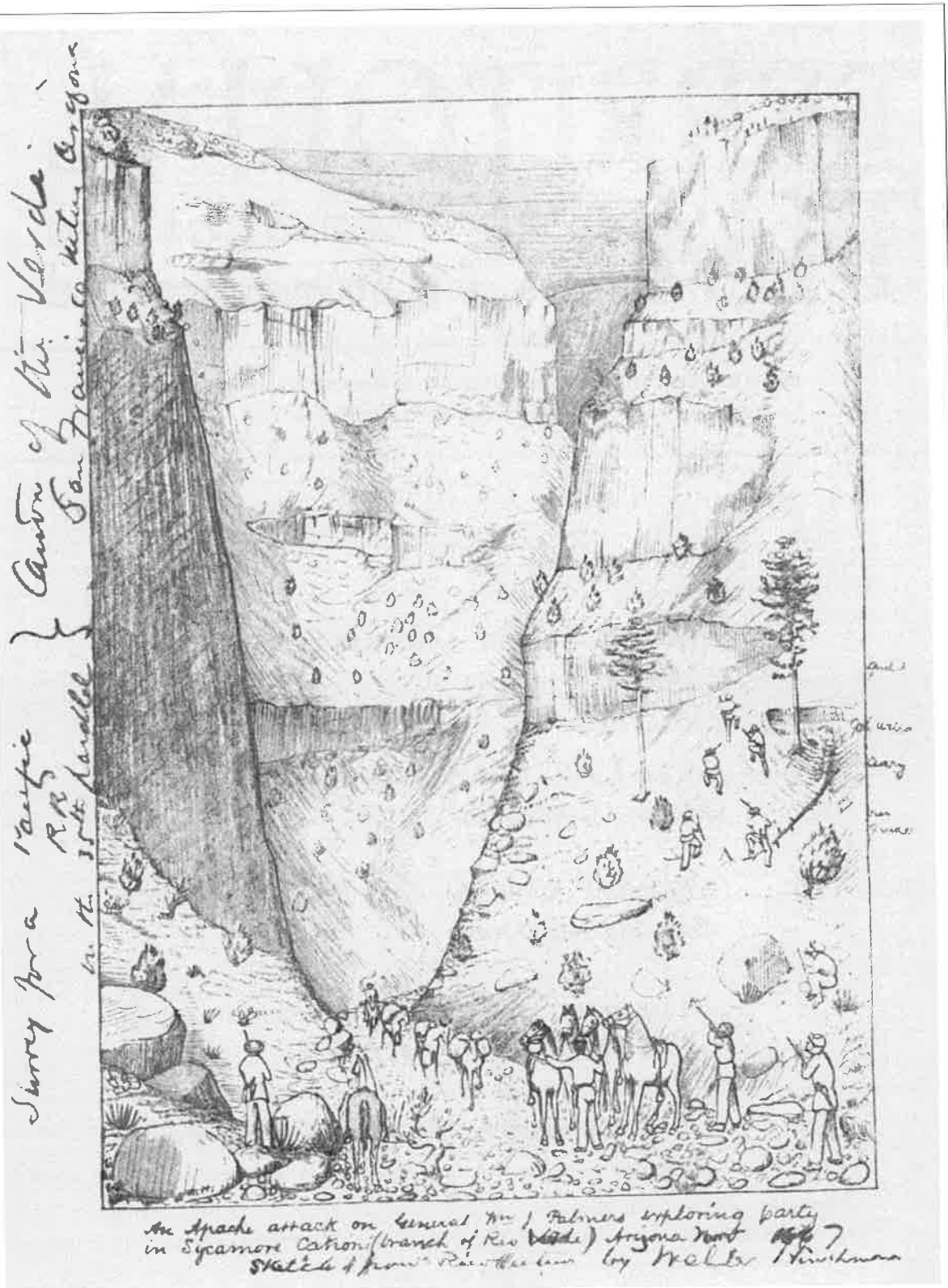


Walter Hinchman's sketch of the Ambush in Sycamore Canyon (See article note 14)

AMBUSH IN SYCAMORE CANYON

By James E. Babbitt

In late November of 1867 a little-known episode in the Arizona Indian wars took place just below the Mogollon Rim in the depths of Sycamore Canyon. A party of railroad surveyors, accompanied by a cavalry escort, was making its way down the bed of the canyon toward the Verde Valley when it was attacked by an Indian war party.

For several hours, arrows, bullets and boulders rained down on the survey party from both canyon rims. Soldiers scaled the steep canyon walls, returning fire and eventually driving off the attackers. The Indians melted into the surrounding countryside with unknown casualties, while the surveyors and troopers suffered only minor injuries. They continued toward the mouth of the canyon, followed up the Verde River to Chino Valley and proceeded on to Prescott, capital of Arizona Territory.

General W. J. Palmer

The survey party was led by William Jackson Palmer, a Pennsylvania railroad developer and Civil War hero who in 1869 would become president of the Kansas Pacific Railway Company. In 1862 Congress had authorized construction of the first transcontinental railway from Omaha to Sacramento. While the Union Pacific Railroad built a line westward from Omaha to connect with the Central Pacific in Utah Territory, other promoters envisioned a transcontinental line through the Southwest to California. This second road, chartered by Congress in 1863, was first called the Union Pacific Railway, Eastern Division (UPED). It would become the Kansas Pacific Railway in 1869.[1]

During the Civil War, Palmer had commanded the 15th Cavalry Regiment of Pennsylvania volunteers. Soon recognized for his military competence and leadership, he was promoted to brigadier general in 1864. At war's end he employed several veterans of his old regiment to work on the surveys for the UPED, of which he was the secretary-treasurer. One wartime associate, Lieut. Charles Hinchman, recommended his younger brother, Walter, to Palmer as a member of the expedition and Palmer hired Walter for his artistic skill.[2]

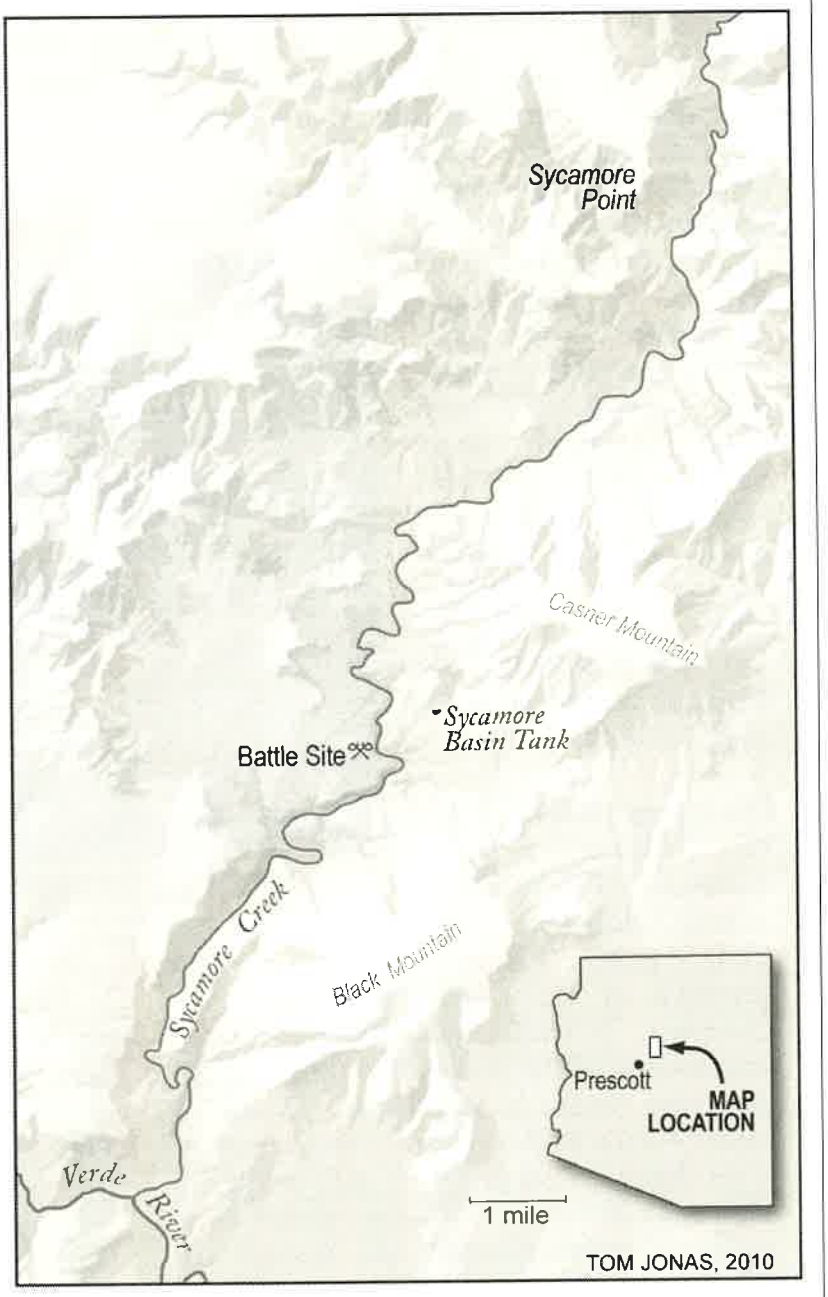
In the summer of 1867, the UPED topographical engineers, under the leadership of General Palmer and General W. W. Wright (the "general superintendent" of the UPED), went into the field to survey feasible routes from western Kansas through southern Colorado, New Mexico, and Arizona to the Pacific Coast. West from Albuquerque they explored two lines in detail. The first followed the Rio Grande south to the Thirty-second Parallel, then turned west along the Gila River to San

Diego. A second line traced the Thirty-fifth Parallel westward across northern Arizona to Los Angeles. At conclusion of the survey, Palmer would recommend the northern route that was later followed by the Atlantic and Pacific Railway in the 1880s.[3]

When Walter Hinchman accepted General Palmer's invitation to join the UPED survey, he was given the title of "tapeman" and assigned to the second of two divisions under the direction of a civil engineer, J. Imbrie Miller. His duty was to assist Miller's crew in measuring and recording elevations and grades. It seems Miller also expected Hinchman to walk the whole way from Kansas to California. General Palmer, however, upon discovering Hinchman's drawing talent, promoted him to the position of "sketchist," and assigned him to document the landscape, people and events encountered on the way west. Palmer also assigned Walter a horse to ride, which made him "happy as a lark."[4]

The UPED crews assembled at Salina, Kansas, in early June 1867, then marched west some two hundred miles to Fort Wallace, the official embarkation point for the expedition. While there, the fort was attacked by Cheyenne, Arapahoe and Sioux warriors led by Cheyenne war chief Roman Nose. A furious battle ensued near the fort, and seven members of the Seventh U.S. Cavalry were killed and five more were severely wounded. The Indians scalped, stripped and mutilated several of the fallen soldiers.

This battle cast a pall over Palmer's party and caused them to take extra precautions as they struck out for Colorado including military escorts.[5]



Map of the Ambush Area

Traveling up the Arkansas River, the engineer corps also explored the Purgatoire Valley in southern Colorado before turning south to Santa Fe. The crews regrouped south of Albuquerque at Fort Craig, and General Wright returned east to report to the UPED directors on their progress. Palmer then divided the survey into two parties: the first, including Dr. William A. Bell, a British physician and amateur photographer who accompanied Palmer and Wright, was to go south to the so-called "Gila route"; the second, including General Palmer and his sketch artist Hinchman, would go west along the Thirty-fifth Parallel. At Fort Craig, Company L of the Third U.S. Cavalry replaced the previous cavalry escorts.[6]


General J. I. Gregg

The rugged, mountainous topography of northern Arizona presented major challenges to construction of a railroad. Steep grades ascending the San Francisco volcanic field, elevations that exceeded 7,000 feet, and tortuous canyons and gorges draining to the Verde and Little Colorado rivers were formidable obstacles. Palmer conducted exhaustive examinations of east-west routes north of the Mogollon Rim. A potential line around the north side of the San Francisco Peaks was considered but was discounted because of its length and cost. Palmer then turned his attention to possible lines that descended to the Verde and Chino Valleys south of the San Francisco Mountains. In need of supplies, and of a base from which to examine this southern route, Palmer led the expedition directly west along the Beale Road to the vicinity of the future railroad station of Ash Fork, thence south to Prescott. Palmer's party arrived at Fort Whipple on November 14, 1867, and five days later they started back toward the Rim country and the sources of the Verde River.[7]

Dr. Bell, who later chronicled the Thirty-second Parallel survey, also described much of the northern Arizona survey. Using Palmer's notes he wrote, "It was not the wish of our surveyors to carry a line of railway over the actual base of the San Francisco Peaks at an elevation exceeding 7,000 feet for 100 miles." Palmer, therefore, "after having pushed rapidly forward in advance of the parties to Prescott, determined to retrace his steps through this intricate canyon country, and ascertain if there was any possibility of finding a practicable way through it. Hinchman accompanied him during these excursions. At some point General John Irvin Gregg, at that time commandant of Fort Whipple, joined him with an escort." Like Palmer, General Gregg also had commanded a regiment of volunteer cavalry early in the Civil War, and, although Palmer had a company of the Third Cavalry with him, Gregg chose to personally escort Palmer's surveyors with some of his Eighth Cavalry troopers back to the rugged edge of Sycamore Canyon.[8]

A military escort was a prudent safeguard, but until now the UPED survey had not been threatened in Arizona by Indians and they had just passed through Yavapai Indian country en route from the San Francisco Mountains. Yet as Palmer explored the canyons south of

the Bill Williams Mountain, in the last ten days of November, he would write in his journal that "very few days have passed . . . in which we did not meet recent signs of Indians; the rude wigwams of bunch grass and branches, which the Arizonans call 'wicky-ups'; the moccasin tracks; the mescal heaps; the fresh trails. . . . We have been surrounded by these constantly." Palmer and Hinchman would later report they had been attacked by Apaches, as these signs suggest.[9]

On November 19, General Gregg's party left Fort Whipple with Palmer and his surveyors to search for "a route from the Val de Chino, eastward to the Colorado Chiquito [Little Colorado River], by crossing the head-waters of the streams flowing into the Rio Verde close up to where they emerged from the . . . base of the San Francisco Mountains." As the surveyors skirted the upper reaches of Sycamore Canyon, its drainage looked promising for a descending rail route. Dropping into it, Palmer's sense of danger increased. He felt at once that traveling down the bed of a narrow canyon "violated the fundamental rule of Indian warfare." Even so, the surveyors and their escort determined to push on to the mouth of the gorge as it emptied into the Verde River.[10]

Suddenly, a shot rang out from the brink of the canyon, and the dreaded war whoop burst upon the surveyors. Showers of arrows followed. The Indian yells echoed among the cliffs. In Palmer's words, "It was a yell of triumph—of confidence. It appeared to say, 'Oh ye wise and boastful white men, with your drilled soldiers and repeating guns, and wealth and power, who came out to hunt the poor Indian from his wigwam, look where we have got you!' "[11]

The surveyors took cover in a brushy thicket close to the foot of the canyon walls, but the Indians rolled large boulders down on them, forcing them to keep moving. The muleteers scattered their animals and General Gregg's adjutant ordered his sergeant and six men to scale the west side of the canyon. General Palmer then ordered five of his men to provide covering fire to the scaling party. The Indians then began to fire from the east rim. Palmer ordered another scaling party of six men to go up the east side cliffs. "How we got up, God knows," wrote Palmer:

> "I only remember hearing a volley from below, shots from above. Indian yells on all sides, the grating roar of tumbling boulders as they fell, and the confused echoing of calls and shouts from the cañon. Exhausted, out of breath and wet with perspiration, boots nearly torn off and hands cut and bleeding, I sat down on the summit and looked around. Across the chasm I saw the other scaling party. Everything was quiet as death, the Indians had disappeared, melting away as suddenly and mysteriously as they had at first appeared. They had gone to their hidden lairs, cowed by our determined approach."

Palmer later observed that, "It was nothing short of a miracle that nobody was hurt. These Indians are poor shots, which . . . must account for our escape. They are afraid also of our 'heap-firing guns' as they call the Spencers."[12]

The scaling parties remained on both rims to provide cover for the survey party as it moved downstream through the afternoon and night toward the Rio Verde. Palmer continued:

> "By daybreak we had got well on our way. We scrambled along . . . faint from hunger and fatigue, having come nearly twenty miles on foot, up and down cañons and steep ravines, climbing through mountain passes and stumbling over the rocky bed of the streams. . . . We had had

nothing to eat for over twenty-four hours, and very little sleep; the night was bitterly cold, and our over-coats were left behind when we scaled the cliff during the Indian attack."

Eventually darkness and rain overtook them and they camped a second night. The next day Palmer rejoined Gregg, who was camped near the mouth of Sycamore Canyon. Palmer's greatest loss was his "noble grey horse, Signor" which "had helped to carry me faithfully from Santa Fe through New Mexico, and thus far into Arizona, but he has fallen a martyr to the topography of the sources of the Rio Verde. While George [Palmer's servant] was leading him up a precipitous path he lost his footing in jumping over a rock, and tumbled to the bottom of the cañon, 100 feet, killing himself instantly."[13]

Reaching the Verde River, the survey party rejoined General Gregg and his escort. Palmer's notes do not say so, but he probably accompanied Gregg southward to Camp Verde and up the new wagon road to Prescott. Walter Hinchman shortly afterward made the drawing reproduced at the beginning of this article.[14]

Alfred R. Calhoun, a newspaper correspondent for Philadelphia's *The Press,* accompanied the UPED survey and described the location and surroundings of Fort Whipple as "the best of any post we [have] seen since leaving Fort Wallace." Calhoun also toured Prescott and described it:

> "Yesterday I rode up the creek [Granite Creek] to Prescott and was delighted to find a snug little American town, three years old, and nestling among the hills. There are eight stores in Prescott, and more saloons than its three hundred inhabitants; two lager beer breweries; and a place where an old Mexican makes very queer pies with heavy crust and ambiguous stuffing."[15]

While in Prescott, Calhoun called on the territorial Chief Justice William F. Turner to organize a community meeting to discuss the UPED railroad project. The meeting was attended by territorial officials, miners, and ranchers from the area surrounding Prescott. It concluded with unanimous passage of a resolution urging Congress to grant a charter and subsidies to the UPED, in part because the railroad would bring a tide of emigration to Arizona and would forever settle the "Indian question." Contemporary newspaper reports that cover this and earlier actions of Palmer's surveyors make no mention of their close call with Apaches in Sycamore Canyon.[16]

Upon his return to Prescott, General Palmer and the 35th Parallel party wasted no more time searching for a railway line of descent from the Colorado Plateau. They made their way up the Chino Valley to Walnut Creek and headed west to Aztec Pass and on to Fort Mojave at the Colorado River. Fording north of The Needles, they crossed the Sierra Nevada at Tehachapi Pass, turned up the Central Valley of California, and reached San Francisco in September 1868.[17]

The railroad, renamed the Kansas Pacific, did not gain the necessary congressional support and was not built. General Palmer's dream of a transcontinental railroad along the Thirty-fifth Parallel was not realized until the construction of the Atlantic & Pacific Railway in 1882–1883. Still, the survey he led produced valuable information about the topography, natural resources, and inhabitants of post-Civil War northern Arizona, and gave the American public a glimpse of life and events in the frontier Southwest.

END NOTES

[1] Despite its name, the UPED was totally separate from the Union Pacific RR chartered by Congress along with the Central Pacific RR in 1862. David H. Bain, *Empire Express: Building the First Transcontinental Railroad* (New York: Viking Press, 1999), 161-62, 192-94, 454-57. Congress authorized the UPED to change its name to the Kansas Pacific Railway Company on March 3, 1869 (15 U. S. Statutes-at-Large, p. 348).

[2] Walter Hinchman, the sketch artist, was born near Philadelphia on July 25, 1845, to a prominent Quaker family. At an early age, he moved with his mother to Cincinnati to live with her brother, Isaac Shoemaker. Shoemaker was a talented artist who taught young Walter to draw and sketch. Hinchman attended Earlham College in Richmond, Indiana, and served for a short time in the Civil War as a corporal in a Union regiment, mustering out on September 5, 1864. He later went to work as a mechanical draftsman in the U.S. Patent Office in Washington.

[3] William J. Palmer, *Report of Surveys Across the Continent in 1867– 68, on the Thirty-fifth and Thirty-second Parallels* (Philadelphia: W. B. Selheimer, 1869) p. 5. William Wierman Wright (1824–1882) was a civilian engineer from Pennsylvania in charge of railroads that followed Gen. William T. Sherman's armies through Georgia. By 1865 he commanded the Military Railroad Construction Corps as a volunteer colonel. William T. Sherman, *Memoirs*, 2d ed., 2 vols. in 1 (orig. publ. 1886; New York: Library of America, 1990) p. 626. Georgetown Univ., Washington DC, special collections <www.library.georgetown.edu>

[4] Walter Hinchman, *Sketches & Poems*. (Philadelphia: Privately Published, 1920) p. 24. Miller is mentioned in William B. Wilson, *From the Hudson to the Ohio* (Philadelphia: Kensington Press, 1902), p. 180.

[5] William A. Bell, *New Tracks in North America: A Journal of Travel and Adventure Whilst Engaged in the Survey for a Southern Railroad to the Pacific Ocean During 1867–8* (London: Chapman & Hall, 1870) pp 1-153, James E. Babbitt, "Albuquerque to Tucson,"Journal of Arizona History, Autumn, 1998, p. 290-99.

[6] Ibid, Muster Roll of Company L of the Third Regiment of Cavalry, Army of the United States, December, 1867. Washington: National Archives, Record Group 94.

[7] Prescott *Arizona Miner*, Nov. 16, most of p. 1; and Nov. 23, p. 2, col. 1. Palmer doesn't specify his route from the future site of Flagstaff to Prescott in his *Report of Surveys*, but he had access to the wagon road laid out in 1858 by Edward F. Beale. Well marked by travel, the Beale Road would take him to Partridge Creek, thence down the Chino Valley and Granite Creek to Prescott.

[8] In 1866 Gregg became colonel of the new 8th U.S. Cavalry that was sent next year to Arizona. He commanded the District of Prescott on his brevet rank of general but was so contentious and ineffective that Gen. Henry W. Halleck, commander of the army's Pacific Division, relieved him in November 1867. Gregg retired from active service on April 2, 1879. Constance W. Altshuler, *Cavalry Yellow & Infantry Blue* (Tucson: Arizona Historical Society, 1991), pp. 145-46.

[9] Bell, quoting Palmer, *New Tracks in North America*, p. 410-11. Yavapai in the autumn were accustomed to roam lands above the Mogollon Rim. Palmer's mention of wickiups and mescal cooking pits were as much signs of Yavapai people as Apaches. Timothy Braatz, *Surviving Conquest: A History of the Yavapai Peoples* (Lincoln: University of Nebraska Press, 2003) 43-44.

[10] Bell, *New Tracks*, p. 411.

[11] Ibid. p. 412.

[12] Ibid. pp. 414-15, 419. The Spencer carbine was a shoulder firearm designed by Christopher Spencer. Its lever action fed seven metallic cartridges from a tubular magazine. Indians called it "heap-firing" because it could be fired as fast as the soldier worked the lever and cocked the hammer. Sherman, *Memoirs*, pp. 664, 886.

[13] Bell, quoting Palmer, *New Tracks*, pp. 416-18.

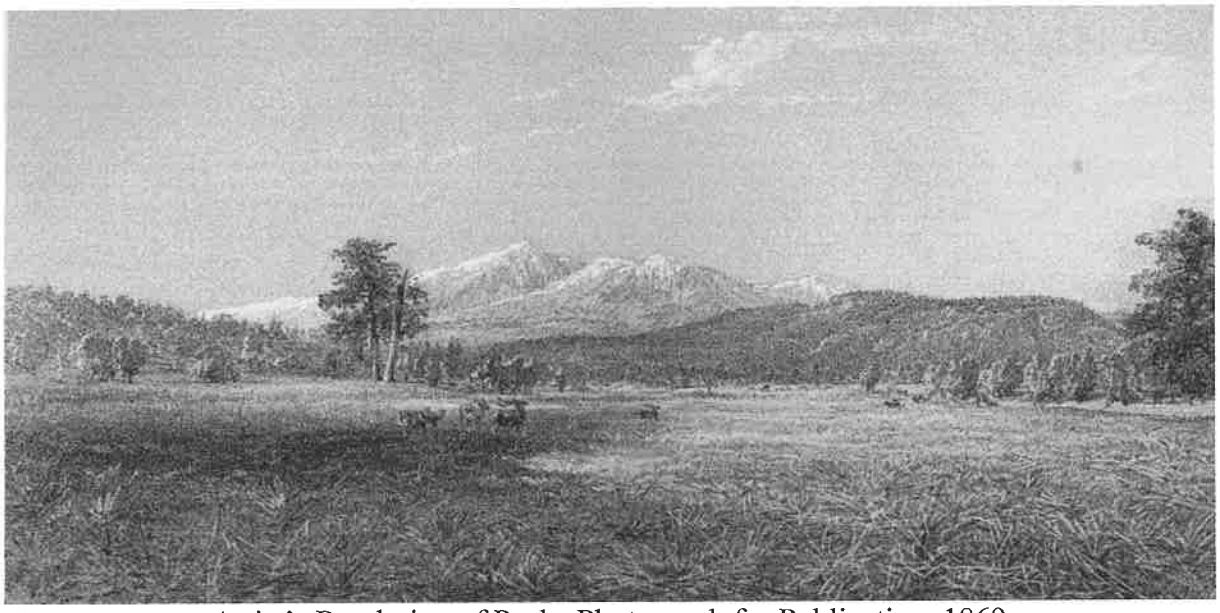
[14] Handwritten notes in the margins of Hinchman's drawing: Bottom, "An Apache attack on General Wm. J. Palmer's exploring party in Sycamore Canon (branch of Rio Verde), Arizona, Nov. 1867." Left margin, "Survey for a Pacific R.R. on the thirty-fifth parallel. Canon of the Verde, San Francisco Mtns., Arizona." Right margin, names of five members of the scaling party, of which only two are legible, "Leary" and "Col. Willis." Sketch from Hinchman, *Recollections*.

[15] Philadelphia, *The Press*, Jan. 13, 1868, p. 2, col. 2. Fort Whipple was established in 1863 at Del Rio Springs, 21 miles north of Prescott, but was moved on May 18, 1864, to Prescott. Ray Brandes, *Frontier Military Posts of Arizona* (Globe, AZ: Dale Stuart King, 1960), pp. 75-77.

[16] Prescott *Arizona Miner*, Dec. 14, 1867, p. 2, col. 5. Philadelphia *Press*, February 8, 1868, p. 2, col. 1.

[17] James E. Babbitt, "Surveyors Along the Thirty-fifth Parallel: Alexander Gardner's Photographs of Northern Arizona, 1867-1868, *Journal of Arizona History*, Autumn 1981, p 327.

First Photograph of San Francisco Peaks, Arizona, 1867



Artist's Rendering of Peaks Photograph for Publication, 1869

The above two pictures illustrate the technique used to create print illustrations from photographs in the 19th century before photo engraving was perfected. The top figure is the first known photograph of the San Francisco Peaks, taken by Alexander Gardner in November 1867 during the Palmer railroad survey. The bottom figure is lithographic reproduction of the photograph by an unknown artist used to illustrate Dr. William A. Bell's *New Tracks in North America* , a chronicle of the survey that was published in 1869.

Early Movie Making comes to Prescott, 1912

By Mona Lange McCroskey

The little town of Prescott, Arizona, was still basking in Arizona's new baby-state status on July 12, 1912, when director Romaine Fielding and a cast of 19 "well-known photoplay artists" from the Sigmund Lubin Company of Philadelphia arrived on the 1:28 train, traveling in two Pullman cars with a custom seventy-foot baggage car full of props and photo equipment.[1]

They were there on a three-month stopover to produce silent films in the scenic areas in and around Prescott, their presence having been procured after "months of brisk correspondence" between Prescott Chamber of Commerce Secretary Malcolm Frazier and the moviemaker.[2] At that time all Arizona Chambers of Commerce were heavily engaged in boosting their communities, and the prospect of attracting moviemakers was very exciting. Also, Frazier chaired the Arizona Good Roads Association, which was campaigning to connect the state's major cities and attractions and recognized the motion picture's potential as an "incomparable marketing tool" in the promotion of Southwest tourism.[3]

Romaine Fielding

An innovative portable camera recently designed by Siegmund Lubin enabled him to send crews to film on location, and Fielding's was one of two companies assigned to capture the landscape and the romance of the West. The Prescott populace was captivated and "a number of local young people have offered to pose for these pictures."[4] Fielding shrewdly used this civic boosterism to secure publicity, props, and extras for his pictures.

Before arriving in Prescott, Lubin's Southwestern company had filmed in El Paso, Juarez, Douglas, and Tucson. The troupe started out under the management and direction of Wilbert Melville, who in June 1912 had been replaced by Romaine Fielding, a principal in the company. Fielding was a colorful and intriguing character, variously described as unconventional, dynamic, compelling, forceful, flamboyant, and even bizarre. A *Journal-Miner* reporter characterized Fielding as "one of the most peculiar and interesting human types" he had met, who "with his inscrutable smile and low-pitched voice seems to marshal and command his cohorts without the least apparent effort."[5] Fielding handed out a biography stating that he was born in Corsica to affluent parents; lost his inheritance; came

to the United States and attended Shattuck Military Academy, the University of Minnesota, and Columbia University Medical School; and that he had acted on the stage in England and the U.S. for twenty years.

In fact, Fielding was born William Grant Blandin in Riceville, Iowa, in 1868. He was abandoned by his unwed parents and raised by his grandparents in Minnesota. He attended the University of Minnesota for a time, and then worked at numerous jobs, including assistant manager of an engine works, machinist, and travel agent. He prospected in the Klondike where he met authors Rex Beach and Jack London, and he established a doctor's office in Kansas City, Missouri, under the name of Romanzo A. Blandin.

In 1907 Blandin abandoned his medical practice, married local stage actress Mabel Von Valkenburg, whose stage name was Mabel Vann, assumed his stage name of Romaine Fielding, and moved to New York.[6] For a few years Fielding barnstormed on the Pantages and Belasco circuits. In 1911 at age forty-four he appeared on film for the Solax Film Company. After a few months he moved to the Lubin Film Company as a leading man in the traveling stock company.[7]

Fielding for the year preceding his promotion to director had written and acted in many of the company's films, although he did not receive individual credit. Upon his rise in position he became a high-profile spokesman for the Lubin group, where "his energy and imagination were matched only by his flair for self-promotion."[8] Within a month he had written, directed, and starred in five one-reel pictures in Tucson: *The New Ranch Foreman, The Ranger's Reward, A Romance of the Border, The Sandstorm,* and *A Western Courtship.*

The plots of Fielding's films set him apart from other directors, ranging far afield from the stereotypical Western story. Some of them depicted Mexicans and underdogs favorably, even as heroes. His "considerable respect and romantic fascination for the Hispanic culture" was reflected in his plots and colorful costumes.[9] Women appeared in a more favorable light. Fielding played on the Westerner's "psychological relationship"[10] to the environment, which he perceived as an evil power that mocked man's striving. Fielding's work was described by reviewers as vivid, demoniac, compelling, repulsive, gigantesque, and startling, and by himself as "physical and mental realism."[11] His films were of a very different genre than the child-friendly Westerns made later in Prescott by Tom Mix and Tex Ritter.

Romaine Fielding delighted the town of Prescott by praising its scenic beauty, the clean, crisp mountain air, and the enthusiasm of the Chamber of Commerce. He toured Granite Dells and Watson Lake and was pleased with "the wonderful scenic opportunities and the accessibility to the rugged granite background afforded in so many places by natural stage settings."[12] He intimated that the film company might stay on indefinitely. A studio was set up on property owned by Frank M. Murphy behind Mercy Hospital at 712 Western Avenue, where the wardrobe manager installed the $10,000 collection of military garb, Spanish costumes, and evening dresses brought with the company. A fifty-foot square stage was constructed, covered by a sliding canopy. Fielding invited onlookers, who were cautioned to remain silent while scenes were being shot and not to appear before the camera without being invited. He also solicited suggestions for plots from the local populace, especially children. Secretary Frazier, too, invited Prescott's citizenry to take part in the making of motion pictures and in suggesting stories with true local color.[13]

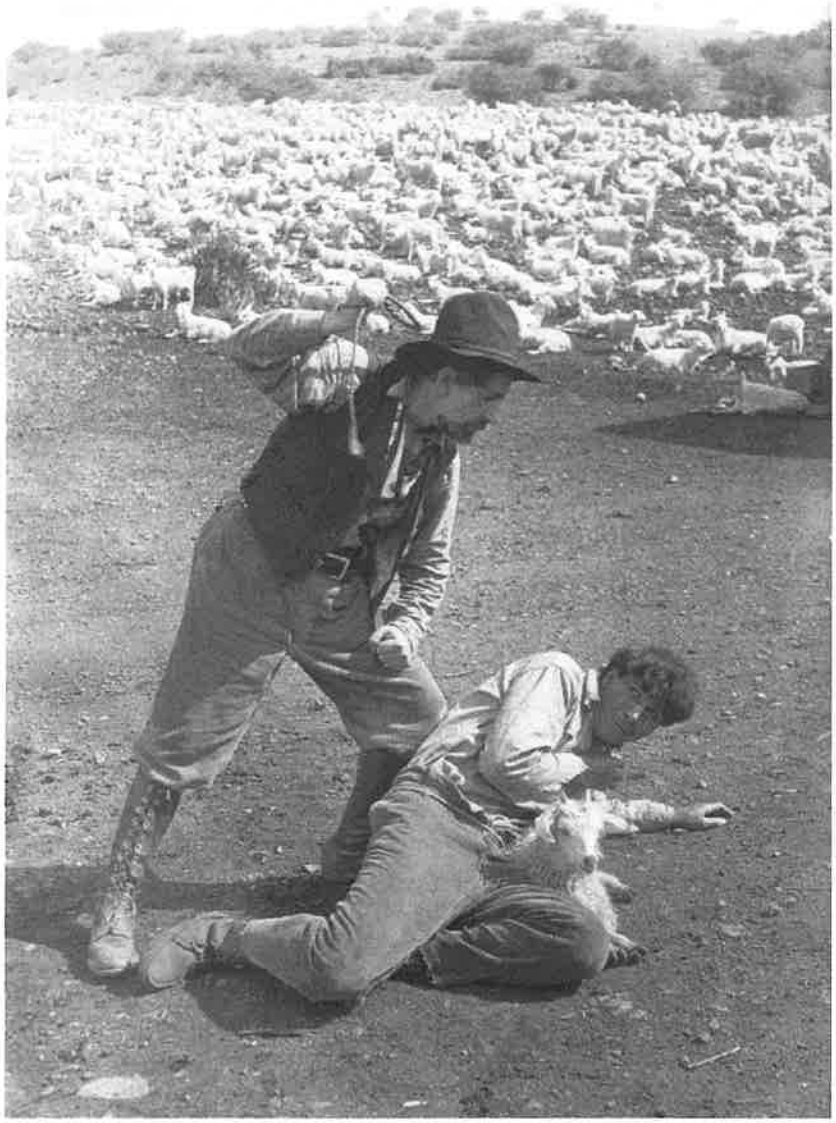
Ominously, a note in the local paper on the day of the troupe's arrival observed that the summer rains had begun with a gentle and steady downpour.

Fielding's first Prescott film was *The Cringer*, claimed to be the first moving picture made in Yavapai County. He used one hundred fifty star struck extras. The ambitious script contained seventy-eight scenes, to be filmed in twenty local natural settings. A Lubin press release recounted the plot:

A young sheep herder (played by Romaine Fielding) who is a moral coward, being much ill-used, is turned into a ferocious being. He steals a horse, rides into the mountain town, sets fire to a barn, enters a bank and holding up the cashier, steals a bag of gold. He is pursued by a posse and takes refuge in a log hut, where he is killed, and dying exclaims: "I was not afraid."[14]

The director was beaming after the first day's work and thanked the locals who, "ahorse, awheel, on foot and in autos, lent action and variety" to a mob scene.[15] On the following day, with permission from landowner Edwin C. Payne, he filmed local horsemen, "mounted on rugged Yavapai range ponies, breaking the calm of centuries at Granite Dells [with] some classic rides over hill and dale and through the placid waters of the lake."[16] From there Fielding went to the Ungles [sic] ranch in the area of Four-Mile House to film a band of Angora goats. He was becoming impatient with shooting delays caused by summer showers.

In his quest for realism, Fielding planned to burn a house within the city limits with the Prescott Fire Department in attendance, setting off a skirmish between Mayor Morris Goldwater and Fire Chief A.A. Johns. The mayor refused to allow a fire anywhere near



Publicity Photo For *The Cringer*, 1912

Prescott. This setback, combined with summer rain delays, brought on low troupe morale. Morale was quickly revived when the fire chief approved the burning of a building that Fielding had purchased in Prescott. Mayor Goldwater, however, stood firm and overruled the chief's decision. Finally, Fielding's company spent three days building a "house" outside the city limits that was then torched. This scene was followed by pursuit scenes on Willis between Cortez and Granite Streets and at Head Lumber Company and a hold-up of the Yavapai County Savings Bank.


Mayor Morris Goldwater

Fielding took advantage of his victory over the mayor, making sure the burning building caught the attention of *The New York Dramatic Mirror. The Mirror* praised him for his dedication to realism. Prescott's citizens worried that the troupe might leave because of Fielding's conflict with the mayor, but at a meeting with the Chamber of Commerce their differences were ironed out and the film maker hinted that he would stay to film the town's planned three-day Labor Day celebration.

Fire Chief A. A. Johns

The Cringer proved to be a popular film and earned critical acclaim for its director. It was an important milestone in Fielding's career because of the attention it called to his passion for realism. Also, his character was noted for its uniqueness. The film's success prompted Lubin to spend more on advertising and publicity for his director. (A *Mirror* reviewer said the film was unpleasant and that if it had been done by anyone less than Fielding "it would be utterly repulsive."[17])

When *The Cringer* opened in October 1912 at the New State Theater in Prescott, three showings attracted most of the population, necessitating an extra showing. The film was well received, although a local news report said that some of the finer points were overlooked "because everybody was busy picking himself out in the different scenes and boasting of it to his neighbor."[18] A local advertisement for the picture stated ambiguously, "Some picture. Ask your friends."

Fielding filmed three more pictures in the Prescott area in quick succession: *The Uprising, The Neighbors,* and *The Forest Ranger.* His desire for realism was increasing to the point that when, in shooting a scene for *The Neighbors*, the leading lady fell from her horse while attempting to board a train, he

filmed "take two" before seeking treatment from Dr. Yount for her injury.[19]

Fielding worked without a stand-in, staging fights on top of moving trains and riding off steep embankments on his horse. He enhanced his reputation as an excellent horseman when he commandeered George Carter's horse and roped steers on Carter's Kirkland area ranch during roundup. When the horse was cornered in the corral by a steer, Fielding stood up in the saddle and bulldogged the steer as it approached, earning rancher Carter's praise for his "courage and quick-thinking."[20] The director demonstrated his marksmanship skills when he used live ammunition to shoot within three inches of an actor's face during the filming of *A Life for a Life,* astounding the movie company and onlookers with his "ease and accuracy."[21] Such pistol shooting was admired in "a community where every man carries a revolver and knows well how to use it."[22]

The Uprising was shot at the Burnt Ranch to recreate a historic 1865 Indian battle. The *Journal*-Miner outlined the plot in a July 30, 1912 article: "The present photoplay deals largely with the heroic rescue of a babe, in the face of constant rifle fire by hidden Apaches. The hero [Fielding] is wounded many times but manages to deliver his tender charge into the hands of a friend, just as the last of his life blood flows out."

Fielding's cast included "Indians, trappers, and primitive white women" from Yavapai County. With the cooperation of a few settlers who remembered the battle, the fight scene was "true to nature and without any trimmings of the dime novel character."[23] Some scenes were shot on Granite Creek east of the Crystal Ice Company. The Palace Saloon was refitted with roulette, faro, and craps equipment from basement storage for filming a gambling segment. However, the cameraman could not get enough light to shoot in the bar and the scene was restaged on the set off Western Avenue. The many extras, "gathered from the local constellation of robust chivalry and mountain beauty," in *The Uprising* attended the opening at the Elks Theater, setting an attendance record.[24] Hundreds more were turned away from the packed theater.

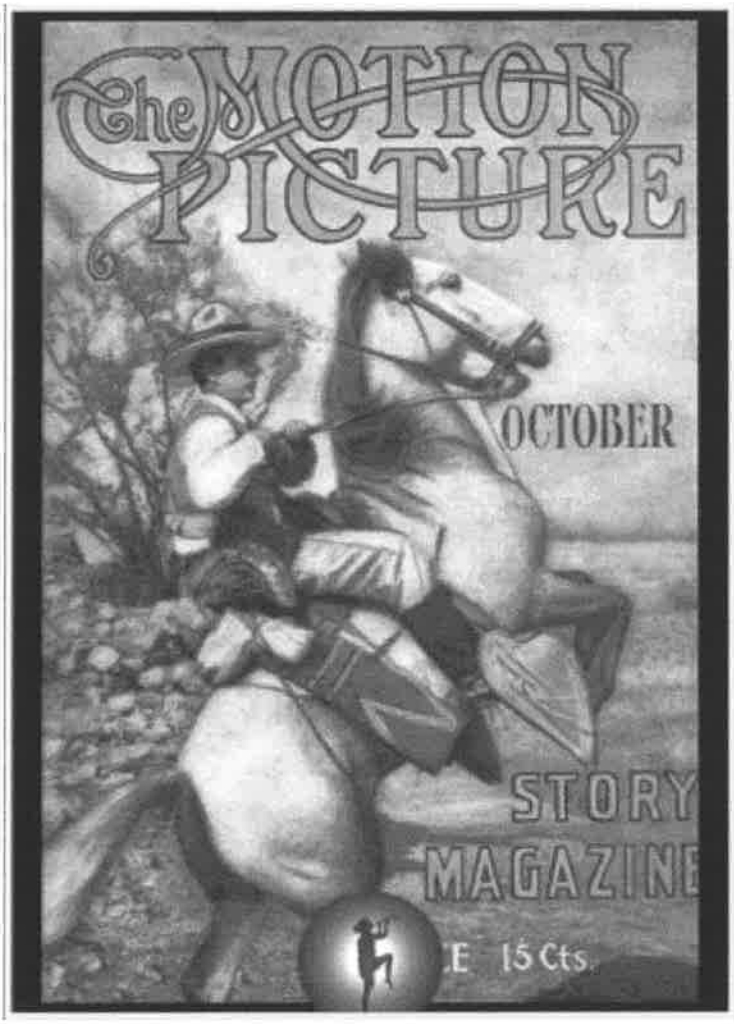
The weather had improved and Fielding expressed his intention of filming two films a week for the next three months.

The Forest Ranger, filmed partly on Spruce Mountain, earned praise from the local press for Fielding's continuing attention to realism. Forest Supervisor Hinderer volunteered facilities under his control to assist in the actor's authentic portrayal of a forest ranger. Hinderer's office was virtually moved to the Lubin studio so that scenes could be shot depicting day-to-day work there. A Lubin release described the activity on the set: "Uniformed men from the sheriff's posse elbowed the clerks of the office, Mexican greasers and "Yanks" down on their luck made the outside forest ring with the blows from their axes. Cowgirls, lithe and breezy, seemed to spring from nowhere. A few greasy Chinamen betokened the fate that washing was one of the local industries. Spurred cowboys rode hither and thither, and dialects and languages made a Babel of Prescott, Arizona."[25]

Prescott's summer rain pattern continued to provoke Fielding, who was obsessed with his work and railed at delays. He often worked eighteen hours a day. He told Malcolm Frazier that if the rains continued he would have to "fold his tents and like the Arab, silently steal away" to California or another, drier location.[26] While awaiting a break in the weather the director again solicited ideas from Prescott residents. He filmed a roadrunner killing a rattlesnake and Apache Indians on

the reservation, clips that were later incorporated into his pictures.

Fielding then purchased a flashy Buick automobile in Prescott and transported a cast to Jerome where he filmed *Chief White Eagle* and *Who is the Savage?* Neither of these features received good reviews; in fact *The Mirror* said that *Chief White Eagle* was "one of the most senseless plays the Lubin Company has produced under Romaine Fielding for some time."[27] Significantly, these two photoplays added to Fielding's reputation for shooting unusual, out-of-the ordinary films in the colorful Southwest, and in October 1912 Siegmund Lubin chose him as the first Lubin director to make two-reel films.[28]



1913 Fan Magazine Cover featuring Romaine Fielding

Romaine Fielding profusely thanked Prescott for its help in filming the photoplays that paved the way to this honor and stated that he would remain in Prescott. He was inspired to make more "westerns" in and around Prescott from late August until the first week in November: *The Physician of Silver Gulch, Juan and Juanita, A Life For a Life, The Sheriff's Mistake, The Way of the Mountains, A Dash for Liberty, The Surgeon, His Western Way, The Blind Cattle King, The Mexican Spy, The Power of Silence, Out of a Beast a Man is Born,* and *Courageous Blood.*[29]

In these films Fielding took the role of a doctor, Mexican characters, and a cattleman. He was criticized by Eastern reviewers for playing around racial themes. Undeterred, Fielding kept writing and directing films focused on Mexican, Indian, and Anglo mixed relationships in the West. Fielding's acting ability, however, received praise from the critics. They seemed to be able to separate his story lines and his portrayals.

In 1913 Romaine Fielding was chosen by readers of *Motion Picture Story Magazine* as the most popular male movie player. He received over one million votes and outdistanced the most well-known silent screen stars by a large margin. An "avalanche of [Fielding] votes . . . came pouring in from the Southwest and elsewhere during the closing days [of voting]."[30] In 1914 he again placed high in the *Motion Picture Story* voting and was selected as

the *New York Telegraph* readers' most popular player.

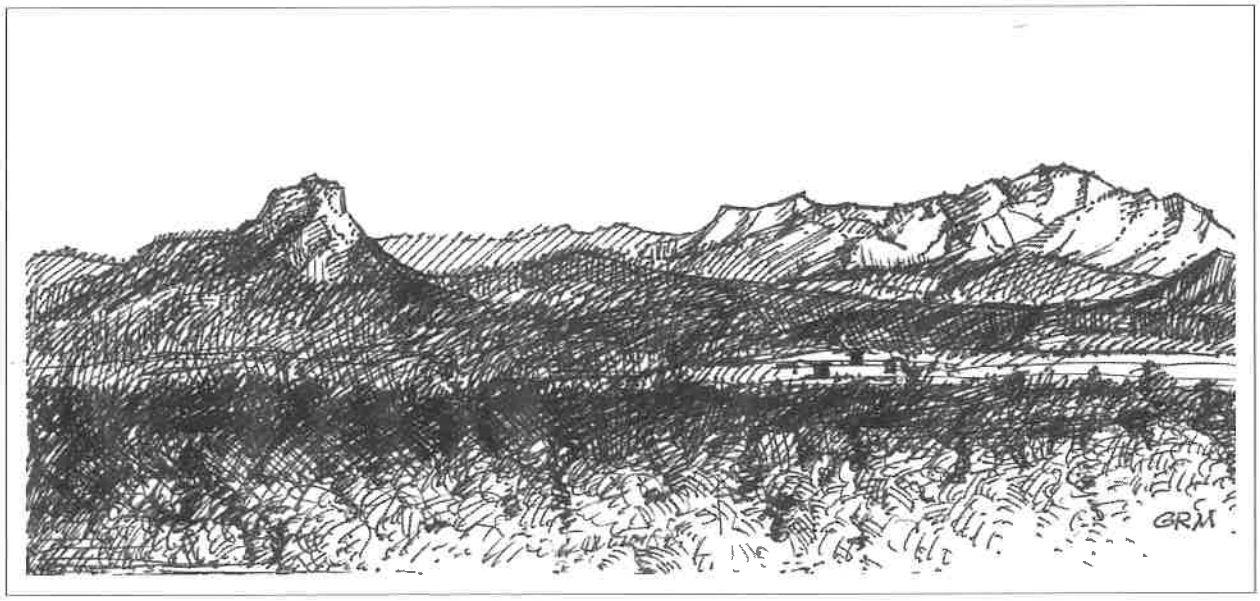
Prescott continued its love affair with Romaine Fielding. When he nabbed a forger wanted in Tucson he was appointed a deputy sheriff, "which carries with it the doubtful privilege of arresting claim-jumpers, crook [sic] gamblers and other dangerous criminals," notwithstanding that the alleged forger was acquitted and sued him.[31] Fielding also was sued by Frank Young, a porter at the Del Monte Saloon in Prescott, for injuries caused when Fielding's Buick knocked him from his bicycle on West Gurley Street.

On November 2, 1912, the *Journal-Miner* reported that the Lubin Company had concluded filming in Prescott for the present. The article continued that Fielding was making arrangements to move the troupe to Castle Hot Springs for the winter and that they would return in the summer to resume filming. The director and his troupe departed without fanfare.

Romaine Fielding continued his movie making for the Lubin Company elsewhere in Arizona until 1915, but he did not return to Prescott. Unfortunately, none of the 107 Southwest films made by Fielding exist today. They were destroyed in a film vault explosion and fire at the Lubin Studios in Philadelphia on June 13, 1915.

Now nearly forgotten, Romaine Fielding, "out of his disjointed and irregular background, created a unique element in American cinema—realism."[32] It is significant that he "strove for ethnic realism while virtually every other cinematic troupe in the country continued to denigrate and vilify Mexican characters."[33] By 1915 moviegoers preferred to escape by watching stereotypes, and Fielding returned to Vaudeville.

Romaine Fielding appeared in six silent films in 1926 and 1927. He died on December 15, 1927, at the age of fifty-nine after undergoing a rudimentary facelift that caused a fatal neck swelling. Fielding was always evasive about his private life, but at the end his first wife claimed to be his widow. It was speculated that he fathered as many as ten children out of wedlock. The loss of his films only added to the Fielding mystique.



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END NOTES

[1] "Photoplay People Busy in Prescott," *Prescott Journal-Miner,* 13 July 1912.
[2] "Lubin Company is after Romances," *Prescott Journal-Miner*, 12 July 1912.
[3] Linda Kowall Woal, "Rediscovering Romaine Fielding and the First 'Real' Westerns" (master's thesis, San Francisco State University, 1996), 34.
[4] "Lubin Company is After Romances," Ibid.
[5] "Photoplay People Busy in Prescott," Ibid.
[6] Fielding divorced his first wife in 1917 and in 1918 married actress, Naomi Mary Lillian Sachs, aka Joan Arliss. Romaine and Naomi had a son, Romaine, Jr., and two more sons who died in infancy.
[7] Linda Kowall Woal, "Romaine Fielding: The West's Touring Auteur," *Film History* 7 (1995): 402.
[8] Ibid. 404.
[9] Ibid. 420.
[10] Ibid. 405.
[11] Robert Anderson, "Famous and Forgotten: Romaine Fielding: Author, Producer, Director, Actor, Realist" (master's thesis, University of San Diego, 1977): vii.
[12] "Lubin Company is Enjoying Climate," *Prescott Journal-Miner*, 14 July 1912.
[13] Linda Kowall Woal, "Romaine Fielding: The West's Touring Auteur," Ibid. 35, FN 63.
[14] "Lubin Films," *The New York Dramatic Mirror*, 23 October 1912: 30.
[15] "Photoplay Folks Have Begun Work," *Prescott Journal-Miner*, 16 June 1912.
[16] Ibid.
[17] Anonymous, "Reviews of Licensed Films," *The New York Dramatic Mirror*, 12 October 1912, back cover page.
[18] "Amusements," *Prescott Journal-Miner*, 23 October 1912.
[19] "Face Scratches Not Inflicted by Cat," *Prescott Journal-Miner*, 24 July 1912.
[20] "'Romaine Fielding 'Shows 'Em'," Lubin Clipbooks.
[21] "Romaine Fielding, Lubin Director, an Expert Shot," *Moving Picture World* article in Lubin Clipbooks, n.d.
[22] "Mr. Romaine Fielding," article in *Pearson's Weekly*, Lubin Clipbooks, n.d.
[23] "Will Reproduce Historic Fight," *Prescott Journal-Miner*, 25 July 1912.
[24] "Indian Picture Being Filmed by Lubins," *Prescott Journal-Miner*, 2 August 1912.
[25] Oscar Griffin, "The Forest Ranger," Lubin Press Release, 1912. Clipbooks.
[26] "Be Kind, Jup. Pluv or Lubins Will Go," *Prescott Journal-Miner*, 27 July 27, 1912.
[27] "Reviews of Licensed Films," *The New York Dramatic Mirror*, 27 November 1912.
[28] "Confer Honor on Romaine Fielding," *Prescott Journal-Miner*, 05 October 1912, 4.
[29] Reviews or synopses of these films can be found in: *Moving Picture News*, 28 September 1912: 28; *New York Dramatic Mirror*, 13 November 1912: back page; *Moving Picture News* 26 October 1912: 22; *New York Dramatic Mirror*, 13 November 1913: 35; *New York Dramatic Mirror*, 04 December 1912: 33; *Moving Picture News,* 14 December 1912: 27; *New York Dramatic Mirror*, 08 January 1913):28; Ibid., for *The Power of Silence; New York Dramatic Mirror*, 15 January 1913: 52.
[30] "Special Notice, P.S.," *Motion Picture Story Magazine* (September 1913.)
[31] "Mr. Romaine Fielding," article from *Pearson's Weekly* in Lubin Clipbooks.
[32] Anderson, xii.
[33] Ibid. 37.

Dan Thorne: Whiskey Row Success Story

By Thomas P. Collins

Prescott in its earliest days was literally a place of golden opportunities both for miners and mine investors—and for those who provided them with essential goods and services such as food, drink and gambling in return for their gold. Dan Connor Thorne was one of those who made the most of these opportunities both as a mine investor and provider of pleasures.

In a relatively short time after arriving in Prescott in 1867 he was well established and was, as Lilly Frémont noted in her diary, "making money fast from the Silver Belt Mine," while "he keeps the chief faro & gambling place in the village [the Cabinet Saloon on Whiskey Row], but is nevertheless a good citizen."[1]

Dan Conner Thorne

A New Yorker likely born in June 1829,[2] he came west after news of the discovery of gold at Sutter's Creek in California reached the Atlantic Coast. According to the census records dated September 26, 1850, of Sutter County, California Territory, Daniel Connor Thorne resided in Auburn and Vicinity at "Dwelling House # 824"—a lodge, shack, or tent—on the gold diggings, about 35 miles northeast of Sutter's Fort near Sacramento.

After the California Gold Rush passed its peak, Dan followed placer mining along the Snake River in the Idaho Territory before coming to Prescott. By then a forty-year-old widower,[3] Dan was starting a new life in a town where some men became millionaires within ten years. Dan's son, D.C. Thorne Jr., later claimed that his father "had the distinction of opening in 1868 the famous Palace Bar, where the present Palace now stands on Whiskey Row."[4] If this was true, the bar certainly wasn't the imposing edifice that graces the center of the block today since it would not have occupied more than one 25-foot wide lot.[5]

On Christmas Day 1869 Dan pocketed the stakes along with John H. Behan in a Prescott pigeon-shooting contest just before he journeyed to New York for a family visit.[6] He had "told the boys that he meant to commit matrimony, but they didn't believe him."[7] On the trip he met Mary Anna Wilson, a native of New Jersey and they married on February 28, 1870, in Manhattan. Dan set off at once alone for the Arizona Territory. By June Dan was having a $2,000 residence built on N. Montezuma Street in Prescott for his new bride.[8]

Upon Mary Anna's arrival in Prescott that October, Dan was 41 and she was 20. Prescott itself was only six years old: a dusty little mining village with a population of

about 675. The huge Plaza stood empty—the beautiful old Yavapai County Court House was not erected until 1878—and except for the stately Diana Saloon on the southwest corner of Gurley and Montezuma streets, the hastily thrown-up wooden buildings and the unpaved streets must have looked very crude indeed to the well-bred young bride. But she adapted quickly and Dan busied himself in the Bradshaw Mountains, speculating for silver and gold. We read little of the Thornes in the newspapers of the early 1870s, which gives the impression that Dan was not prominent in Prescott society. But he partnered with a merchant named Cassidy and quietly went about investing in the mining industry. Thorne and various partners purchased sections of the May Flower Lode, the White Picacho Lode, and the New Era Lode, as well as land in the Tiger District.

The Thornes soon had two children: Stephen Wilson (b. 1872, Prescott) and Daniel Connor, Jr. (b. 1874, Prescott). While Stephen thrived, Dan Jr. contracted polio, leaving him with one leg shorter than the other. Luckily both boys survived the scarlet fever epidemic of February 1875, which broke out at Fort Whipple and spread to the town.

Dan and his partner William W. Hutchinson reportedly ran a cock-fighting arena on Lot 19 of Montezuma St. in early 1874.[9] If so, it had a short run since Dan and William began construction of a large frame building on that lot in April. The *Miner* of July 10, 1874, announced that the proprietors had opened a "new resort," The Cabinet, which "has ever since attracted great crowds." There they displayed mineral specimens and published ads inviting prospectors to bring in valuable specimens for which they would pay cash. This "resort" was a fine-looking saloon.

So successful was business that on December 9, 1875, Thorne purchased Lots 19-20, on which the Cabinet (and possibly an early version of the Palace Bar) stood. Hutchinson and Thorne immediately sold Lot 20 to Henry Asher and partners on December 10. The proceeds from this and the mining investments provided the capital for Thorne and his partners to invest in the Tip Top and Cross Cut Lodes in July 1876. Mary Anna bore Dan another son: Harry Ashley (b. June 1877, Brooklyn, N.Y.). Apparently she chose to give birth in New York because she did not trust the local doctors. She left Prescott in April 1876 to join her family in New York. Dan accompanied her only as far as Ehrenberg. He eventually joined her in New York, visiting friends and relatives.

A frightening accident occurred at the outset of the journey east. Dan Jr. was only two years old, so he didn't remember it well, but his father regaled the family with the story repeatedly in later years. Father, mother, and the two sons took the stagecoach to Ehrenberg, where Mary Anna and the boys would catch the boat on the Colorado River to Yuma, then another stage to California, where they would take the train East. The near-death experience burned the memory of that journey into the minds of the family forever.

The *Arizona Weekly Miner* (April 7, 1876) carried the story. "The Arizona and New Mexico stage which left here at 4 P.M. yesterday with seven passengers met with an accident a short distance beyond the 12-mile station, by which Mrs. D.C. Thorne and her youngest child were hurt, but as we understand not seriously. It seemed that two men suddenly appeared at a turn in the road, which frightened the leaders and caused them to turn the coach over. Mrs. Sheriff Bowers was also in the coach with her three children but all escaped unhurt except Mrs. Thorne and her child. Mr. Thorne, who was accompanying his wife as far as Wickenburg, on her way to visit friends in the East, was holding their

oldest boy, and when he found the coach going over threw him out into the sand on the upper side and he escaped without injury."

The family story of later years confused the stagecoach accident of 1876 with his father's tale of a stage robbery that occurred on September 27, 1877, when Dan Sr. was on his way to California. Thorne was riding shotgun, which he described as the best seat on the coach. Inside sat Ed Peck of the Peck Mine fame, his wife, children, and aged parents, and another passenger named Gus Ellis. Peck was carrying a huge sum of money. Eight miles west of Antelope Station, a masked gunman—later identified as the infamous "Brazen Bill" Brazelton—held up the stage. He commanded the driver to stop, get down from the box and hold the leaders by the bits. Next he ordered Dan Thorne to throw out the express box and break it open with an axe, which the robber himself supplied. According to Dan Thorne, a gust of wind blew the bandana from Brazen Bill's face, as Thorne was looking straight at him. Brazelton hastily pulled the kerchief back on his face and remarked that he would have to kill Thorne, since he could recognize him. He asked the driver if the horses would "stand fire." The driver replied they might but that there were women and children inside. The holdup man changed his mind and rode away with the Wells Fargo box. He failed to search the passengers and Peck's fortune remained safe.[10]

Not long after his return home, Thorne was standing at the end of the Palace bar, facing the swinging doors. A customer entered the saloon, and Dan recognized him at once as the holdup man, who also recognized him. The felon turned around and left without a word. In relating this story in later years, Thorne remarked, "he didn't need to do that. He spared my life and didn't even rob me; I would have showed him the time of his life and the drinks would have been on the house."[11]

An amusing story appeared in the *Miner* in August 1877 regarding Dan's adoption of a bear cub. "Mr. D.C. Thorne has come into possession of a nice little pet in the shape of a cub bear, of the Cinnamon specie. Dan has got the trick now wherewith to keep order in his usually well-regulated establishment. Should one or more of the billigerents [*sic*] become hostile and try to 'take the town' young bruin will be turned loose, and if not able to command the peace, will at least be able to 'clean out' the crowd."[12] This suggests that Dan kept the cub in the Cabinet as an attraction. In another family anecdote a brash young man rode his horse directly into the Palace Bar one day. Dan Thorne stopped him, straightened him out, and hired him to work in his bar. These stories offer insight into Dan's whimsical disposition.

In the meantime, Dan was growing rich with his new mining investments. With various partners, he purchased 500 feet of the Silver Belt Lode on December 26, 1874. On July 25, 1876, he and his partners bought 375 feet of the Tip-Top and Cross Cut Lodes. He and C.F. Cate purchased from J.W. Swilling a one half interest in the Swilling mine, for one thousand dollars cash, in July 1877. It was one of the most valuable bonanzas, in terms of richness and extent, equal to the Tip-Top and the Peck in the Peck and Humbug districts. In September 1877 Dan acquired all interest in the Silver Belt Mine.

Dan's wife and sons journeyed back West from New York in November 1877, but Dan was compelled to leave them in San Francisco for the winter, according to the November 30 *Miner*, "on account of his three beautiful children being stricken down with scarlet fever. Mr. T. has received several telegrams since leaving the city, from Mrs. Thorne, that the

children were convalescent, and no fears were entertained as to their speedy recovery."

Mary Anna returned to Prescott with her boys in the spring of 1878, and in January 1880 she delivered a daughter, Mary Anna. The baby was only 16 days old on February 4, 1880, when her mother died of childbirth complications. The obituary extolled Mrs. Thorne as a woman of more than ordinary culture, noted for her amiability of temper and sweetness of disposition, whose "chief charm was her devotion to her family."[13] Mary Anna ("Annie") blamed herself for her mother's death all her life, although the infection that killed her may well have been caused by the doctor's failure to wash his hands before delivery. One day in 1955, when she was seventy-five years old and sharing memories with grandchildren, she was asked what she knew of her birth mother. She burst into tears and ran from the room, crying, "I killed my dear mother."[14] Three months after his wife's death, Dan sold the family's log home on Alarcon Street[15] and moved with his children to 301 Carleton Street. He adopted an eleven-year-old girl, Florence A. Carrigan, possibly to provide his infant daughter with a nanny.[16]

After a suitable period of mourning, Dan plunged back into business. On December 10 *Miner* announced, "The Cabinet Saloon is receiving a thorough overhauling and will be opened up to the public on Monday next with a new management and on an improved style. Messrs. Thorne & Piercy will have the restaurant business under their care, and we venture the assertion that two more competent and popular gentlemen cannot be found for this particular business in the country."

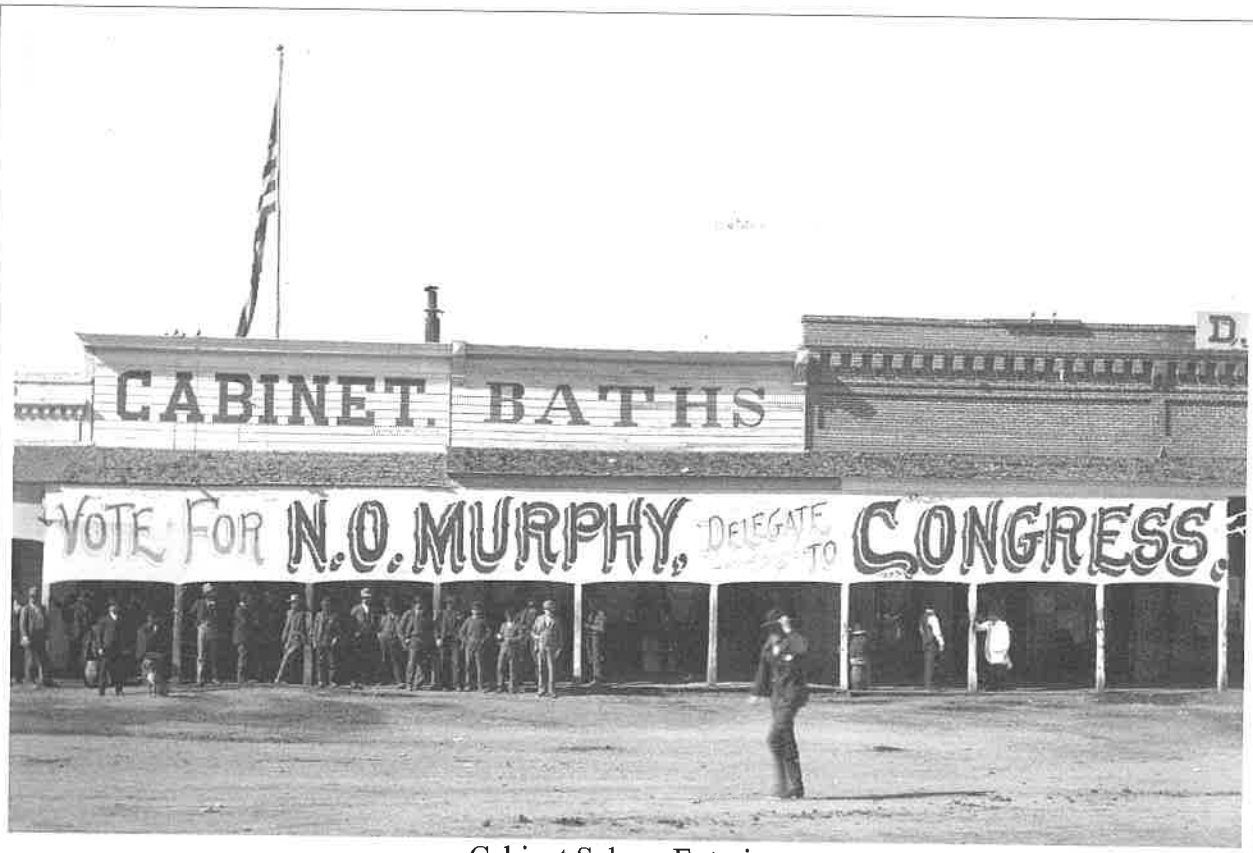
Cabinet Saloon Interior

In early 1881 Dan was stirred by the prospect of a railroad connecting Prescott with other cities in Arizona. There had been much debate over this subject. That February, Dan Thorne joined 45 prominent citizens in the incorporation of the Prescott & 35th Parallel Railroad Company, but years would pass before the first train roared into Prescott. The *Courier* of June 12, 1885, complained, "A railroad and quartz reduction works are badly needed in this part of Arizona."

In July 1881 a year and a half after Mary Anna's death, Dan married a young Texan named Ellen Josephine Bouyea, who kept a boarding house in Prescott with her sister Alice.[17] Josephine proved to be healthy and strong, and their marriage lasted for 31 years. She reportedly bore him two sons, neither of whom survived infancy.

Shortly after his third marriage, Thorne and his partner Piercy leased the Exchange Saloon (west side of Montezuma St.), from C.F. Cate, renovated it, and renamed it the Cabinet Restaurant. It "threw open its doors," according to the newspaper ad, on September 4, 1881. It was a European style restaurant, with "Everything the Market Affords constantly on hand." Thorne and Piercy now owned two "Cabinet" establishments, both with fine cuisine. But Dan apparently tired of managing two such businesses at once. The *Miner* (Jan. 6, 1882) reported that the "Cabinet" club room, under the management of Bill Taylor, is now a picture of beauty, the walls of which have been decorated with handsome pictures."

Family tradition has it that Dan loved gambling and owned a string of racehorses and



Cabinet Saloon Exterior

interest in a 150-acre racetrack. He filed articles of incorporation with five partners for the Prescott Driving Club in 1882 and was a founding member of the Prescott Jockey Club in 1874. Pools were sold at the Cabinet Saloon, and in June 1875 Dan and a Mr. Cook entered "Bay Jim" in a race against four other horses. Dan reportedly gambled away small fortunes at the poker table in his saloon: "money, land, property and mines." But his varied investments kept him afloat.

Always on the alert for ways to enhance his business, Dan took advantage of the demise of the local Prescott Dramatic Club in early 1882 and the consequent lack of theatrical entertainment. In August 1882 he filled the void by constructing a stage in the rear of the Cabinet Saloon. He hired singers, dancers, and actors to perform variety shows and packed the house nightly. In October 1882 the *Miner* announced that the Cabinet Minstrel Troupe had arrived to make amusement for the crowds who spent their evenings in the "ancient retreat." Editor Charles Beach noted that Dan "certainly deserves great credit for his indomitable energy and persistence." He touted Dan's periodic upgrades to the interior of his saloons and thanked him for the fine performances of Mr. and Mrs. Norton, Miss Birdie Hastings, and Mr. Nathan (an accomplished pianist) at the Cabinet. "Mr. Thorne is always to be found in the lead of that particular branch of business which he follows."[18] That same year, in May, Dan became the exclusive owner of the Silver Prince Mine. He had become an amusement and mining magnate.

In April 1883 Dan sold Lot 19 with the Cabinet Saloon to Hugh McCrum of San Francisco for $5,777.50. And none too soon! On the morning of July 5 a fire broke out in the restaurant department of the Cabinet and raged down Whiskey Row, destroying the original brick Palace bar, along with the Cabinet and its principal rival, the Diana Saloon. According to the July 7 *Arizona Gazette*, "Volumes of smoke poured from the doors and windows and soon the flames were seen issuing not only from the roof of Thorne's, but from the eaves of the neighboring buildings so rapid was their progress." Ellis & Whitney's saloon, the Diana, had to be dynamited to prevent the flames from jumping across the street. The explosion was deemed "a complete success; instead of the building flying into the air and sending burning fragments all over the city, it settled quietly to the ground a mass of rubbish. Thus all danger in that direction was ended." McCrum's loss amounted to $7,000. Dan also lost a building (probably the Cabinet Restaurant) and stock of goods valued at $7,000. Not to be daunted, in 1885 Thorne and a new partner, Mr. Harrington, assumed management of the Eclipse Saloon (Lot 16) as well as the P & O Restaurant (Lot 15).

In early 1886 Dan and a partner, Peter L. Kastner, contracted Col. John G. Campbell to rebuild the Cabinet Saloon on Lot 21 of Whiskey Row. They paid Campbell $500 in advance rent and signed a three-year lease on the lot. Construction moved slowly, and the partners complained to Campbell of the exposed, uninsulated, and unplastered north wall, which faced an empty lot. Campbell refused to finish it. Barely had the Cabinet opened on September 13 when Thorne and Kastner had a heated disagreement over the latter's errors in filling out checks. The indignant Kastner bought out Thorne on September 24, dissolving their partnership. But whatever their differences, they must have been forgotten when Kastner married Thorne's adopted daughter Florence in March 1887.

Still eager to invest in the lucrative businesses of Whiskey Row, Dan purchased the Palace Saloon and Chop House from Charles Morgan (April 1888). He opened it May 1,

with himself as manager of the saloon and Fong Murphy as "chief de cuisine of the chop house."[19] He continued as sole manager until March 1891, when Mr. Smiley joined him as co-manager. It was a short-lived partnership. By May 13, W.A. Freeze had replaced Dan as co-manager and became sole proprietor in September 1892. Perhaps stressed by juggling too many projects, Dan decided to sell the saloon and devote all his time to his mining claims in the Congress District.

By 1897 Dan and Josephine were living in Maricopa County and visited Prescott infrequently. Dan was attending to his mining investments there: at least five well-developed claims, including the Gold Standard, the Rover group of quartz mines, and other claims rich in pyrite ores.[20] Still, the 1900 Census shows him living with his wife and Dan Jr. in Prescott as a mining operator. But by 1902 Dan and his wife had moved to New York City. Records of March 18, 1913, show the couple married 31 years, residing in an apartment house at 248 Sherman Avenue in Manhattan. He died of a heart attack at his residence on March 21, 1913.

While Dan Thorne's participation in Prescott's social and political life is not well documented, his obituary notes that he was "always in the front rank" of all public movements, "whether business or pleasure was the motive." It also praises his generosity and his "many acts of benevolence." As a politician, "he was sagacious and always triumphed in his cause, generally being with the Democratic party."[21] Daniel Connor Thorne's lust for life, his perseverance and resilience in the face of calamity and tragic personal losses, and his intrepid entrepreneurship in the mining industry and saloon and restaurant businesses exemplify the Arizona Territory's pioneering spirit.

End Notes

[1] Mary Lee Spence, ed., *The Arizona Diary of Lily Frémont, 1878-1881* (Tucson: University of Arizona Press, 1997), 144-145.
[2] Family records list his birth as 1827, however the 1870 Federal Census lists his age as 39 and his birth therefore about 1831 and the 1900 Federal Census specifies June 1829.
[3] Dan apparently first married about 1847, but the bride's name is unknown. Family tradition has it that "Mrs. D.C. Thorne" died on a journey to Oregon in a covered wagon. See Lorretta Curry's family narrative on Ancestry.com for Mary Anna Wilson Thorne.
[4] See D.C. Thorne, Jr.'s narrative in the D.C. Thorne surname vertical file in the Sharlot Hall Museum Archives.
[5] All of the lots on Whiskey Row were 25 feet wide and 150 feet deep.
[6] *Arizona Weekly Miner* (Jan. 1, 1870). Behan later gained notoriety as Cochise County, AZ, Sheriff at the time of the O.K. Corral shootout).
[7] *Arizona Weekly Miner* (April 2, 1870).
[8] *Arizona Weekly Miner* (June 18, 1870). Thorne purchased Lot 11 and one-half Lot 9, Block 7, on July 18, 1870.
[9] See Richard Gorby's "Prescott's Plaza: 1864-1900" in the Sharlot Hall Museum Archives. It is unclear where Gorby obtained this information. There are no ads or news items in the *Miner* for the Cock Pit.
[10] See R. Michael Wilson, *Great Stagecoach Robberies of the Old West* (Connecticut: TwoDot, 2007), 84. The family's version differs in some details: there are two outlaws, described as "amateurs." See also the *Miner* (Oct. 5, 1877).
[11] See Lorretta Curry's family narrative on Ancestry.com.
[12] August 24, 1877.
[13] *Arizona Weekly Miner* (Feb. 1, 1880).
[14] See Lorretta Curry's family narrative on Ancestry.com.
[15] The Thornes sold their lot on N. Montezuma (Block 7) to Andrew L Moeller on March 2, 1876. They must have lived on Alarcon, then, from 1876 to 1880.
[16] Florence was reportedly a "visitor from New York." What happened to her parents remains unknown.
[17] While the family history asserts that the Bouyea sisters may actually have been New Yorkers, the Federal Census records of 1880 and 1900 list Texas as their state of birth.
[18] October 13, 1882.
[19] *Arizona Weekly Journal-Miner* (May 2, 1888).
[20] See the *Arizona Republican* (Feb. 25, 1896), p. 5, c. 3.
[21] *Prescott Journal-Miner* (March 26, 1913).

The Creation of Arizona: Spoils of the Mexican-American War

By Al Bates

Although the unofficial title "Father of Arizona" was claimed early on by Charles D. Poston, a self-serving mining promoter and lobbyist who professed an essential role in creating Arizona Territory, the primary credit should go to President James K. Polk. His policies while in office brought into being the American Southwest, and—with a later assist from James Gadsden—made possible the creation of the political entity known as Arizona.

President Polk served only one term (by choice) but he accomplished much in those four years (1845-49). Polk presided over the final land acquisitions that satisfied America's "manifest destiny" and made the United States a bicoastal giant. He settled the boundaries for the Pacific Northwest by negotiation with England and he created the American Southwest by setting in motion a monumental land grab from the newly (1820) independent nation of Mexico.

When the United States acquired the fledgling nation of Texas as a new state in 18xx it also acquired an international boundary dispute that would lead to war with Mexico. Americans believed that the border should be at the Rio Grande River; the Mexicans thought it should be much further east. President Polk guaranteed war by sending American troops into the disputed area, and Mexican troops obligingly attacked them.

President James K. Polk

After the American response to the Mexican military action climaxed with the capture of Mexico City, the Mexican government conceded that, indeed, the border would be at the Rio Grande. But then the American negotiators dropped the other shoe: The United States also wanted California and the lands between there and Texas for which we would pay them ten million dollars. The Mexicans unhappily had to cede about half of their claimed territory to the United States; territory that ultimately became our states of California, Nevada, Utah, New Mexico and Arizona.

The original instructions to American negotiators setting terms to end the Mexican-American War were to set the easternmost part of the border at the Rio Grande River and then to establish the remainder of the international border at the 32nd parallel (a few miles below Tucson) thus providing ample room for a southern transcontinental railroad corridor. Although the Mexican government did agree to set the Texas border at the Rio Grande, the Treaty of Guadalupe Hidalgo established the border with what became New Mexico Territory well above the 32nd parallel, using the Gila River as a major dividing line. Even so, Mexico ceded a gi-

gantic chunk of its lands, to the United States for peace and a paltry sum of money; however, defects in the boundary settlement quickly brought the treaty under fire from both sides of the new border.

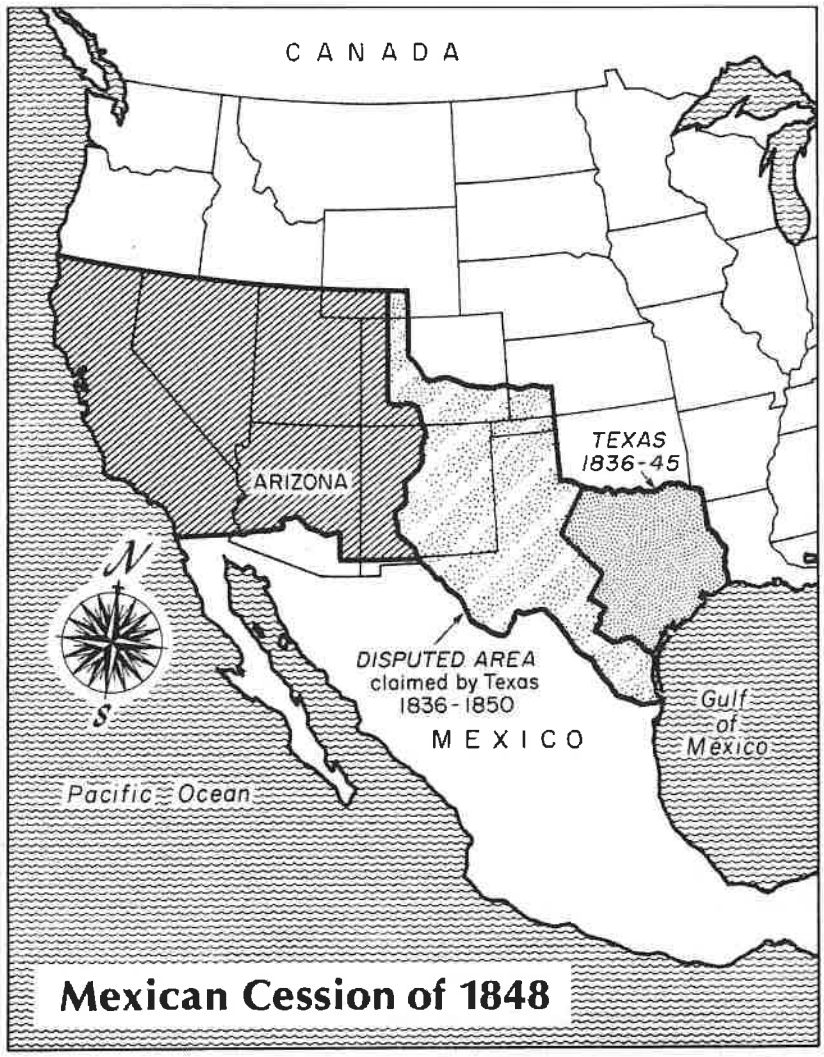
The boundary location was at issue because the map used in the treaty negotiations was highly inaccurate (since the area had not yet been surveyed) and left the exact border position open to interpretation. Later negotiations between the American and Mexican boundary commissioners led to a compromise that was rejected by the United States Congress—leaving in dispute a six thousand square mile piece of land known as the Mesilla Strip. This dispute led to saber rattling on both sides and a second war appeared imminent unless a settlement could be reached.

And here is where James Gadsden comes in. Gadsden was a 65-year-old Georgia railroad man (formerly an Army officer and at onetime a Florida politician) in 1853 when he was tapped by Polk's successor, President Franklin Pierce, to be Minister to Mexico with instructions to settle all issues left over from the Mexican War. However, Gadsden's most essential mission was to obtain sufficient land below the 32nd parallel for the building of a transcontinental railroad. What Gadsden accomplished was the purchase of almost 30 thousand square miles of sparsely settled desert below the Gila River.

And why was that transaction so important to the creation of Arizona?

Imagine Arizona without that area. There would be no Southern Pacific railroad (or Interstate 10 for that matter). Tucson would be a minor Mexican city on the northern fringe of Sonora. Yuma could not exist at its current location below the Gila River; and Phoenix, without the Southern Pacific Railroad would be a relatively unimportant border town.

The rest of Arizona as we know it today probably would be a fringe part of western New Mexico. Flagstaff, because of its position on what would be the southernmost



transcontinental transportation route, would be the area's most important city and possibly a county seat for western New Mexico.

Indeed, without the Gadsden Purchase the entire concept of "Arizona" could not exist. When most of what is now Arizona came into the Union as part of New Mexico Territory, the land above the Gila River was an isolated, unsettled area with no separate identity and of little perceived value. It was not until Americans began to settle in the Gadsden Purchase that the idea of a separate identity for an "Arizona" began.


James Gadsden

Once Gadsden was in Mexico, James Buchanan, the American Secretary of State, sent a messenger with instructions so confidential that they were not written but were memorized by the messenger. Those instructions gave Gadsden four negotiating options, two of which included the acquisition of Baja California by the United States. If none of these offers were acceptable to Mexico, then Gadsden's final fallback was to at least get sufficient territory for the railroad.

The Mexicans, led by their president, Antonio López de Santa Anna, felt that they were negotiating at the point of a gun since they feared another war, their internal politics were chaotic, and they were in desperate need of cash. On the other hand, they feared that giving up too much land would bring down their shaky government sooner rather than later.

The negotiations began poorly. In Santa Anna's version of events, Gadsden presented a map at the first conference that showed the United States containing Baja California, Sonora, part of Durango and Chihuahua—half of the remaining Mexico. Santa Anna refused to look at the map and it was withdrawn from consideration. In his words, "The government at Washington, with knife in hand, was still trying to [cut] another piece from the body which it had just horribly mutilated, and threatened another invasion."

The ceding of Baja California was quickly off the table. All four American negotiating options were rejected, and the Mexican government was firm that their territory must continue to include a land route to Baja. This removed any possibility for an American port at the Gulf of California, but had no impact on the goal of providing for the southern railroad route. The Mexicans placed little value on the land desired for a railroad route except for the Mesilla Valley, a prime agricultural area that they used to negotiate a "splendid indemnity" of 20 million dollars.

Gadsden and the Mexican negotiators signed a draft treaty on December 30, 1853, which was submitted to the U. S. Congress for ratification; but the negotiations were not yet over. The United States Senate felt it necessary to tinker with the details, first reducing the total area to be purchased by drastically revising the shape of the southern boundary, and then by reducing the purchase price by half.

The final boundary line between Old and New Mexico evolved as it did to fill two desires. The stepped section to the east was intended to bring the heavily used Gila Trail within the United States and the diagonal section to the west was in response to Mexico's request that the border be far enough above the Colorado

River delta for the building of a bridge linking Baja California to Mexico.

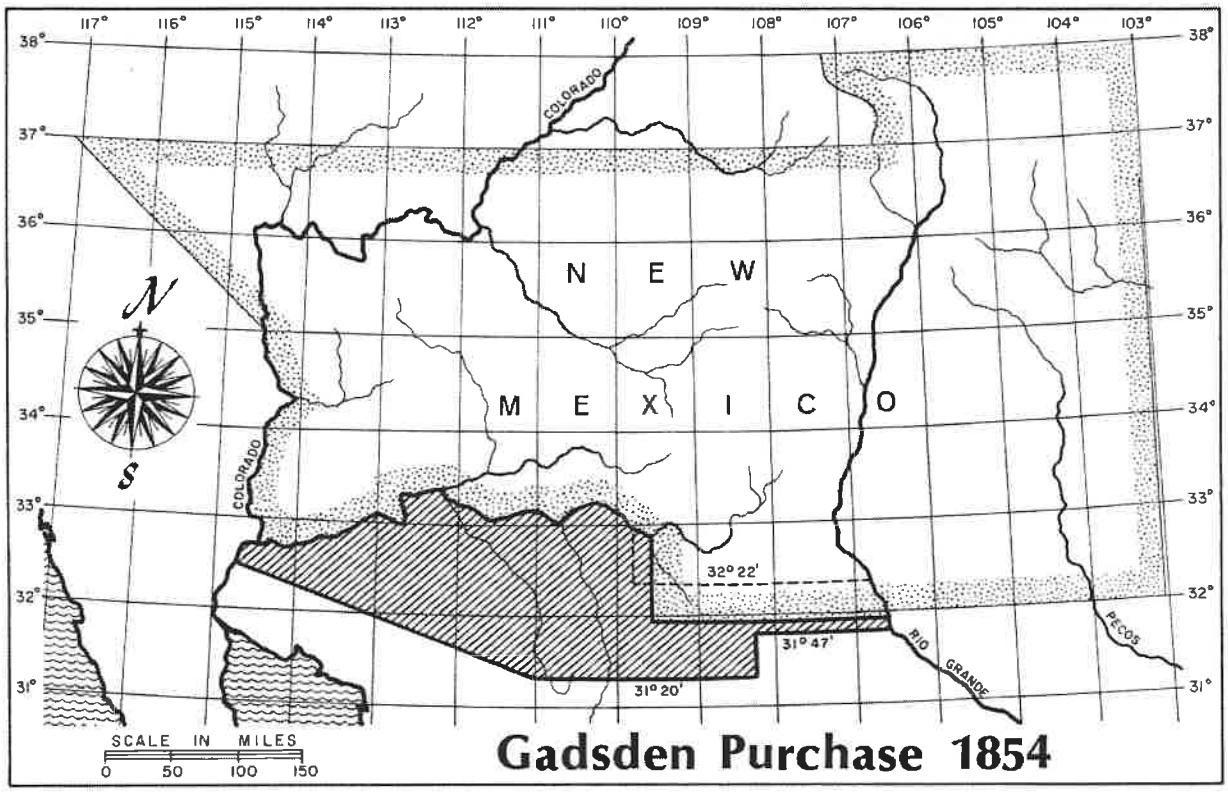
Neither the Mexican President nor the American President was pleased with the results, and Gadsden himself urged that the new boundary not be approved, but both presidents eventually signed off on the revised document. The purchase became effective at the end of June 1854 and, although the American flag rose at Mesilla almost immediately, it took almost two years for the boundary to be surveyed and marked and for the United States Army to take formal possession of Tucson.

Acquisition of the new area below the Gila was not universally applauded. One California newspaper correspondent wrote that it was "a barren, deserted, dreary waste—a desert—useful only as a dwelling place for the coyote, the owl, the rattle-snake, and the prairie dog."

On the other hand, suitability of the land below the Gila for a transportation corridor was soon validated when the Butterfield Overland Mail and Passenger Service was established across the district using very much the same route to be followed 25 years later by the Southern Pacific Railroad.

When American settlers began arriving in the area—many ahead of the formal possession—they found more than an inhospitable waste populated by cactus and lethal critters. They found opportunities in mining, farming and ranching. This despite the growing menace of the Apache tribes and the activities of a growing lawless element (including many who were on the run from California vigilante groups) that was emboldened by a lack of law enforcement.

The earliest spur to settlement of the Gadsden Purchase was the lure of mineral wealth, fu-



eled by stories of long-abandoned but rich Spanish silver mines. Indeed, the very name Arizona comes from a fabulous 1736 silver find called Planchas de Plata located west of Nogales, Arizona, and just south of the current international boundary. It was located near a ranch settled by Spanish Basques who named the ranch "Arizona" derived from "aritz ona" for "the good oak" in the unique Basque language—not Spanish.

Farmers, ranchers and merchants followed the miners into the Purchase. There they found a drastic need for local civil government, and to quote one of those who mourned the lack of order, they had "no laws for our guidance, no courts, [and] no officers to preserve the peace." The American settlers thus began clamoring for separation from the territorial government at far-distant Santa Fe and for the establishment of a separate territory, with its capital city located at either Tucson or Mesilla.

The first-known official, or semi-official, use of the name Arizona is found in an 1856 memorial to United States Congress advocating a separate government for the Gadsden Purchase and for it to be named Arizona Territory. The document was written in Spanish and was signed by 57 Mesilla residents—and had no noticeable impact.

In August 1856, at a convention in Tucson, 260 delegates petitioned Congress for separate territorial status—again using the name Arizona—and this time defining the boundaries as splitting New Mexico Territory west to east at 34 degrees, 20 minutes north, and terminating at the Rio Grande River. That effort also accomplished nothing.

With their patience running thin, the Gadsden Purchase residents held a convention at Tucson in April 1860, and this time went to the extreme measure of establishing a provisional government for their definition of Arizona while awaiting action by Congress. Dr. Lewis W. Owings of Mesilla was chosen governor and a full slate of other territorial officers was selected. Again Congress could not be bothered.

Then in March 1861 a convention held at Mesilla rejected the United States and tried to attach their version of Arizona to the newly formed Confederate States of America, with Dr. Owings continuing as governor. This didn't make much of an impression either, and it remained up to controversial Texan Colonel John R. Baylor to finally create an Arizona Territory that would be recognized by a national government.

Colonel Baylor led a ragtag-appearing but effective mounted force from southwest Texas to take control of the Mesilla Valley in July 1861. Less than a month later he proclaimed the Confederate Territory of Arizona, splitting it from New Mexico along the 34th parallel. He also named himself as military governor, effectively putting Governor Owings out of business.

Baylor was successful in getting his version of Arizona recognized, and on February 14, 1862, the Rebel government in far off Virginia bought his version of Arizona as a Confederate Territory. That did not last for long, for once the few Confederate soldiers in "Arizona" were flushed out by the "Column from California," Union General James Carleton declared himself military governor of Arizona Territory using a boundary definition recently adopted by the United States House of Representatives.

Then, on February 12, 1863, President Abraham Lincoln ended a long and contentious process by signing the Organic Act that split Arizona from New Mexico along the now familiar vertical line—leaving the Mesilla Val-

ley behind. Our half-century path to statehood had begun, but there was one final tweak left for Congress to make to the shape of Arizona.

And that had to do with the triangular shape in the northwest corner of Arizona Territory that contained portions of Mohave and Pah-Ute Counties. In 1866, Congress determined to add this portion of Arizona to the new State of Nevada. When the Territorial Legislature became tired of protesting, they renamed the remains as Mojave County and accepted the reshaping of Arizona to its current outline.

Of course, Arizona's future as a state was far from guaranteed and it took strenuous efforts by the Territorial citizens to stave off efforts to reunite Arizona and New Mexico as a single state—which would have made this whole story moot.

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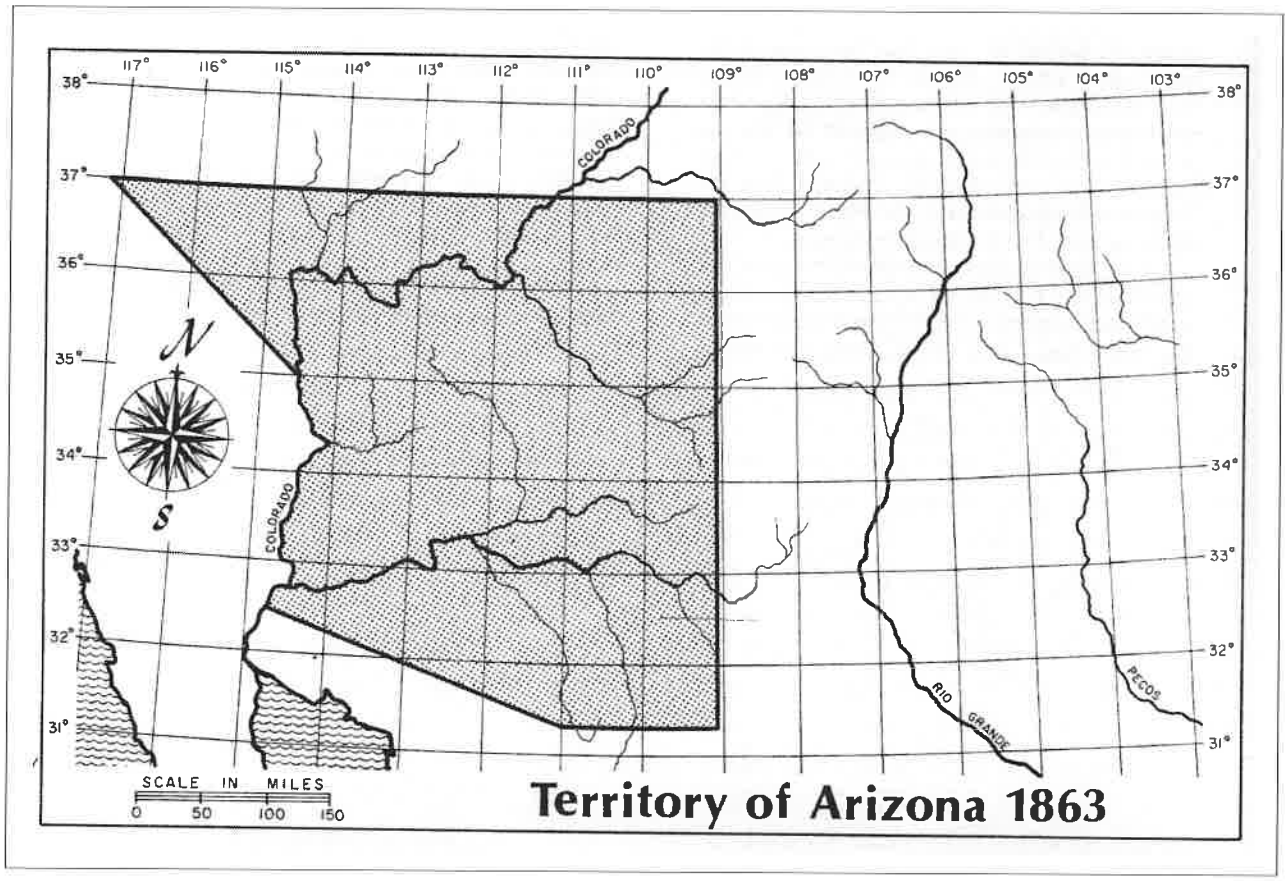


The Disappearing World's Oldest Rodeo Trophy

One of the most interesting artifacts of early Prescott history—the first trophy ever awarded at a "cowboy contest" or rodeo—has gone missing for extended periods, not just once but twice, for a total of 70 years lost from public view. The first time it resurfaced was during a World War 1 scrap metal drive. The second time it was recovered in southern Arizona from the personal effects of a former Prescott Frontier Days Association official.

Independence Day celebrations were traditional from Prescott's first year of existence in 1864 with horse racing as an important part, but in 1888 the first "cowboy competition" was added. Admission was charged and prizes were awarded, including a plaque presented to the outstanding competitor. That trophy was a key element in establishing Prescott's Frontier Days as "The World's Oldest Rodeo," but it soon went missing, not to appear again for 30 years.

Juan Leivas

That first 1888 rodeo consisted of two events, steer roping and bronco riding. A young cowboy from Date Creek named Juan Leivas won the roping contest and tied for first in the bronco riding, to earn the "Best Cowboy" trophy. Juan soon left Yavapai County for ranch work in southern Arizona where, tragically, he died of injuries suffered in a fall from a mean "outlaw" horse. The trophy's fate was unknown.

Skip forward to 1918 and a Prescott area scrap drive to collect metal for the war effort: H. D. "Hed" Aitken, who had been secretary and treasurer for the 1888 rodeo was astounded to recognize the trophy among the gathered materials. He bought the trophy from the scrap dealer who was satisfied with a small but instant profit.

Where had it been for those 30 years? Who had donated it to the scrap drive? There is no way that anyone will ever know, but the Prescott Frontier Days Association was thrilled to have it back. Grace Sparkes, the volunteer 30-year association secretary, was pleased to accept the trophy and hung it proudly in her office where it remained on view for over a quarter century.

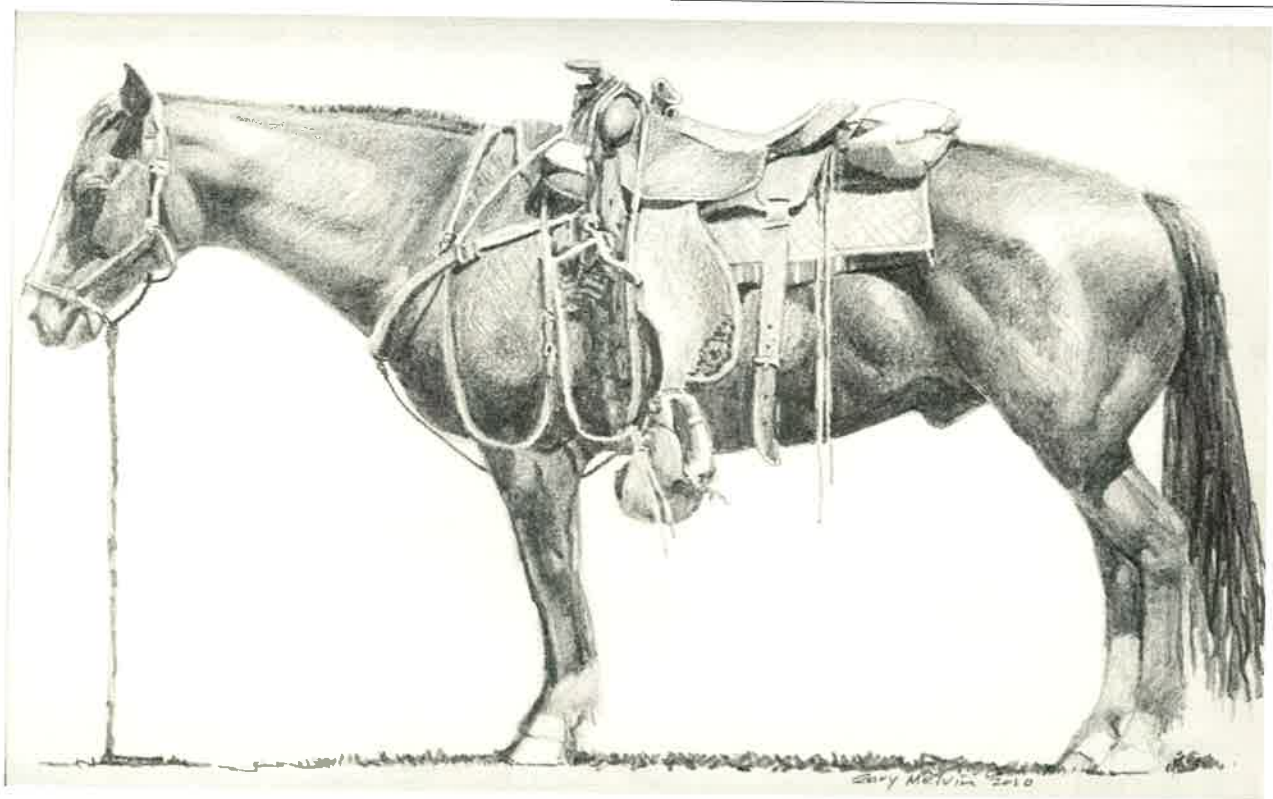
When the Yavapai County Board of Supervisors eliminated Ms. Sparkes' paid job as county tourism ramrod in 1945 she moved to Cochise County where she managed mining properties inherited from her father. Again the trophy dropped from public view, this time for 40 years, taking our story to 1985.

That was the year the late Ms. Sparkes was honored by induction into the Arizona

Women's Hall of Fame, and it was then that her nephew and heir, Will Sparkes, contacted the Rodeo Association wishing to relinquish the trophy to Prescott "where it belongs." Once again it was returned to the Prescott Rodeo Association and this time it was donated to the Sharlot Hall Museum for safekeeping—on view again but now under lock and key.

This article was adapted from information in Danny Freeman's, book "World's Oldest Rodeo" which painstakingly documents Prescott's Frontier Days rodeos from 1888 to 1988. Danny, the first Prescott Corral Sheriff and long-time Frontier Days official, was the author of numerous articles, pamphlets and books about the histories of important Yavapai County civic organizations.

Clara Welch, great grand niece of Juan Leivas, with Danny Freeman at the 1986 presentation of the recovered trophy.



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 and the annual History Symposium it co-sponsors with the Sharlot Hall Museum. The Prescott Corral's most recent WI recognition went to corral member Dr. Joe Briggs who won third place in the Phillip A. Danielson competition for best presentation by any Westerner member in 2009.

ABOUT OUR CONTRIBUTORS

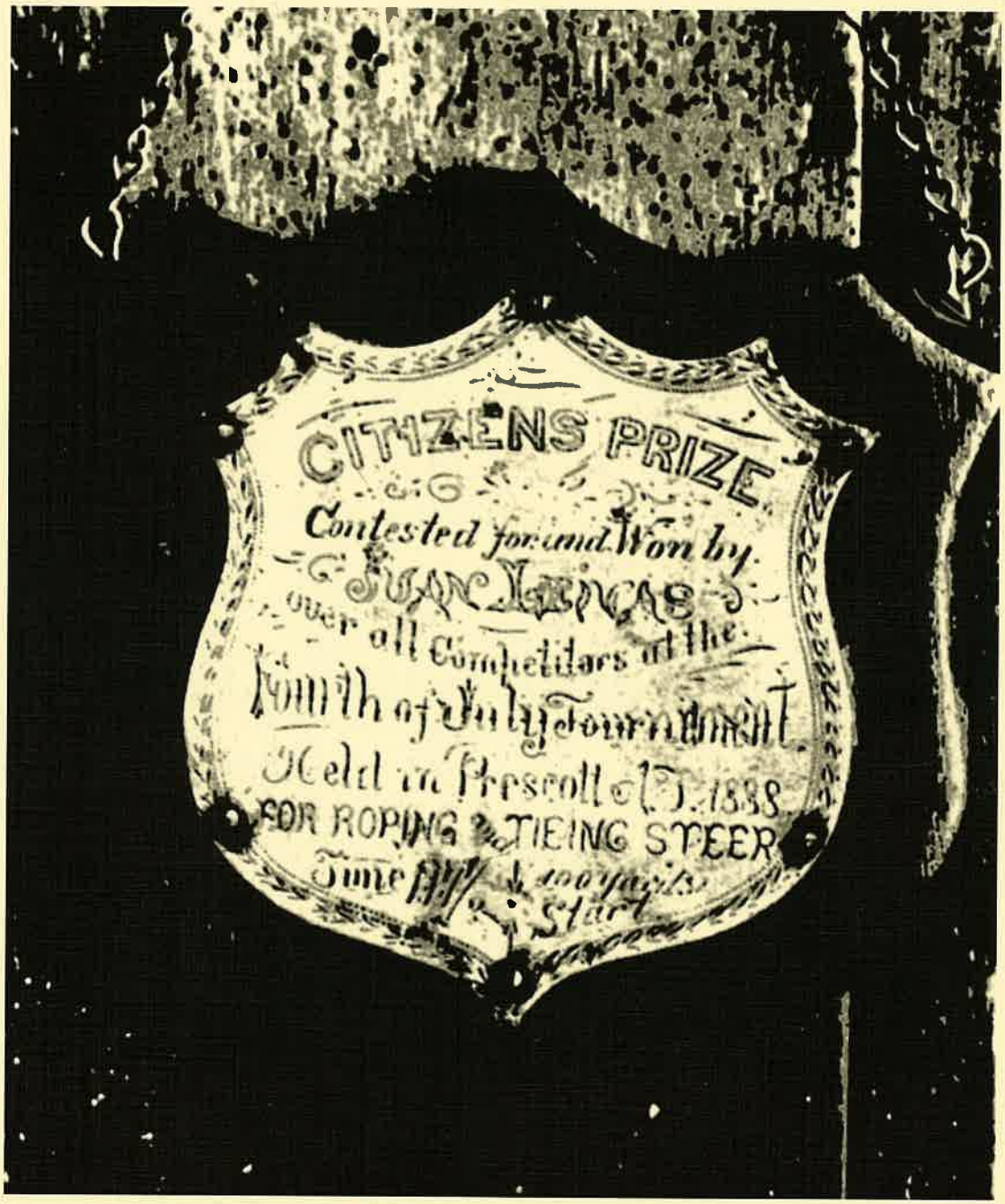
Jim Babbitt, a native of Flagstaff, holds a Master of Arts degree from the University of California at Berkeley. He owns and operates Babbitt's Backcountry Outfitters of Flagstaff and is an adjunct professor of history at Northern Arizona University.

Mona Lange McCroskey is a fourth generation Arizonan and a member of a pioneer ranching family in Yavapai County. She has bachelors and master's degrees in southwest history from ASU and a master's in library science from the U of A. She has been recognized for her contribution to preservation of Arizona History with the "Sharlot Hall Award" and has been named an "Arizona Culture Keeper."

Tom Collins, a professor emeritus of theatre at the University of Wisconsin-Platteville, is a volunteer at Prescott's Sharlot Hall Museum where he conducts research on the theatre in Arizona Territory. His writings on that subject include a book called *Stage Struck Settlers in the Sun Kissed Land: The Amateur Theatre in Territorial Prescott, 1868-1903.*

Al Bates served as the Prescott Corral Sheriff in 1998 and is an occasional speaker on Territorial Arizona history. He is the author of *Jack Swilling: Arizona's Most Lied About Pioneer.*

Gary Melvin, after a 35-year career as a physician is now a full-time and prolific artist working from his Prescott studio. The *Territorial Times* has been fortunate to feature his work regularly. To see more examples of Gary's work, go to his website: garymelvinart.com.



World's Oldest Rodeo Trophy, Prescott, Arizona, 1888