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THE SHEEP INDUSTRY IN ARIZONA, 1905-1906

Edited by FRANK D. REEVE

*The "Old Observer" in Arizona**

IT WAS on the morning of December 20, 1905, later than 5 a.m., that we dropped into the heart of the Mojave desert, at Daggett,¹ Cal., having come over the San Pedro,² which, without exception, is the most cheerless of all western routes, being utterly devoid of scenic attractions and possessing not a single attribute which may reconcile a traveler to the inconveniences in respect to delay to which at least half the way from Salt Lake he is subjected. We were a day and two nights reaching this point.

One finds, at this hour, the single tavern enveloped in darkness, and must wait an hour at least before he can secure a bed in which to sleep away for three or four hours the recollection of the siege through which he passed.

The desert here at Daggett is walled in by the Odd mountains at the south, while at the north stretches the Calico range,³ beyond which is Death valley.

Through this desert tract, visible at intervals (otherwise pursuing its subterranean way), courses the Mojave river, whose sources are in the San Bernardino mountains, 80 miles

* (From our Traveling Staff Correspondent) *The American Shepherd's Bulletin*, vol. 11, no. 1, January, 1906. [See NEW MEXICO HISTORICAL REVIEW, vol. 38, no. 3 (1963). F.D.R.]

1. Daggett, California, is a railroad station of the Atchison, Topeka and Santa Fe Railway on the Mojave desert between Needles and Barstow. In early days it was a shipping point for borax hauled in wagons from mines in Death Valley. C. A. Higgins, *New Guide to the Pacific Coast, Santa Fé Route*, p. 200. Rand, McNally & Company, Chicago and New York, 1894.

2. The San Pedro, Los Angeles & Salt Lake Railway was constructed by the E. H. Harriman interests and Senator Wm. A. Clark of Montana under an agreement signed July 9, 1902. George Kennan, *E. H. Harriman*, 1:346. Houghton Mifflin Co., Boston, 1922. 2 vols.

3. Calico Range lies about twelve miles northeast of Daggett, California. Camp Borate was located in this range and twenty-mule teams hauled the borax to Daggett until a narrow guage railroad was completed in 1898. Harold O. Weight, *Twenty Mule Team Days in Death Valley*. The Calico Press, Twentynine Palms, Calif., 1955.

southwest of Daggett. The town of San Bernardino is southwest of the mountains.

This stream runs southeast from its canyon for 40 miles to its first sink at Victor or Oro Grande. Thence it proceeds to Barstow. For a dozen miles 'tis invisible. Thenceforth for a mile it meanders through the sands, its waters being exposed to the sunlight, to again disappear for four miles, when in close proximity to the channel a lakelet appears which is denominated the "Fish pond."

Here the main channel is tapped, and the first water taken out supplies the big ranch of Judge Van Dyke,⁴ which yields quantities of alfalfa and vegetables.

Nine miles below Daggett the water from the canal is hoisted by a Chinese pump for four ranches, viz., those of Jack La Vierge, E. T. Hillis, T. Williams, E. W. Myers and Thos. Williams—the latter of Otis, Cal.

In the stretch of 30 miles northeast of Daggett are three or four miles of arable, cultivable land.

The desert, therefore, from the canyon of the Mojave to Needles, the eastern end of the Waste,⁵ is quite 250 miles in extent.

There are several oases in Death valley, which, of course, afford homes and sustenance for men and beasts.

In the territory around Daggett are extensive borate⁶ deposits. The principal mines here have railroads leading down to connect with the Santa Fe. (These Spanish appellations are everywhere retained, although the average English-speaking person fails to grasp their significance or to appreciate the emotional faith that moved the early Latin fathers to bestow them. "Santa Fe," for example, signifies "Holy Faith.")

Perhaps the largest borax mine is nine miles north of Daggett.

The altitude of Daggett is 1,080 feet. From Daggett east

4. The Van Dyke ranch at Daggett, Calif., is mentioned in *Calico Print*, VII, No. 8, p. 3.

5. The term Waste apparently refers to the Desert.

6. Weight, *op. cit.*

to Needles, 150 miles or thereabout, the land gradually but essentially falls off, so that the elevation of the station (Needles) is but 480 feet. Thence to Kingman, on the Little American desert, 150 miles, there is but a slight descent. The altitude of the latter place is 461 feet.

Within 15 miles of Kingman, southeast, Mr. Frost is running Angoras. Some account of his enterprise will be given in a separate chapter.

FROM KINGMAN TO SELIGMAN the route lies through a region now covered with a thin coat of snow—a desert plain o'ergrown with cactus and large bunches of yucca. The plain is crossed by rugged hills, also o'ergrown with cacti ranging from little shrubs to small trees, their limbs flecked with snow, giving them a coral-like appearance.

These hills are hoary; their frosted polls are wreathed with scattering junipers, mesquite and chenise. The mesquites here are shrubs eight or ten feet high with a foliage resembling that of the yew tree (evergreen); quite graceful they are and would make a magnificent hedge. They bear beans in pods comparable to those of the locust. These are edible for stock, and for cattle and hogs are fattening; sheep are seldom ranging where they can get them in season. Farther south the mesquite is a tree, often 30 feet high. In some parts this is about the only wood of the region.

The conical or rounded hillocks are of granite formation, which fact is attested by the masses of huge boulders of that rock at the bases of the hills—immense piles like big heaps of drift dropped from huge receptacles held by giant arms.

But the mesas which abut upon the plain and stretch back to the mountains, as shown by the exposed rimrock and the detached blocks of stone, are mal a pie,* a volcanic rock, ancient lava.

The mountains beyond are likewise of this formation, and many an extinct crater may be discerned among the peaks of low and medium elevation.

* Sp., "Bad to the foot," "bad land."

The rimrock is broken by "rincons"—coves which penetrate into the mesas.

A dry river cuts through the desert and there are innumerable "washes" enlarging year by year—the beginnings of canyons.

The whole region—plain, hills and mesas—is covered with

GRAMMA GRASS. 'Tis, in fact, a gramma country. This feed is found everywhere—in the open and among the cacti, chenise and mesquite, and the sage brush growth on the higher hillsides and mesas. It goes without saying that this is

A GREAT GRAZING REGION, though a desert and springless—there are no natural water holes. But the stock men have provided, at great expense, back toward the mesas, storage basins—dams—to save and hold the surface water.

"Dam sites" have been filed upon tracts of 40 or more acres. No one has been allowed to locate at a distance of less than five miles of another, and usually the dam will be quite that distance from the mesa; it would ordinarily be impracticable to establish the dam nearer, because of the danger of washouts in times of floods or excessive flow from the higher uplands.

Some parties—sheep and cattle men—have 25 to 30 thousand dollars invested in such water property. These claims are isolated, private holdings in the midst of thousands of acres of government land.

The western limit of sheep ranging is Seligman, and much that has been said in regard to provision for water, so far as this class of stock is concerned, applies to the region north of Seligman, Ash Fork, Williams, Flagstaff and Oliver.⁷

The sheep here as a rule are fine medium Merino (crossed at intervals with Shrops and other species of the Downs

7. "Just about the time Gila City went into eclipse [1862], placer mines were discovered at La Paz, Olive City, and Ehrenberg on the Colorado above Yuma, and for a time this region became a mecca of gold hunters." F. C. Lockwood, "Early Mines and Mining in Arizona," University of Arizona, *General Bulletin No. 5*, p. 20 (1940). Geo. H. Kelly, *Legislative History: Arizona 1864-1912*, p. 16.

order). They produce a fine, nice fleece, of variable shrinkage, according to the character of the season preceding shearing—55 per cent to 68 per cent. This sold in 1905 at 17c. @ 22c. per pound.

The earliest "grass" lambs (ready for market in July) come from Arizona. At this time of year many of the flocks are down south, in the neighborhood of Phoenix, yet not a few are in the hills north of the Santa Fe road, within 15 or 20 miles of the line. Details in regard to size of flocks and methods of handling them will be given later, in the course of interviews with sheep men. At

HUALAPAI,⁸ near Hackberry, on the road to Seligman, on the Indian reservation, is the agency—a group of substantial, even elegant, brick buildings. The schoolhouse, especially, is a noble structure, massive in its proportions, artistic in design and construction.

Mention of this building awakens a remembrance of the trip to Seligman.

The train halted at Hackberry. Our coach contained a number of Arizonians who were bound to points farther east to spend Christmas. Among these was a lady who looked through the window across a vacant strip of land to a little, long low wooden shack on the village street with a flagstaff

8. Camp Hualpai was established in 1869 on Mojave Creek 1½ miles southeast of Aztec Pass and forty-five miles northwest of Prescott, Arizona, according to L. B. Bloom, ed., "Bourke on the Southwest," *NEW MEXICO HISTORICAL REVIEW*, IX:164 (1934).

A postoffice operated from January 13, 1873, to November 18, 1880. D. T. Foster was the first postmaster. The name was changed to Charmindale on January 30, 1879. Will C. Barnes, *Arizona Place Names*. Revised and enlarged by Byrd H. Granger. The University of Arizona Press, Tucson, 1960. John and Lillian Theobald, *Arizona Territory Post Offices & Postmasters*. Arizona Historical Foundation, Phoenix, 1961.

Sheldon H. Dike, *The Territorial Post Offices of Arizona*. Dr. S. H. Dike, Albuquerque, N. M., 1958.

The name of the Camp was changed to Juniper in 1883. A postoffice was established February 2 with Charles A. Behm as postmaster and continued until July 15, 1910. Barnes, *Ariz. Place Names*, Dike, *Territory Postoffices*, and Theobald, *Postoffices & Postmasters*.

The Hualapai Indian Reservation was established January 4, 1883, ranging northward from Juniper. A postoffice was established November 22, 1882, and discontinued April 2, 1883, when the name was changed from "Wualapai" to Juniper. Headquarters for the Indian agency were established at Peach Springs. Barnes, *Ariz. Place Names*.

When the Atlantic & Pacific Railroad was extended westward in the 1880's, the station was Peach Springs, three miles southwest of Peach Tree Springs. A postoffice was established July 12, 1887, with Jacob Choenuour as postmaster. Sources cited above.

surmounting the front gable, and remarked to her husband: "That's where I used to go to school in my girlhood."

"Yes," said an elderly man, a resident, who had dropped in, while the car was waiting, to shake hands with the lady, "I have \$35 in the schoolhouse. The Indian schoolhouse cost \$65,000. They have a school nine months in the year; our children six months or thereabouts. That's the difference between the Indians and us. I wish I was an Indian."

There were six or eight inches of snow at

SELIGMAN, and before sunrise and after sunset it was extremely cold, as it seemed to me, though I was assured that the frost was not so keen as at Williams or Flagstaff; at the latter place the temperature was 15 degrees below zero. Still a fire feels good in any place where, otherwise, the water freezes in one's bedroom.

But hardly can too much be said in regard to the healthfulness of the climate of northern Arizona, all along the Santa Fe road from Kingman to Oliver.

One becomes pleurably conscious of its salubrity after a day's sojourn.

The air is dry, savory to the nostrils and exhilarating. There appears here to be complete freedom from catarrh or pulmonary affection, or any other physical ills which are supposed to result from an unfavorable climate.

My hostess here is a Texan who knows how to make corn bread which has an enticing relish.

The Santa Fe has here a mammoth hotel⁹ (under the famous Harvey management) and a reading room for its employes. This is a beneficent institution, one by which it is to be hoped the "hands" profit. This is an example of the wholesome and wise interest which this corporation takes in the welfare of its people.

Moreover, it may be here remarked that it is the testimony of all who are competent to give evidence, that there is no other railroad company that does better in all ways for its patrons.

9. The Havasu Hotel.

The reading room is in charge of a salaried employe (retired from active service on the road), who sees to it that decorum is maintained and that everything is done decently and in order.

Here may be found newspapers from all parts of the United States. Here is a well-selected library; a bathroom (a slight fee is attached); a card and pool table. The play is for pastime only. Nothing else is allowed. All these things are provided in order to keep employes, if possible, from the "joints," which are plentiful in all railroad towns. 'Tis the wise policy of wholesome "substitution" vs. wholesale "prohibition."

At Seligman I stumbled upon an amateur ornithologist and zoologist. He had mocking birds, canaries and linnets in cages. A series of deer's heads (and shoulders) bristling with magnificent antlers, and heads of mountain sheep, with formidable downward tending horns, adorned the walls of one of his rooms. These were trophies of the hunt.

But the most pronounced specimen of "animate nature" in his collection was a live gray wolf which was never born.

Little more than a year ago, a gray she-wolf was trapped in the Eskagar¹⁰ mountains. The captor killed and skinned the brute, dissected the carcass, finding in her body eight live pups. These he carefully removed and wrapped in his jumper.

However, seven of these died. The eighth, a lusty fellow, was purchased by his present owner for \$27 or \$28, and reared by him.

This chap is now as large as a two-year-old mastiff and is possessed of the maximum malignancy which characterizes his kind. He is chained in the back yard.

He incessantly paces about, describing an arc, of which his ten-foot chain is the radius.

His broad, moon-shaped face is always turned toward you and he makes an occasional effort to snap his chain.

One may shake a staff at him without phasing him. He

10. Eskagar Mountains. Location ?

ever exhibits an unabashed front, occasionally emitting a dismal howl.

Now and again Mr. _____'s shepherd dog, a vicious brute, will come through the gate and trot along the walk in the enclosure in which is his wolfship, particularly if he has scented a human being other than his master.

The dog pays no attention to the wolf, but the latter regards the domestic canine as though he

"Fain would make a ration
Of his fat relation."

But even if he (the wolf) were loose

"He first must fight.
And well the dog seems able
To save from wolfish table
His carcass, snug and tight."

Seligman is the headquarters of

MR. EDGAR T. SMITH, who has one of the largest sheep outfits in this territory.

Mr. Smith¹¹ came from Illinois, and early engaged in the cattle business, which pursuit he followed for years. He became actively interested in sheep husbandry in 1893.

His herd (he has eighteen to twenty odd thousand head of ewes) is at present fine medium Merinos. By next spring (1906) the lamb crop will be above half Rambouillet.

MR. ALBERT JONES, the able and highly efficient foreman of the concern, says of this class of stock:

"They are hardier than any other kind of Merinos, and the high-grade lambs bring a better price than the coarse-wooled stock.

"Five or six years ago we procured 'blackface' rams—120

11. Edgar T. Smith of Seligman, Arizona, was preeminent in raising Rambouillet rams. The initial flock of ewes was purchased from J. Q. Adamson, pioneer breeder of Seligman. Smith, who died in 1908, was credited with having made a fortune in ten years. Haskett, "History of the Sheep Industry in Arizona." *Arizona Historical Review*, vol. 7, no. 3, pp. 35f (July 1936). Edward Norris Wentworth, *America's Sheep Trails: History—Personalities*, p. 254. The Iowa State College Press, Ames, Iowa, 1948.

head of high-grade Shrops—and used them two years, selling the lambs. I can tell you that on marketing our lambs we had a bigger percentage of 'blackface' left than of Merinos.

"One fall we picked six lambs to butcher (fat ones), four Merinos and two Shrops; the Merinos outweighed the Shrops by five pounds per head (dressed)."

LAMBING occurs from February till May. One band was lambed February 25, right on the range, 100 miles south of Seligman—Congress Junction¹²—where at that date the green feed was six inches high.

The lambs were arriving from that time to the last of March. The crop in the fall amounted to 75 per cent of the ewes bred.

The sheep are graded in the flock—4,200 of the best ewes are saved, from which to breed bucks.

The offspring of another band of 1,600 are marketed. In the following year the ewes themselves are muttoned. Mr. Smith does not figure to breed ewes after they are six years old.

The male lambs are carefully culled when they are yearlings.

BRIEF HISTORY OF ENTERPRISE. Two or three years ago he procured 50 high-grade Rambouillet bucks and 1,500 ewes from the Adamson outfit—good stock, which very distinctly showed the Rambouillet class.

These ewes are served by pure-blood Rambouillet rams, which have been obtained from Ohio, Michigan, Oregon and California. For example: Two from Dwight Lincoln, Ohio; two from Wyckoff, Mich.; two from Burnham Bros.; one from Max Chapman; two more from Wyckoff; five from the Baldwin Sheep & Land Co.; two more from Burnham Bros.; one from J. H. Glide, Cal.; two from R. A. Jackson, Wash. (one of these sheared 22 pounds when a yearling), and finally two more from Ohio.

12. "Another mineral line was the Congress Gold Mine Railroad, built by local mine owners in 1896 over the 3 miles from Congress Jct. on the SFP & P to Congress." William S. Greever, "Railway Development in the Southwest," *NEW MEXICO HISTORICAL REVIEW*, 32:176 (April 1957). The Junction lies between Wickenburg and Prescott, Arizona.

Usually the rams are worked off before the 10th of November, but in 1905 they were all sold in October.

The "fine band" will shear, on the average, 11 pounds per head; the others clip $8\frac{3}{4}$ pounds. The wool has always paid the expense of running the sheep, and in the past two years there has been a margin of profit on the staple.

"This year," remarked Mr. J., "we will shear before lambing; all except two thousand ewes have been bred to lamb April 20. Fifteen thousand head of this outfit will be shorn at Seligman (by hand)."

Average lambs (Feb.) shipped from this county (Yavapai) weigh 67 pounds at Kansas City in July.

LOSS OF SHEEP. Outside of lambing, loss of sheep, according to this gentleman, does not exceed 5 per cent, exclusive of the mutton killed for the sustenance of employees.

Of the lambs perhaps 10 per cent are lost between marking and weaning. Among the causes are coyotes and cats, blackbag among the ewes, poison weeds, particularly larkspur, bloat and lightening.

EMPLOYEES' WAGES AND LIVING. Herders are paid from \$30 @ \$35 per month and found. These are mainly Mexicans and French Basque, and both classes are about universally commended as exceedingly reliable and efficient. Exclusive of the mutton consumed, it is claimed that along the Santa Fe line, or north of it, a herder's "keep" costs no more than six or seven dollars per month. He is generally furnished no "canned stuff," but a sufficiency of potatoes, bacon, flour, oatmeal, sugar and coffee, with the usual condiments.

These figures, as compared with those ruling for similar expenses in the Northwest, are startling, and I must say that farther south I found the estimated "living expense" of employees to be at least 100 per cent greater; some well-known operators who were then at Phoenix declared that their herders' "keep" stood them quite \$15 per month per man.

The large outfits have

CAMP RUSTLERS. These are foremen, among whose duties is to look after the distribution and use of the camp supplies, particularly the "victuals." One camp rustler tends to three bands of sheep (about 6,000 head). In this country outfits comprise from two to 12 bands.*

Of course, the rustler has the general supervision (under the manager) of the herders. He usually receives \$50 per month and his board.

TAXES seem to be levied and collected here with a tacit understanding that as much of a rate payer's annual income may be taken as may be needed for current county expenses, leaving the residue with him till called for.

As for sheep, one says: "The assessors fix the numbers to suit themselves."

The general tax rate in several counties in which sheep run in this territory in 1905 was \$40 on \$1,000 valuation.

WOOL TRANSPORTATION COST. The rate upon wool from points here to Boston is practically the rate to Los Angeles plus the rate from that place to Boston.¹³ From Seligman to the Atlantic seaboard the "tariff" three years ago was \$2.38 per hundredweight.

NO SCAB. Sheep are practically clean throughout the territory. They are regularly dipped at stated times, lime and sulphur, for the most part, being employed.

The surrounding topography and the prevalent climate of the region of

ASH FORKS, 28 miles east of Seligman, at an altitude of 5,100 feet, where, by the kind invitation of Mr. and Mrs. Kissee, with whom I roomed while at that town, I enjoyed an old-fashioned Christmas dinner, do not essentially differ from those in the midst of which the former town is located.

* My impression is that the Smith outfit has eleven.

13. The long and short haul discriminatory railroad rate was forbidden in the Interstate Commerce Act of 1887 unless approved by the Interstate Commerce Commission. By interpretation of the law, the power of the ICC over rate making was practically useless until the Act was amended in 1910 whereby the primary decision for rates lay with the Commission rather than the carrier. Joseph Henry Beale and Bruce Wyman, *Railroad Rate Regulation*, 2nd ed., pp. 780ff. New York, 1915 .

The winter climate here cannot be too highly appreciated. Although the mornings and evenings (before sunrise and after sunset) are healthfully keen, yet for at least three hours before and after midday, the air is delightfully pure, dry and genial. One's head is clear. One has, at least as an animal, a definite and pronounced sense of the joy of living.

Winter, here, includes the period from December to March inclusive.

The spring and fall seasons are characterized, by those who should be able to speak authoritatively, as "nice," while they aver that one may sleep comfortably in blankets during the complete circuit of summer nights.

Ash Fork is a busy railroad town, at the junction of the main line of the Santa Fe and the branch¹⁴ which extends via Prescott to Phoenix, about two hundred miles south.

There must be a large force of railroad employes at this place, judging by the perpetual bustle in the matters of switching, making up trains, coaling, watering, loading and unloading, etc. The express, freight and passenger traffic, east, west and south from this point must be immense.

Here is one of the series of Harvey restaurants and curio shops which one finds at Kingman, Seligman, Williams and I know not where else along this line.

Here, too, one may acquire about as clear an idea of some of the traditional characteristics of the "wild and wooly West" as at almost any place in the intermountain region. Rock Springs does not in this respect surpass the Arizona town, although the Wyoming city may have more saloons to the square mile.

14. The Prescott and Arizona Central Railroad was organized in July, 1885, and ran the first train from Seligman (Prescott Junction) to Prescott January 2, 1887. It was driven out of business by the Santa Fe, Prescott and Phoenix Railway, a subsidiary of the A & P RR. Construction was started at Ash Fork August, 1892; the line entered Prescott April 24, 1893, and Phoenix in March of 1895. "The line was so winding that the railroad quickly earned and still has [1957] the nickname of the 'Pea Vine'." N. K. Masten and associates organized the Maricopa and Phoenix Railroad Company to join Phoenix with the Southern Pacific at Maricopa Junction, thirty miles to the south. It was completed July 4, 1887. Greever, "Railway Development," NMHR, 32:170ff. Wyllys, Arizona, pp. 277f.

One morning in late December, 1905, a Mexican was found frozen to death beside the railroad track, and a day or two later a murderous duel occurred between a conductor and a negro passenger. The dispute which led to the shooting was said to have concerned a question of fare.

Both combatants were seriously wounded, the negro, it was thought, fatally. He claimed, it was reported, that his antagonist did the first shooting. I understood that the white man was taken to Los Angeles and the black man to Prescott.

A PATHETIC INCIDENT occurred Christmas forenoon. A young married woman, sobbing as though her heart would break, appeared upon the veranda of our place of temporary abode, and implored some one to seek for her husband, who, she asserted, had been enticed away from home to some saloon while she was preparing his Christmas dinner and had, she feared, become intoxicated.

"He's not used to drinking," frantically exclaimed the poor creature, "and, oh, if he be only brought back to me I will be gentle with him!"

She was sadly hysterical and perhaps some of her ejaculations and demonstrations slightly amused the thoughtless. But there were at least two exceptions among the lookers-on whose hearts were moved with profound pity. One was our excellent host, who immediately set out to search for the errant and erring husband and who ascertained that the latter had been escorted home.

The other was a young matron, a guest of our host's establishment, who bestowed a wealth of sisterly sympathy upon the unhappy wife, wiped away her tears, led her home, and remained with her an hour to give comfort and consolation.

On the following day husband and wife were seen quietly walking together along one of the village ways. It is to be hoped that the Christmas day's experience will be a salutary lesson to the young man.

It may be supposed that there are in the West, as in the East, some cases of moderate indulgence in stimulants; but

it seems, from what one observes in many places, both along and away from railroad lines, that for the most part the average man in the West either imbibes intoxicants not at all, or else "drinks deep."

I may as well at the juncture as at any other remark that among the hundreds of people with whom I have either conversed or to whose voices I have listened, since I entered the territory, I have not yet been able to discover an individual who is not emphatically and uncompromisingly opposed to joint statehood.¹⁵

I have yet to see a territorial newspaper which does not condemn in unmeasured terms, as a vicious injustice to the people of Arizona, the proposed partisan plan of "jamming" through Congress a programme for the union of the two territories, neither of which really desires such arrangement.

That Arizona is a unit in her opposition to the proposed unjust measure was signally demonstrated on Saturday afternoon, Dec. 30, 1905, at the close of the highly successful territorial fair at Phoenix, the capital, when 98 per cent of the thousands present enthusiastically signed a protest against jointure.

But western papers generally, so far as I have observed, support the protest which the territorial press is so vigorously uttering. The Salt Lake "Herald," in an editorial in a late December, 1905, issue, significantly remarks:

"To say that Arizona must sacrifice its identity and be joined with New Mexico, in order to secure statehood, is to say that justice and fairness have nothing to do with a people's claim to statehood; that party policy and political expediency only shall decide whether or not a territory may have what, in justice, it has a right to demand.

15. Joint statehood for Arizona and New Mexico in 1906 was opposed in Arizona by 16,265 votes vs. 3,141 and favored in New Mexico by 26,195 vs. 14,735 votes. Rufus Kay Wyllys, *Arizona: The History of a Frontier State*, p. 302. Hobson & Herr, Phoenix, Arizona, 1950. Robert W. Larson, "Statehood for New Mexico, 1882-1912," p. 229. Ph. D. dissertation, 1961, University of New Mexico. A summary is published in the NEW MEXICO HISTORICAL REVIEW, 37:161-200 (July, 1962).

"In their demand that they be given independent statehood or be permitted to retain their territorial form of government, the people of Arizona are taking the stand every fair-minded, independent American would, under the circumstances."

The sheepmen, who comprise a large and justly valued portion of the Arizonians, are as determined in their opposition to jointure as their compatriots in other fields of effort. Indeed, I think I must have been led to discuss the subject at this particular moment by "association of ideas," having in mind the fact that the first member of this fraternity (Arizona Wool Growers)¹⁶ whom I met at Ash Fork enunciated to me a cogent and convincing argument against the proposed measure which was, in effect, the dissimilarity of the respective collective population of each territory from that of the other, in regard to language, aspirations, and industrial pursuits; the unprecedentedly vast area of the proposed state and consequent great expense of state government and the impossibility of an equitable division of the burden of taxation between the two sections.

This gentleman was Mr. Howard,¹⁷ president and manager of

THE HOWARD SHEEP Co., incorporated in 1893-1894. Of course he was the promoter of the present company, in which he is probably the one practical sheep man. He owns two-fifths of the capital stock.

Speaking of range conditions and incidents relative thereto, Mr. H. said:

16. "Believing that their interests in many ways were mutual, sheepmen in Arizona met at Flagstaff on October 1, 1886, and organized the Arizona Sheep Breeders and Wool Growers Association. Membership . . . was voluntary. Regular meetings were held once a year. The purposes . . . were to promote the breeding and use of purebred rams, to arrange for the annual rodeo . . . for the purpose of going through each man's herd and removing the stray sheep and returning them to their respective owners, to agree on a uniform wage scale for herders and shearers, and to assist the industry generally on all matters of common interest." Haskett, *op. cit.*, p. 27. Wyllys, *op. cit.*, p. 253. P. P. Daggs was treasurer. Wentworth, *op. cit.*, p. 250. The first officers were: Hugh Campbell, Pres.; Halter J. Hill, Sec.; and P. P. Daggs, Treas. Wentworth, *op. cit.*, pp. 250, 252.

17. Charles E. Howard was a pioneer sheepman, Coconino County, post-1881. Haskett, *op. cit.*, pp. 29, 48.

"The region north of the Santa Fe line, where a large part of the stock is for a considerable portion of the year, is a rocky mal a pie country, only fit for grazing purposes. In recent years the feed of the kind which prevails here has been fairly good—gramma grass and various species of browse.

"AS TO WATER, there are no springs or wells; we therefore have to depend upon surface water for our stock. This has necessitated the expenditure of large sums by the stockmen for the acquisition of dam sites and the construction of storage basins and dams (we call them 'water holes').

"Precipitation varies in amount in a series of eight or ten years. For example, we may have two or three good years, with plenty of drink for the sheep; then two or three dry years. In seasons of extreme drought we have had to buy water from the railroad company.

"You of course understand that the range itself is public land.

"We have 23 to 24 thousand sheep in summer, after selling muttons, 15 thousand. We never run at any one time above 25 thousand.

"These were originally Merino. In 15 years we have crossed three times with Shrops. We aimed to increase the size without getting the wool too light. We are now breeding to Rambouillet rams obtained from Edgar T. Smith, of Seligman, in this territory.

"If we shear in April, the average weight of fleece will be seven pounds; if in June, the sheep shear eight to nine pounds."*

LAMBING. "We have lambs in March, but usually the lambs commence to arrive about the 20th of April.** The crop raised, year in and year out, will average 75 per cent of the ewes bred in each season.

"The April lambs, marketed from the first of September

* Their average weight of fleece, 1905, was 8¼ pounds. They received 18 cents per pound for their clip.

** They lamb near Ash Fork.

to October, dress at Kansas City 32 pounds and upward, and bring \$2.50 @ \$3.

"Our losses, resulting from depredations of coyotes and cats, poison weeds and other causes, average 10 per cent per annum.

"It costs," says Mr. Howard, "75*** to 80 cents per head yearly to run our sheep. We do not go south in winter. In making this estimate I include every item of expense, my salary with the rest. We pay our help \$30 to \$50 per month and their board. You have got to figure on 12c. per pound in order that your wool may pay the expenses of running the sheep."

In Ash Fork I had the pleasure of meeting

MR. F. P. REED,¹⁸ who is a native of the Pine Tree state, and was a student in the State Agricultural College at Orono on the Penobscot; in fact, I believe he is a graduate of that institution. This gentleman has been 16 or 18 years in the territory and since 1892 has been engaged in sheep husbandry.

"On parts of the range," says Mr. R., "there is not the grass which there used to be, because of overstocking." For this reason he thought the "reserve" a good thing, inasmuch as it tended to check this evil. A reasonable number of head on a given area causes no damage whatever to the range.

Mr. Reed's flock of fine medium Merinos summers on the range north of Ash Fork, within 30 miles of the town, and winters 30 miles southwest.

Shearing here is from February to June. Mr. R.'s average weight of fleece is eight pounds. His wool in 1905 sold at 17c. per pound.

The ewes are lambled in April. The lamb crop saved averages 75 per cent of the ewes bred. These weigh in the fall, when marketed, 65 pounds to 70 pounds; they dress 32 pounds to 35 pounds at the Missouri river markets.

*** It costs those who move south in the winter (who are, I believe, the majority), very much more per head, as will be seen later.

18. F. P. Reid was a sheepman in Yavapai County post-1891. *Ibid.*, p. 48.

Mr. Reed estimates the loss of sheep from beasts of prey, from poisons, such as larkspur, milkweed, etc., and from loco (which scientists say contains no alkaloidal poison), accident, strays, etc., at quite 10 per cent per annum.

This gentleman fixes the minimum annual per capita cost of running sheep in this section at \$1. He says that exclusive of the mutton which they are allowed to kill it costs from \$10 to \$12 per month per man to feed the "help."

It is highly gratifying to announce not only that the most cordial relations obtain between the Arizona cattle and sheep men, but also that I have found no one who can remember when in the history of this territory the current "intente cordiale" was not.¹⁹

Before going south I wish to remark that on the part of the sheep men of Arizona there is a universal demand for the repeal or at least the revision of the

TWENTY-EIGHT HOUR LAW.²⁰ The passage of the law requiring shippers of livestock, without discrimination as to the class of animals in transit, to unload, feed and water at the end of every 28 hours' run, appears to be an instance of erroneous legislation inspired by well-meaning humanitarians whose generous impulses have blinded them to the facts of the case, and who evidently imagine that all species of livestock have exactly the same creature wants, the same characteristics, the same habits of endurance, and can be handled in the same way.

There are plenty of excellent people possessed of more sensibility than sense, who in regard to animals conceive theories of treatment, in the consideration of which the pro-

19. For a more lurid story of the harshness of the conflict between sheepmen and cattlemen see Charles Wayland Towne and Edward Norris Wentworth, *Shepherd's Empire*, ch. 8. University of Oklahoma Press, Norman, 1945. For a touch of humor see Archer B. Gilfillan, *Sheep*, ch. 13. Little, Brown, and Company, Boston, 1929. The classic study of the Tewksbury—Graham feud in Pleasant Valley, Arizona is Earle R. Forrest, *Arizona's Dark and Bloody Ground*. The Caxton Printers, Caldwell, Idaho, 1950.

20. "Before 1875," a so-called 'Cruelty to Animals Act' covering rail transportation of livestock had been enacted by Congress. This required that animals in transit must be unloaded, watered, fed, and rested each twenty-eight hours." In 1906, thirty-six hours were permitted for the last lap to market on written authorization of the shipper. Wentworth, *Sheep Trails*, pp. 577f.

prietor, however humane he may be, counts for nothing. These people do not seem to be aware that self-interest alone is an ever-present incentive to the owner to tend his stock well and to put it upon the market in the best possible condition.

As far as sheep are concerned, wherever they are unloaded along the route of shipment, either the proprietor is present, or an efficient, approved agent who enjoys the owner's confidence.

Again, it should be understood that no law governing the shipment of livestock can be enacted that will justly apply, in all particulars, to all classes of stock. For example, in the instance under consideration, every one familiar with livestock transportation, it may be supposed, knows that sheep, in the nature of things, may be shipped considerably longer, without injury, than cattle may be.

There is a universal feeling among western shippers of sheep that the present law with reference to the transportation of this class of stock should be repealed or at least so amended that the previous custom of unloading at the end of a 36 hours' run shall be again in vogue.

Under present conditions great inconvenience, often hardship, is wrought to the shippers (who are generally the growers) without commensurate benefit to the animals, the buyers, or the consumers of mutton. On the contrary, the sheep are often in worse condition on their arrival at the place of destination than they would have been with longer intervals between times of watering and feeding because of their having been put off into the mud at some point at which accommodations were bad and at a time when they had little inclination to eat and none to drink.

A point

NOT TO BE OVERLOOKED in the course of the consideration of this subject, in justice to the shipper of sheep, is that the last unloading (on the way) should be as near as possible to the market—a desideratum impossible of realization under present conditions.

The arguments of the Arizona sheep men for the revision of the law, which any candid legislator, upon careful examination, will find to be valid, are:

1. It is 1,300 miles from Flagstaff, Arizona, to Kansas City. There are feeding corrals at intervals of every 400 miles. A 36 hours' run is not an unreasonable time, in the case of sheep.

Under the present arrangement you are liable to be left at a point at which it is impossible to unload and re-ship in the time allowed, thus causing delay, to the detriment of the stock.

2. The sheep, giving them a 36 hours' run before unloading, come to market in a much better condition, for under present conditions they are liable to be thrown off into the mud, which is more injurious to them than prolonged time in the car.

3. It is injurious to unload sheep in transit at less intervals than 36 hours. They do not eat and drink and are not benefited in this respect. The owner simply has to pay the expense of acting the farce.

(To be Continued)