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[SPECIAL CORRESPONDENCE.]

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PHOENIX (Ariz.) Nov. 14.—The Spanish Trail Association that proposes to reestablish through the Southland, from Florida to the western sea, the main highway over which came the earliest of the white men, will find especially interesting the route through Arizona.

Within the land now known as Arizona most of the travel of early days, dating back to 1538, was from New Spain northward, though Cabeza de Vaca, in 1536, managed, on a more southerly line, to encompass the distance that lies between the Gulf of Mexico and the Gulf of Cortez, to us known as the Gulf of California.

The first known European to travel along the Gila River route from the friendly Papago settlements, near the present site of Tucson, was a Jesuit priest, Eusebio Kino, not a Spaniard, but a German by birth, of the family name of Kuhn. He established a chain of missions or visitas down the Santa Cruz River and then down the Gila, among the Papago, Pima, Cocomarcopa and Yuma tribes. This was between 1692 and 1710, and though it is recorded that during his life he baptized more than 48,000 Indians, none of his religious establishments along the Gila endured.

SECOND TRAVELER.

The next traveler reported was Francisco Garces, a Franciscan missionary, industrious and devout, who had his headquarters with the Papagos at the famous mission of San Xavier, which still stands, in good condition, a few miles south of the modern city of Tucson. He traveled the Gila trail from 1768 until 1781 in the summer of the latter year suffering martyrdom near the present site of the town of Yuma. With three other Franciscans, he was murdered at the time of the morning mass, slain by the Cuchan (Yuma) people whom he had labored among for years and whom he had tried to serve.

A fact little known is that the city of San Francisco was founded by a Spanish officer from the Arizona presidio of Tubac, in the Santa Cruz Valley, south of Tucson. He was Captain Juan Bautista de Anza. In January, 1774, he had pioneered across the desert, from Coborca to the Colorado River, by way of the Camino del Diablo (Road of the Devil,) then visiting Monterey. In October, 1775, by a direct command of the Spanish Viceroy, he started again for Tubac, with 240 people and much livestock, destined for the foundation of a presidio and mission on the great bay that had been found by Portola in 1769. Anza took the Gila route as the safer, forded the Colorado near the Gila's mouth a month later and, with an advance party, on March 28, 1776, established the Presidio of San Francisco on the Golden Gate.

LONG LAPSE.

There was a long lapse of years in which the Gila route was traveled only by trappers, or by occasional parties from Mexico which preferred this longer and better-watered way to the dangerous Camino del Diablo. With the finding of gold in California, came the real making of the road, approximately on the line on which it now is proposed to create a national highway that shall furnish all-year connection for automobile travel between the eastern and western seas. In a few years following 1845 as many as 60,000 people traveled westward on this route, braving the Apaches who menaced it at every point. Thousands were slain by these Ishmaelites of the desert and the stories of bloodshed along

the Western Gila would furnish material for a volume. John C. Fremont passed in 1845 and Kit Carson made the same journey years before.

In October, 1846, Gen. Stephen Kearny led a column of dragoons down the Gila River and helped add California to the union. Following Kearny's expedition was the march of the famous Mormon Battalion from Missouri to San Diego. This remarkable column entered Arizona not far from the present site of Douglas, and passed westward through Tucson and the Pima villages and down the Gila River. Tucson was captured peacefully, though not held.

The peace treaty with Mexico set the Gila on the southern boundary of the United States, and there was a survey upon that line in 1849. Maj. William H. Emory later established the present boundary under the terms of the Gadsden Purchase.

FIRST SURVEY.

About 1854 the first of several railroad surveys was made along this southern route.

A stage line was operated through Arizona from El Paso to San Diego as early as 1857. A little later, the San Antonio and San Diego State Company was succeeded by the famous Butterfield mail route from Tipton, Mo., to San Francisco, with daily service and a mail subsidy of \$1,300,000 a year, with 100 Concord coaches, 1000 horses, 500 mules and 750 men. The first mail from San Francisco was delivered to St. Louis in "the short time of twenty-four days, twenty hours and thirty minutes." This line was abandoned at the outbreak of the Civil War, and travel was not resumed until after the end of that struggle. Stage service was continued until the Southern Pacific finally appropriated all travel, when the railroad was built through to El Paso, in May, 1881.

The route of the border highway enters Arizona east of Douglas. At Douglas the traveler may visit the great copper smelters, or from that point pass southward into Mexico. At Bisbee lie the greatest copper mines of the Southwest, almost within a hillside city of notable interest. Tombstone is the remnant of the wild western camp that is celebrated in border stories. Tucson, the oldest city in the State, dating back to 1775, still has much of the Spanish charm. Florence, at the Gila crossing, is set in the midst of an immense agricultural domain, and is the site of the State prison. Passing over a great concrete bridge, a few hours' journey brings the traveler to Mesa and Tempe. In the suburbs of Phoenix, the State's metropolis and capital, all surrounded by 300,000 acres of cultivated lands, irrigated from the celebrated Roosevelt Dam. Westward again, the way at present usually is through Needles, Ehrenberg or Parker, but the main highway of the future will be by the way of Yuma, down the historic Gila, and to a connection, at the Colorado River bridge, with California highways that are now under construction.

HISTORIC INTEREST.

This southern highway through Arizona is full of historic, as well as scenic interest, and travelers over it who prepare themselves with some knowledge of what has been done along the way, as well as what is to be seen, thereby will give themselves much added pleasure.