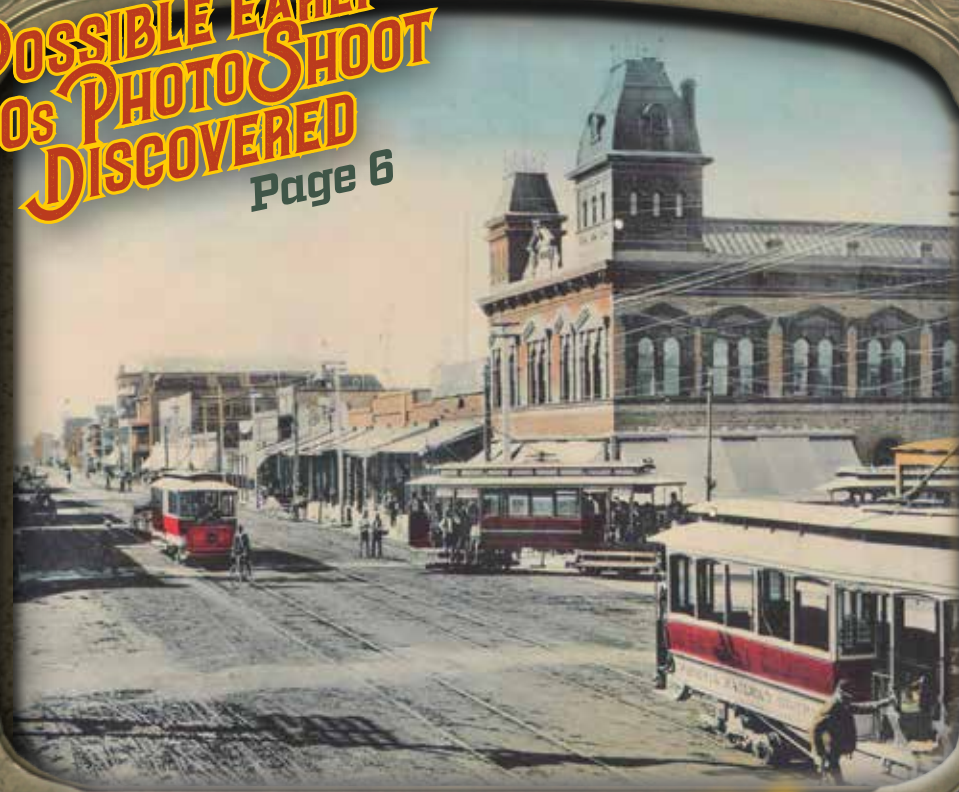


PHOENIX
Trolley
MUSEUM

THE Trolley QUARTERLY

Volume Two
1 2 3 4
NUMBER

**POSSIBLE EARLY
1900s PHOTO SHOOT
DISCOVERED**
Page 6



**Plus!
Another
Birds-Eye view
of early Phoenix**
Page 7-8

Big Plans for 2022

By Bob Graham

Our next big push at the Phoenix Trolley Museum will be to bring Car 116 out of storage and put it back on public display.



For four years, we have been unable to share our main assets with the public due to lack of safe and secure on-site shelter for our collection. With the site purchase behind us, we are ready to take on the project to provide those needed facilities.

This project will vault the Trolley Museum forward in its ability to engage people with the trolley story and its place in Phoenix history. Not only will it include exhibits incorporating Car 116, Car 509, and the calcine locomotive in a coherent story, it will also provide us with safe, attractive, and functional event space. Together, all of this will give the Trolley Museum many more options for increasing our public profile and participating in community events along Grand Avenue.

At this point, the project is only partially funded. In 2022 we will launch our capital campaign to raise the approximately \$200,000 it will take to fully realize this goal. In the meantime, our volunteer corps will continue operating the Museum with our interim exhibits on our regular schedule. Your generous contributions are essential to help us pay the ongoing operating costs while we move forward to creating a sustainable, income producing facility.



Artist concepts of the new infrastructure plan

RAILS FROM THE PAST

Recent Washington St. Excavation Reveals Tracks from the late 20s

Road repaving along Washington Street has revealed long buried trolley rails from the past. Research tells us this area of downtown was last reconstructed in the late 20's, when the system underwent its earliest revitalization and new cars were purchased just in time to serve 6.6 million riders in 1929. The Museum will be receiving lengths of track from this discovery to add to our collection.



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KEEPING IT *in the* FAMILY

Nepotism is the practice of those with power or influence favoring relatives or friends, especially by giving them jobs.

By Donna Reiner

Looking back on the early management of Moses Sherman's Phoenix Railway Company and the Phoenix Waterworks Company, one might consider that nepotism was in play. Was it wrong? Was it harmful? After meeting the actors in this story, we'll let you decide.

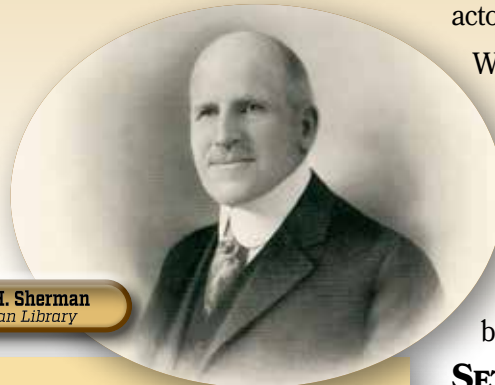
Whether you are aware or not, Moses Sherman was the principal stockholder of the Phoenix Waterworks Company, which supplied water to Phoenixians. Of course, that's another story in and of itself, but the management of the water company was directly tied to the Phoenix Railway Company when Sherman took that business over.

SETTING THE STAGE:

In June 1885, Mrs. Hattie Pierce, sister of B.N. Pratt married Moses Sherman in St. Helena, California. For clarification, Hattie happened to be the daughter of Robert H. Pratt, who was the Assistant General Superintendent of the Southern Pacific Railroad. At the time of the marriage, Sherman was the President of Valley Bank of Phoenix and Adjutant General for the Arizona Territory.

In September 1891, May Heap married B.N. Pratt in Riverside, California. The marriage announcement stated that Pratt was a prominent businessman in Arizona Territory. The Heap family were early settlers of San Bernadino Valley (California).

In September 1899, Helen Wells married H.W. Heap in Prescott, Arizona Territory. Helen was the daughter of Judge E.W. Wells, a well-respected Arizona jurist. Harry Heap was the receiver of the Phoenix Railway Company at the time of his marriage to Helen Wells. Moses Sherman was a good friend of the Wells family and had known Helen since she was a little girl. Sherman gave the newly married couple a gift of a wedding trip to Southern California.



Moses H. Sherman
Sherman Library



Mrs. B.N. Pratt
As Queen of the Phoenix Carnival



Mary Wells Heap

THE ACTORS:

Moses H. Sherman, owner of the Phoenix Railway Company and the Phoenix Waterworks Company

Bradley Newcomb Pratt (B.N.), superintendent of the water and railway companies

Mrs. Hattie Pierce (nee Pratt), sister of B.N.

Sarah Pratt Carr, sister of B.N. and sister-in-law of Moses H. Sherman

Harry William Heap (H.W.), successor to B.N. Pratt as superintendent of the water and railway companies

May Heap Pratt, sister of Harry

Helen Wells, wife of H.W. Heap

THE PLOT THICKENS:

Born in Northern California to a railroad man, R.H. Pratt in 1867, B.N. Pratt was living in Riverside, California, by 1889, where he met his future wife, May Heap, and presumably his future brother-in-law, Harry Heap. In all likelihood, Pratt became acquainted with Moses Sherman while living in California, perhaps in part because of his father's employment with the railroad. However,

by the time of his marriage to May Heap, Pratt had been living in Arizona and was affiliated with Phoenix Water Company and the Phoenix City Railway Company.

A crisis arose in 1898 when Valley Bank of Phoenix* filed default proceedings as trustee for bondholders against the Phoenix City Railway company on \$250,000 worth of bonds issued in 1893. A judgment was issued in favor of the bank in July 1899, and in turn, the bank asked for a receiver to be appointed. Enter Harry Heap, brother-in-law of B.N. Pratt, the manager of the Phoenix City Railway who filled that position. Remember Moses Sherman was the head of this company at the time.

To settle the indebtedness, Heap undertook the sale of the property. Receiver Harry Heap began the advertisement of the property and associated franchises in December 1899. Mind you, the judgment to the bank was more than \$350,000 and accruing interest at 7 percent.

The sale took place on December 28, 1899. However, there was little interest at the time in purchasing such a railway company. In fact, the only people attending the sale on the courthouse steps were Harry Heap, B.N. Pratt, and a representative of Valley Bank.

Nevertheless, a California concern called the Phoenix Railway Company snapped up the holdings for a mere \$33,342! That was a far cry from satisfying the debt, which caused the company to go into receivership. Speculation surrounded the buyers, but it was strongly suspected in both

Los Angeles and Phoenix newspapers that Moses Sherman was part of that group. It seems to be a logical deduction when you consider that Pratt was the representative of the new company when making the bid.

And so, the Phoenix Railway Company formally began operation with B.N. Pratt as manager and superintendent. The Pratts continued to be in Phoenix for a few more years. During that time, Mrs. Pratt (the former May Heap) was selected as the Queen of the Phoenix Carnival in 1900. Then, in the fall of 1902, the Pratts returned to California and the Santa Monica area when Pratt was promoted to a position with the Los Angeles and Pacific Electric Railway.

Harry Heap, Pratt's brother-in-law and assistant with the Phoenix Railway Company, became the new manager and superintendent of both the railway company and the waterworks company. But in May 1903, Heap resigned from his management position with the railway company to devote himself to the management of the water company. Three years later, Heap resigned that position too as he and his wife moved to Prescott to look after the interests of his father-in-law, Judge E.W. Wells.

Shortly after that, Heap became involved with the founding of the Yavapai County Savings Bank, initially serving as the secretary and manager of the founding corporation. Heap died in 1931.

Naturally, when the City of Phoenix took over the Phoenix Railway Company, we no longer saw or read about the interconnections of the management.

A POSTSCRIPT:

Sarah Pratt Carr, a minor character in this family affair, was a well-known author at the time. Her book, *The Iron Way*, featured the building of the Central Pacific Railroad.



THE END

* Not to be confused by the 1900 Valley Bank of Solomonville, AZ, which later became the largest bank in Arizona as the Valley National Bank. The bank later merged with Bank One and is now Chase Bank.

Berryhill's, the center of it all

There must have been a photo-shoot that day.

By William Lindley



Curiously, this hand-colored 1908 postcard shows the same scene as the photo published on page 28 of Larry Flemings book "Ride a Mile and Smile the While", but if we look at the tip of the shadow of the telephone pole versus the truck and running-board of car #19 at right, the photo in Ride A Mile appears to be about half an hour later, still with the same scene! The persons and wagons also have moved; and the trolley on the curved track (center) has perhaps moved some, perhaps at the photographer's suggestion.

Although the book caption notes "Car 1," the enlarged section clearly shows the earlier #18 designation for the car on the curved track.

In other words, these were no candid shots — the photographer and crew must have spent an hour or more arranging things "just so."

Perhaps other versions of this photo may also exist, keep your eyes peeled for antique postcards and other items.



In the early 1900's the Berryhill corner, 1st Street and Washington, was the hub of street railway activity. Metropolitan style Cars #19 and #20 on the Washington Street-Capitol- (Eastlake) Park line meet Car #1. The small closed car just visible over the top of #19, is on a dead end siding while #1 is on the curved track that joins the Washington Line.

(Arizona Department of Library & Archives)



From 1903 until the end of the streetcars in 1948, the downtown trolley terminal was by Berryhill's Store at 1st and Washington Streets.

At Berryhill's you could buy a Kodak camera and film, a copy of the Arizona Republican newspaper, a croquet set and for 10¢ borrow a book from their library. Berryhill's was your source for monthly streetcar tickets to Glendale. A modern skyscraper (see cover) stands on the site today, but with the return of Valley Metro's modern trolleys ("light-rail vehicles"), shopping has again returned to Downtown

Phoenix. The empty storefronts and vacant lots that plagued Downtown through the 1980s are now replaced with an ASU campus, new hotels, a rebuilt Convention Center and Symphony Hall, boutiques, sports arenas, and plenty of modern apartments. Today's Phoenix Trolley Museum is along Grand Avenue, an original streetcar line from 1887. Cars were pulled by mules until 1897, when all mule service was withdrawn, and the tracks along Grand Avenue were removed.

The Grand Avenue Line was rebuilt as an electric line north from Washington Street to Five Points - the intersection of Van Buren, 19th, and Grand Avenues - in 1901, and all the way to the State Fairgrounds in 1905. Streetcar service continued until 1933.

The building which today houses the Phoenix Trolley Museum at 1117 W. Grand Avenue was built in 1912 and originally occupied by the Henderson Brothers both as their residence and their business.

Being the Phoenix-Wickenburg Highway which became US Route 60, Grand Avenue has long been one of Phoenix's main streets. Today this role has begun returning with the revitalization

of the greater downtown area. Ideally the Avenue would retain its historic flavor, perhaps with the trolley tracks that are still partially intact under the asphalt returning to their original role in a vibrant, grand Grand Avenue!

The Phoenix Trolley Museum is dedicated to educating about and preserving everything about Phoenix's original streetcar

system, and its place in what became one of America's largest cities. Electric trains in the Valley departed in 1948 but returned in 2008 as "light rail" trains, as Arizona learned that highways alone aren't the future. Join us today, and help shape the future as we learn from the past!

Editor's Discovery

PHOENIX BIRDS EYE VIEW BY C. J. DYER 1890

The following is a description of Phoenix and the Salt River Valley that was placed at the bottom of the C. J. Dyer map as published in 1890, five years after the more well known birds eye view of 1885.

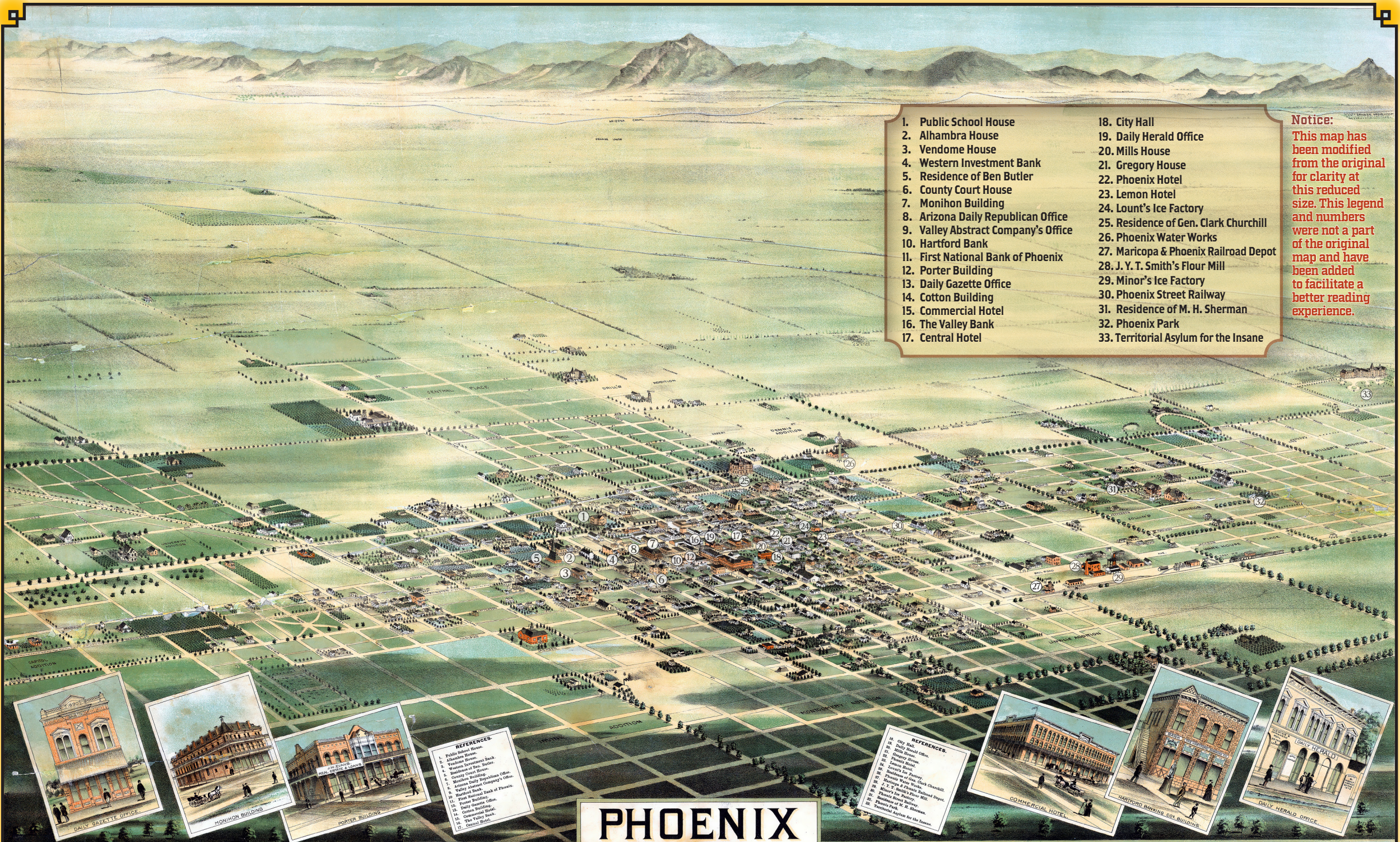
PHOENIX, the capital of Arizona, has a population of about 7000 people, and is situated in the Salt River Valley, twenty-eight miles north of the Southern Pacific Railroad, with which it is connected by the Maricopa & Phoenix Railroad. Phoenix has several fine public schools, many handsome private residences, broad, shaded streets, at the sides of which water is always flowing; a line of street railway, gas, electric lights, water works and other improvements, which help to make a thrifty, enterprising city.

The soil and climate of the Salt River Valley have been found to be most favorable for raising oranges, lemons, limes, figs, olives, almonds and other semi-tropical fruits. Great vineyards are to be seen in all parts of the Salt River Valley, and the raisin and wine industries are making rapid advances. The Salt River Valley has the greatest and best system of irrigating canals to be found in the United States, and crops of fruit, wheat, barley, alfalfa and other ranch products are always sure and large. The stock interests of the

Valley are very large, and the immense alfalfa pastures of the Valley, and the rich, unlimited grazing ranges in the adjacent mountains, are covered by many thousands of cattle. This is a profitable and rapidly growing business, of which Phoenix is the chief shipping point for the eastern and California markets. The climate of this Valley is mild, and snow is never seen here except on the distant mountains. Roses bloom in the open air every month in the year. As a health resort this Valley cannot be excelled anywhere. Healing hot springs, which wash the most virulent diseases from worn out blood, are found in the Valley and near mountains, and the many people cured here of diseases of the lungs and bronchial tubes, considered incurable elsewhere, are living proofs of the remarkable healing powers of the climate. At the present time a railroad from Phoenix is being pushed forward by large force of men which will connect with the A. & P. Railroad in the northern part of the Territory, and which will open a large market for the products of this Valley, and afford greater facilities for reaching and working the rich gold, silver and copper mines in the surrounding mountains. Thousands of acres of Government lands are still waiting to be taken by those who wish to make homes for themselves.

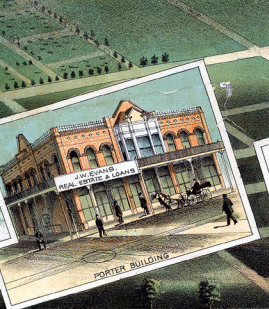
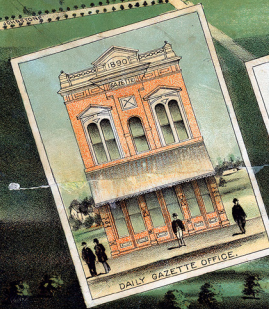
See Dyer's 1890 view of the valley on the next page





- | | |
|-------------------------------------|---------------------------------------|
| 1. Public School House | 18. City Hall |
| 2. Alhambra House | 19. Daily Herald Office |
| 3. Vendome House | 20. Mills House |
| 4. Western Investment Bank | 21. Gregory House |
| 5. Residence of Ben Butler | 22. Phoenix Hotel |
| 6. County Court House | 23. Lemon Hotel |
| 7. Monihon Building | 24. Lount's Ice Factory |
| 8. Arizona Daily Republican Office | 25. Residence of Gen. Clark Churchill |
| 9. Valley Abstract Company's Office | 26. Phoenix Water Works |
| 10. Hartford Bank | 27. Maricopa & Phoenix Railroad Depot |
| 11. First National Bank of Phoenix | 28. J. Y. T. Smith's Flour Mill |
| 12. Porter Building | 29. Minor's Ice Factory |
| 13. Daily Gazette Office | 30. Phoenix Street Railway |
| 14. Cotton Building | 31. Residence of M. H. Sherman |
| 15. Commercial Hotel | 32. Phoenix Park |
| 16. The Valley Bank | 33. Territorial Asylum for the Insane |
| 17. Central Hotel | |

Notice:
 This map has been modified from the original for clarity at this reduced size. This legend and numbers were not a part of the original map and have been added to facilitate a better reading experience.



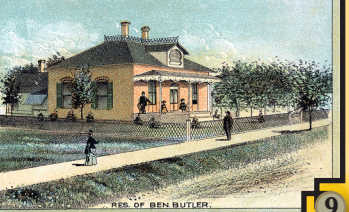
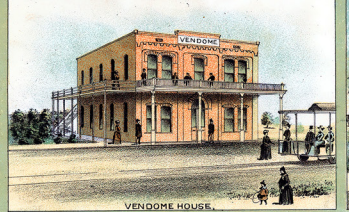
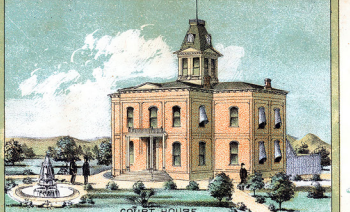
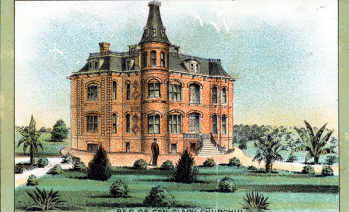
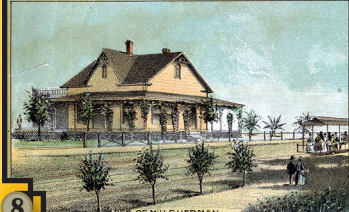
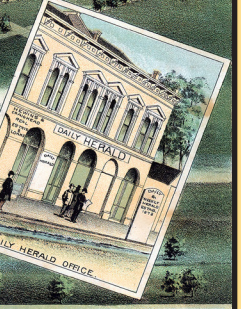
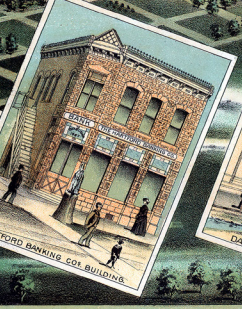
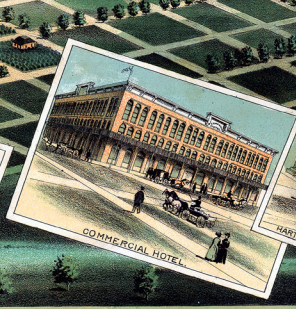
- REFERENCES**
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 - Maricopa & Phoenix Railroad Depot
 - J. Y. T. Smith's Flour Mill
 - Minor's Ice Factory
 - Phoenix Street Railway
 - Residence of M. H. Sherman
 - Phoenix Park
 - Territorial Asylum for the Insane

PHOENIX ARIZONA

IN THE SALT RIVER VALLEY
 VIEW LOOKING NORTHEAST

Notice: On the original 1890 map this area contained a description of Phoenix and the Valley from the viewpoint of the maps creator in 1890. The full text is on the previous page.

- REFERENCES**
- City Hall
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 - Gregory House
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 - Maricopa & Phoenix Railroad Depot
 - J. Y. T. Smith's Flour Mill
 - Minor's Ice Factory
 - Phoenix Street Railway
 - Residence of M. H. Sherman
 - Phoenix Park
 - Territorial Asylum for the Insane



Calumet or Bust:

Douglas is a city with an uncertain future but a fascinating past. Located along the Mexican border, it's a community that Pancho Villa threatened to attack in 1916, where evangelist Aimee Semple McPherson convalesced after being kidnapped in 1926, and where author Thornton Wilder retreated to write *The Eighth Day*, which won the National Book Award in 1968. But since Phelps Dodge closed its last smelter in 1987, the former industrial community has struggled to reboot itself.

While picturesque hillside copper mining towns with depleted and abandoned ore bodies have found second lives as funky retreats for artists and tourists, the rebirth of towns that processed copper ore has been more challenging.

This includes Douglas, a city in Cochise County, which was once home to two smelters. But the current economic malaise impacting Douglas doesn't detract from its history—it is one of five cities in Arizona that once operated a streetcar line. This is the story of the little-known Douglas Street Railway that ran for almost 20 years and transported countless workers to their grueling and dangerous jobs extracting copper from ore.

Douglas owes its founding in 1901 to Bisbee, the Queen of the Copper Camps, located 25 miles to the northwest. For all of its mineral

wealth, Bisbee proved a poor choice for smelting copper ore. Located in the steep terrain of the Mule Mountains, many of Bisbee's residents lived in its canyons and adjacent hillsides in wooden shacks, linked by long flights of stairs and dirt paths. Noxious sulfurous smoke from the town's smelter, the lack of a dependable water supply, and lack of room for expansion eventually doomed Bisbee's smelter.

Two Bisbee mining companies, the Copper Queen Consolidated, owned by Phelps Dodge, and the Calumet and Arizona, purchased by Phelps Dodge in 1931, planned the industrial community of Douglas, near where Whitewater Draw crossed into Mexico. The site had many advantages, including plentiful flat land for development, water resources, and access to the El Paso & Southwestern Railroad. The rail line linked the new community to nearby copper mines in Bisbee as well as two mines in Sonora, Mexico: Cananea and Nacozari. The railroad would also transport the smelted copper to El Paso, where the metal would be further refined.



Pancho Villa
Library of Congress



Thornton Wilder
Wikipedia



Aimee Semple McPherson
Douglas, AZ Hospital
Library of Congress

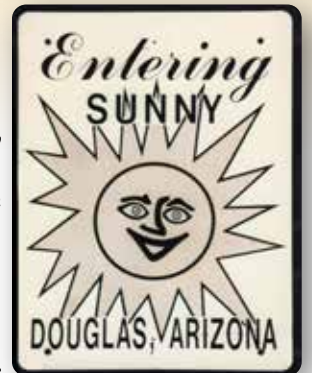
The Story of the Douglas Street Railway

By Douglas Towne

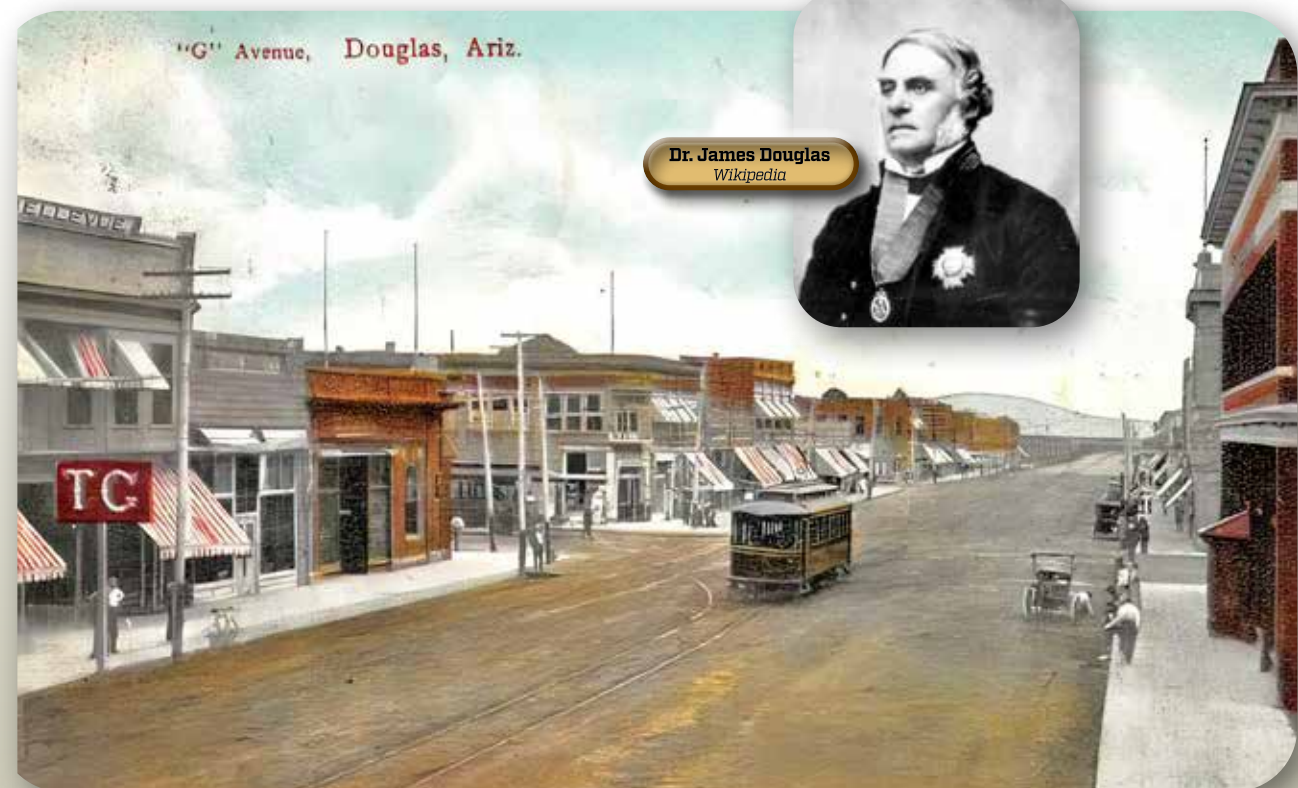
The planned community, named after Dr. James Douglas, president of the Copper Queen Consolidated Mining Company, was arranged along a rectangular street grid on which the future Douglas Street Railway Company would set up its trolley system. The initial purpose of the streetcars was to ferry workers back and forth from Douglas to the two smelters, which were being constructed west of town. The railway

company, funded by Bisbee mining interests, became the first streetcar line in Cochise County. Streetcars in Douglas operated five years before Bisbee's trolley system, helped by building the streetcar infrastructure in a new community that did not have steep terrain.

Construction of the Douglas Street Railway began during the summer of 1902, under the supervision of S.F. Cochrane, formerly of the

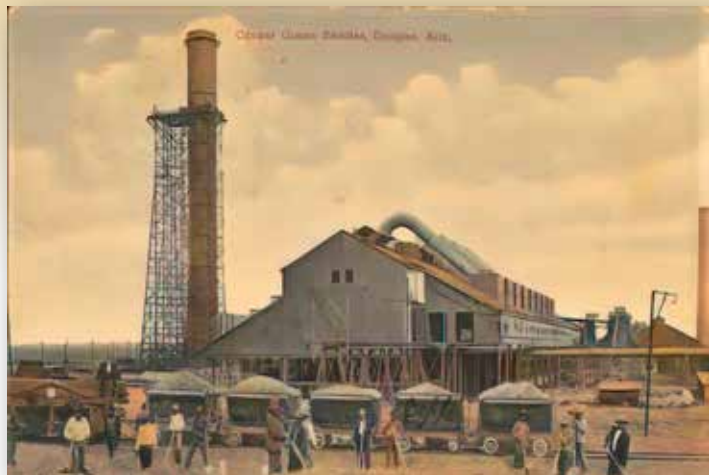


Street Sign in 1936
Douglas Towne



Dr. James Douglas
Wikipedia

Copper Queen Smelter, 1903



Copper Queen Smelter, 1930s



El Paso & Southwestern Railroad Station



Santa Fe, Prescott & Phoenix Railroad. By October, grading for the street railway from the town to the smelters had been completed, soon to be followed by laying ties and rails, according to a *Tombstone Epitaph* article. By December, 3 miles of rail had been installed. In January 1903, the first locomotive and passenger car had been shipped to Douglas, according to Richard V. Francaviglia's "Streetcars to the Smelters: An Historical Overview of the Douglas Street Railways, 1902-1924," in the Spring 1986 issue of *The Cochise Quarterly*.

By February 1903, after a trial run, the first streetcar trip took place from what the *Bisbee Daily Review* called "some point in the center of Douglas about two miles" to the Copper Queen and, more distant, Calumet & Arizona smelters. The debut excursion carried local railway, mining, and other officials. According to the *Douglas Dispatch*, the system, which had cost more than \$35,000 to build, subsequently became operational and resulted in "great convenience" for smelter workers.

Douglas Street Railway Timetable

DOUGLAS STREET RAILWAY TIME TABLE	
In effect Sunday, May 10th, 1903.	
Douglas Terminal E. P. & S. W. Passenger Station (Temporarily)	
Leave Douglas	Leave Calumet
6:40 a. m.	7:05 a. m.
8:00 a. m.	8:15 a. m.
10:00 a. m.	10:50 a. m.
11:30 a. m.	12:00 a. m.
1:15 p. m.	1:45 p. m.
2:40 p. m.	3:05 p. m.
5:10 p. m.	5:35 p. m.
10:40 p. m.	11:05 p. m.

Electric locomotives were planned for the Douglas railway system, according to a 1902 article in *The Arizona Republican*. But the streetcars were initially powered by what the *Dispatch* nicknamed the "Peanut Roaster," a "balky little steam engine" that "puffed back to town having made a most successful and highly gratifying trip" hauling workers in passenger cars to the smelters.

Francaviglia calls the Peanut Roaster a "steam dummy" because "it was a small steam tank locomotive disguised to look like a [passenger] streetcar. The purpose behind such subterfuge was to avoid frightening horses: experience had shown that horses, who were often terrified by steam locomotives, could be fooled into thinking this conveyance was just another trolley car. Many steam dummies had panels or skirting designed to hide the locomotives' wheels and side rods—further adding to the impression of electric power."

The locomotive was nicknamed the Peanut Roaster for its shrill whistle or perhaps the shape of the steam boiler and car body, according to Francaviglia. The steam dummy had four driving wheels and no leading or trailing wheels for guidance and had likely been used in California by a line that had ceased operation or converted to electrical power.

A *Dispatch* article indicates that the locomotive was subject to frequent breakdowns, necessitating the addition of another steam car engine and passenger car in 1903. Both Douglas streetcars were obtained secondhand and may have dated back to horse-powered operations in the 1870s.

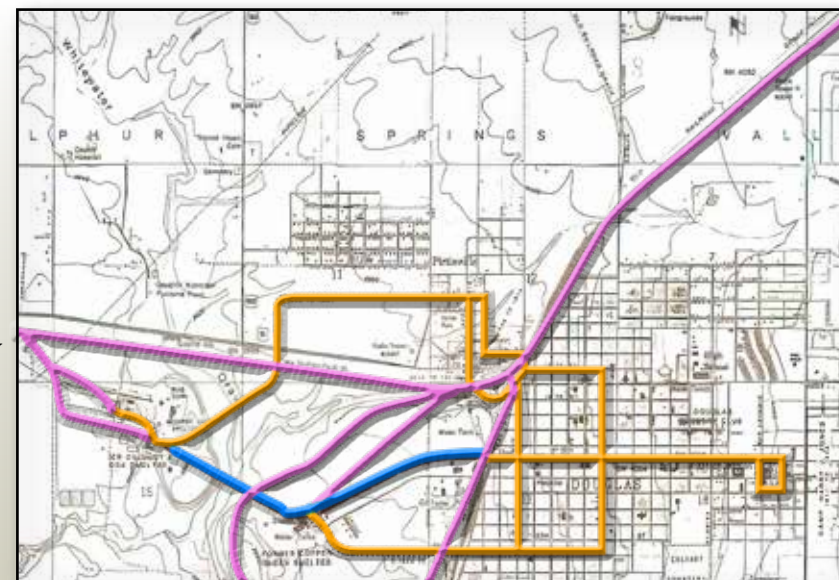
The Douglas railway was set to expand south to its sister-city, the Mexican border town of Agua Prieta, including stops at the bull ring and the Nacozari train depot, according to a 1903 article in the *Bisbee Daily Review*. However, two days later, an updated notice indicated the streetcar company put the extension on hold, with the railway terminating at the corner of Tenth Street and G Avenue in Douglas. Still, an article in the *Daily International American* states that the Peanut Roaster used oil for fuel and was deployed on

some international trips, carrying passengers to bullfights in Agua Prieta on the rails of the El Paso & Southwestern in 1904.

After its initial success as a commuter system for smelter workers, the Douglas streetcar expanded to become a comprehensive public transportation option in 1906. That was also the year the railway upgraded from steam to electric power, including installing costly overhead wires. Soon, no location was more than four blocks from the streetcar line in Douglas.

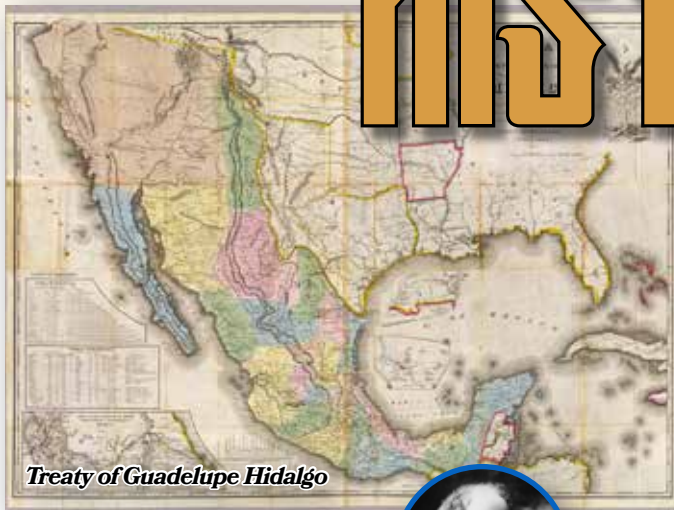
Yet, in 1920, the Douglas Street Railway ceased operations and remained unused and decaying until the streetcar company permanently abandoned the system in 1924. What caused this transportation system, once described by the *Bisbee Daily Review* as "an electric streetcar system second to none in the country," to shutter? Especially since 734,607 passengers had ridden it as recently as 1915?

We will detail the demise of the Douglas railway in the next issue of the *Phoenix Trolley Museum Quarterly*.



Map of Douglas Streetcar Lines
 1903-1906 Streetcar Lines (blue)
 1906-1920 Streetcar Lines (yellow)
 Railroad Lines (pink)

IT'S HEADIN' TOWARD WINTER IN ARIZONA HISTORY



Treaty of Guadalupe Hidalgo



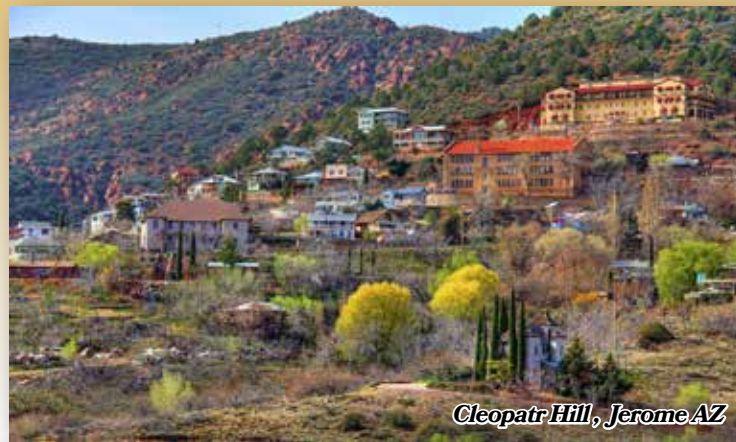
Gila Steamer similar to the Gen. Jessup



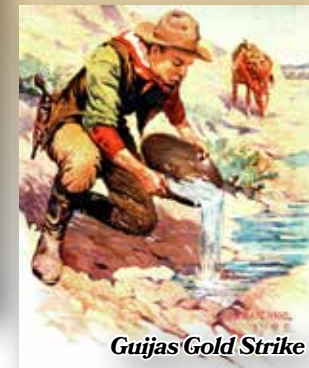
Congressional Medal of Honor



Salt River Herald Building



Cleopatra Hill, Jerome AZ



Guijas Gold Strike

1848 • February 2 • Treaty of Guadalupe Hidalgo ends the Mexican-American War and the US acquires Texas, California, New Mexico and Arizona for \$15 million, leading to the creation of the Arizona Territory on February 24, 1863.

1854 • January 11 • The General Jessup river steamer was the first to reach the Black Canyon on the Colorado River.

1861 • February 13 • The first military action to result in a Congressional Medal of Honor being awarded to Bernard John Irwin for rescuing 60 soldiers trapped by Cochise near Apache Pass.

1861 • March 16 • The Arizona Territory votes to leave the Union then in January of 1862 it forms the Confederate Territory of Arizona.

1871 • February 14 • Maricopa County is established by the Arizona State Legislature.

1875 • December 7 • Under an act to raise money for public schools, the Territorial Legislature appropriated \$250 for the first public school. Moses Sherman becomes the 1st Public School Principal.

1878 • January 11 • The first newspaper in Phoenix - the *Salt River Herald* - began publication.

1899 • March 8 • The town of Jerome is incorporated on Cleopatra Hill north of Prescott.

1900 • January 16 • the Gila Valley Bank, predecessor of the Valley National Bank (now Chase Bank), opened its doors in Solomonville.

1902 • March 29 • Reports began circulating of a rich gold strike in the Guijas district, not far from Arivaca.

1906 • January 1 • Street railway service along Grand Avenue, recently reactivated for the Territorial Fair, was suspended for ten days after storm water runoff overflowed the ditch which was the only drainage at the time.

1906 • January 25 • Flagstaff schools were closed because of an earthquake. Just a few months before the devastating San Francisco Earthquake.

1912 • February 14 • Arizona is admitted into the Union as the 48th State.

1915 • January 1 • Arizona authorizes women the right to vote. 5 years before the National Constitutional Amendment is ratified in August of 1920.

1929 • January 20 • The first feature talking motion picture taken outdoors, "In Old Arizona"

1929 • February 8 • A bill which moved the territorial capitol from Prescott to Phoenix was signed. Moses Sherman donates the land.

1929 • February 8 • Radio station KOY-AM in Phoenix Arizona begins broadcasting.

1930 • March 4 • Coolidge Dam was dedicated, although the lake had not filled up high enough to cover the grass. Humorist Will Rogers, guest speaker at the dedication, said that "if it was my lake, I would have mowed it". It then took 50 years to fill San Carlos Lake.

1960 • March 15 • Kitt Peak National Observatory was dedicated.

1999 • January 4 • Arizona inaugurated five female statewide officeholders, including Gov. Jane Hull, making it the first state to have an all-female line of succession.



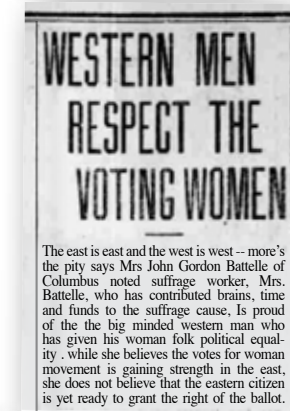
First Movie Filmed Outdoors



Statehood February 14, 1912



Storm Halts Streetcar



The east is east and the west is west -- more's the pity says Mrs John Gordon Battelle of Columbus noted suffrage worker, Mrs. Battelle, who has contributed brains, time and funds to the suffrage cause. Is proud of the big minded western man who has given his woman folk political equality. while she believes the votes for woman movement is gaining strength in the east, she does not believe that the eastern citizen is yet ready to grant the right of the ballot.



Arizona Suffragettes

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