INCIDENTS OF BUILDING A RAILROAD—
BOWIE TO GLOBE
(By Geo. H. Kelly—written in 1898)

The Gila Valley, Globe & Northern Railway was built by William Garland, now of Los Angeles, California. Very little preliminary preparation had been done, such as sounding the various towns and communities for subsidies or aid and encouragement. Mr. Garland and his secretary established headquarters at Bowie, and actually began grading for terminal switches and side tracks before a great many residents along its route through the Gila Valley knew anything about the proposed new railroad. The necessity for such a line had long been recognized at Globe and in the Gila Valley, in Graham County, as a means of stimulating the mining industry in the Globe district and adding to its profit by removing the inconvenience and heavy cost of the long freight haul from Wilcox and Bowie, on the Southern Pacific Railroad a distance of 125 miles.

Following the arrival of Mr. Garland at Bowie soon came grading outfits and material for the road and construction work was started. This work proceeded without special incident through the year 1894, and early in the year 1895 the track had been laid as far as Pima.

Of course there had been the usual work of negotiating for and securing rights-of-way for the railroad through the cultivated area of the Gila Valley through which the survey passed. One right-of-way incident I shall relate here because of the unusual method adopted by one Patrick Sullivan to bring the railroad company to a settlement on his right-of-way claim for damage done to a tract of land owned by him:

On Monday morning, the first in the month of February, 1895, when the train from Bowie arrived at the tract of land owned by Mr. Sullivan, it was discovered that Sullivan had built a board shanty across the railroad track and put a wire fence across the track on the line of his land, about twenty feet from the shanty. Mr. Sullivan and his wife had taken up a position between the wire fence and the improvised house where, with guns, they awaited the coming of the iron horse.

On the arrival of the train a good many neighbors of the Sullivans had gathered to see the result of the impending conflict at “Fort Sullivan.” The train came to a stop a short distance from the wire fence in front of the bailiwick of Mr.
Sullivan. Mr. Garland, president of the road, was aboard and he alighted from the train, went forward and began to loosen the wire fence. At this time Sullivan leveled a double-barreled shot gun at Garland and ordered him to keep hands off his property. Garland after looking for a short moment into the mouth of the ugly weapon, returned to the train and caused it to be backed to Solomonville where he swore out a warrant for Sullivan, who was arrested by the sheriff and brought before Justice of the Peace, W. J. Parks. Sullivan was released on bond, but while he was detained in court Garland and his train crew razed "Fort Sullivan" from the railroad track and proceeded with the train to the end of the track, near Pima.

On Tuesday morning, when the train again arrived from Bowie, it was found that "Fort Sullivan" was again an obstruction to undisturbed progress, the garrison showing as much determination as on the day before, but the sheriff being present no hostilities occurred and the trainmen soon razed the shanty.

This, it was thought, would end the trouble until the court docket was adorned with sundry damage suits, pro and con. But it was not to be so and when the train arrived Wednesday "Fort Sullivan" again loomed up to bar its passage. Mr. Garland was on board and again he went to Solomonville and procured warrants for Mr. Sullivan and also his wife. The officers and train arrived at the seat of war about three o'clock where a great crowd had assembled to see the outcome of this second engagement. Sullivan and his wife stood just inside the improvised wire fence and when Sheriff Wight read the warrant Sullivan said he would not go unless he was literally carried off his land by the officers. This was a ridiculous proposition. It placed Sullivan in the position of resisting an officer, and when his attention was called to that fact he became more reasonable and allowed the sheriff to lead him gently away, as did Mrs. Sullivan. The belligerents out of the way, the house was again torn down by the trainmen and the train proceeded to Pima. Mr. and Mrs. Sullivan were taken to Solomonville again and gave bonds for their appearance in court.

There were two sides to this controversy. On the one hand Mr. Sullivan claimed that the railroad company went on his land without permission; that he promised to give the right-of-way if the road ran straight on the south line. He was away in California when the graders reached his land, when instead of building on the line, as agreed, they made a curve through the 160-acre tract, greatly to his damage and inconvenience. He claimed that he had done all in his power to secure recompense
for the damage done to his land. He says his letters to the company remained unanswered. Garland’s claim was that Sullivan demanded unreasonable pay for the right-of-way.

This ended hostilities over the right-of-way, Sullivan being restrained by a court injunction from further interference with the operation of the railroad.

The criminal cases were dismissed, and on a trial of the injunction case Sullivan was awarded damages, not as much as he claimed, but more than Garland thought he ought to have to pay.

More Right-of-Way Trouble

Getting a right-of-way from Patrick Sullivan was easy compared to the trouble encountered by Mr. Garland when he asked for permission to build his railroad across the possession of Lo, the Redman, then located on the San Carlos Indian Reservation. As construction neared the reservation, Hon. Mark A. Smith, then Arizona representative in Congress, secured the passage of a bill through Congress granting a right-of-way through the San Carlos Indian Reservation. The measure passed both house and senate by unanimous vote, but when it was presented to President Cleveland it was vetoed with the statement that it would not be approved until a clause had been included providing for the Indians on the reservation giving their consent for the building of the railroad through their domain. The bill was so changed and re-passed and signed by the president. Afterwards this law was interpreted by the Secretary of the Interior to mean that the consent of all the Indians was required. Here was an insurmountable obstacle. The bill passed Congress in the year 1895. The road was completed to the reservation line and a terminal town known as Geronimo was of some commercial importance for three years.

A good many white men, who had friends and influence among some of the Indian leaders, at once began to prepare for a railroad “hold-up” in the matter of the reservation right-of-way, but Mr. Garland foresaw the futility of going against such an unfavorable condition and patiently waited for a more favorable turn of affairs, which came as a result of the election of McKinley as president. The McKinley administration decided that the railroad right-of-way bill for the Gila Valley, Globe and Northern Railway only required that the consent of a majority of the Indians on the reservation should be given.

In a short time Lieutenant Sedgwick Rice, Indian agent at San Carlos, received instructions from Washington as to how to handle the matter of securing an expression from the Indians as
to their desires concerning the building of the railroad through their domain. In the meantime, Mr. Garland had been creating favorable sentiment for his road through a number of civilian white men, who had extended acquaintance and influence among the Indians, including James Stevens, of the Indian Traders' Store, at San Carlos, and W. O. Tuttle, a former government scout.

Finally, Agent Rice set a day when the Indians should gather at San Carlos and vote on the right-of-way proposition. This date was on Tuesday, February 9, 1898. President Garland, Vice-President E. A. Cutter, of the new railroad, Wm. Hood, chief engineer of the Southern Pacific, and the writer of this article, then editor of the Graham County Bulletin, arrived in San Carlos on Sunday before the day for the right-of-way election.

Indians Have Great Feast

Indians were already arriving at the agency on Sunday and on Monday they came from every direction, in carts, wagons, on horseback and on foot. President Garland had provided for a grand entertainment for the Redman, his family, and his sisters and his cousins and his aunts. Beef, flour, beans, lard, sugar, coffee and tobacco were without price, and given freely to the Indians. Such a feast had never before been provided for the Indian tribes on the San Carlos Reservation, and there has been none such since.

Soon the mesa northwest of the agency buildings was covered with Indians gathered around camp-fires where the squaws were cooking according to Indian fashion. Monday night was a scene of gaiety. A large space was cleared between the camp-fires and the agency, and while the older squaws continued their cooking the younger ones, with the Indian bucks, devoted their energies to "tripping the light fantastic toe." A number of the older men provided music by beating on a rawhide stretched over tin pans and sounding like a muffled drum. The dance consisted of moving backwards and forwards a distance of ten feet or more to the time of the crude music. "Sets" of four were formed, two bucks and two squaws, the squaws facing one way and the bucks facing the opposite direction, so when the squaw was moving forward the buck was stepping backward and vice-versa; squaws and bucks alternated in the line.

This dancing, cooking and eating lasted till near daylight Tuesday morning. Many of the civil employes of the agency and several visiting whites took part in the dance; all of the
visitors no doubt would have done so had they received an invitation. The squaws chose their own partners and anyone not in their favor was shut out.

Chauncey Depew, the great after dinner speaker, said once that he never felt more agreeable or in better humor than just after being well-fed, and President Garland, of the railroad, no doubt concluded that he could find no better way to gain the good will of the Indians than by feeding them. To make success doubly sure, he caused to be distributed another "ration" of good things at Tuesday noon.

In the afternoon all arrangements were ready for taking the vote "yes" or "no" on the proposition to grant the railroad right-of-way.

Lieutenant Rice, as agent, through his interpreters, explained the details of the proposition and several tribal chiefs spoke. Among these were Chil-chu-ana, chief of the Tonto tribe; Saba Mucha, Antonio Nal-goda and Bailish. The latter was regarded as one of the shrewdest Indians on the reservation and did most of the talking. He told of trips he and Chil-chu-ana had made to Washington, where he declared he saw rich Indians buying whiskey by the drink like gentlemen; and a great mill which ground out money by the bushel and said he did not think money was as scarce with white men as Mr. Garland would have the San Carlos Indians believe. Then Lieutenant Rice fully explained the right-of-way proposition to be voted on, and the various chiefs marched their tribes in front of the council table where they answered in response to the call of their names. The voting lasted for two hours and of all present there was only one "no" recorded, showing that Garland and his campaign managers had been successful in their work.

Immediately after the voting, Lieutenant Rice called all the chiefs into council with President Garland to fix the amount of compensation to be paid for the right-of-way. Garland offered $6,000; the chiefs demanded $10,000. $8,000 was agreed upon. As finally settled, the right-of-way was secured by the railroad on the following terms:

1. The Indians to receive $8,000 as a tribe.
2. They to receive, in addition to the tribal money, pay for all improved land taken and pay for all damages to buildings, fences, roads and ditches; these amounts to be adjusted by the agent and the individual owners.
3. The Indians to have the privilege of riding free over the road for a period of thirty years.

Mr. Garland lost no time in starting construction work
through the Indian reservation and trains were seen running to Globe in less than one year from the date on which the right-of-way agreement was reached with the Indians, but three years later than it would have been had Mr. Garland not encountered the delay caused by his being barred from crossing the San Carlos Indian Reservation.