Familiar names, many of them perpetuated in the names of streets and schools, and many borne by families still prominent in the Valley, dot this map showing early homestead entries in the Salt River Valley. The map, compiled by Phoenix historian James M. Avery, shows the first big rush to claim land in the fertile Valley after Jack Swilling began construction of an irrigation canal in 1867. Shaded area in the center
**THE SWILLING PARTY**

Members of the Swilling party, which was organized at welding and arrived at the Salt River by the month of December, 1867, where construction work was started on the first canal:

- John M. Swilling - Leader of the party.
- Peter Burgs
- Thomas M. Williams
- James McGoldrick
- Michael McGraith
- Jacob Sestlinger
- Antonio Moreas
- Thomas J. Hoague
- James Lee
- John Larson
- Frank S. Metter

A settlement called "Phoenix" was formed in the northeast part of the township during the winter of 1867. It now contains about 50 persons who have displayed great energy in the construction of their irrigation ditches and the clearing of their land and will this year bring under cultivation a large extent of country. The settlement, though young, shows every evidence of thrift and prosperity. (March 18, 1869)

The above statement forms a part of the field notes covering the survey of TINR. B. by Wilfred J. Ingalls, U.S. Deputy Surveyor.

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**SKETCH MAP**

- SHOWING
- SOME OF THE EARLIEST
- HOMESTEAD ENTRIES
- IN THE SALT RIVER VALLEY

Compiled by James McRae

**OFFICIALS ELECTED**

- FIRST COUNTY ELECTION HELD ON MAY 1, 1870
- James C. Broomfield - Sheriff
- James L. Frazier - Recorder
- George E. Moore - Treasurer
- John A. Pahoe - Surveyor
- R. Stinson - District Attorney
- J. M. Henderson - Public Administrator
- M. E. Styles - Supervisors
- F. A. Shove - Constables

Phoenix was chosen as the county seat.

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Map No. 2

y shows the first Swilling began area in the center is the Phoenix Townsite, laid out between what now are Seventh Street, Seventh Avenue, Van Buren, and Harrison. From this rather humble beginning has developed today's Phoenix.
This photo was taken about 1912. Do you recognize the place? The answer is in the book, on page 174.
All photographs not otherwise credited are from the files of Arizona Photographic Associates, McCulloch Brothers and their predecessors.
NO STRA CULPA

We plead guilty and throw ourselves on the mercy of the reader. We tried our best, and at times our best was unfortunate. It was amazing, the arguments we could start by showing a photograph to various old-timers or experts, each of whom positively could identify the picture.

The picture on this page is not atypical of a problem photo. We don't know who the men are or when the picture was taken. None of our experts does either. But we do know that the photo was taken on East Adams Street before the old Adams Hotel burned down. This would place it some time between 1896 and 1910. Well, you might say, that's easy. What model auto is it? We don't know.

Actually, we do solicit readers to inform us of our sins of commission and omission. If you do know something about a photo in the book, please write and we will add the information to the files, thus making them more valuable for historians, both amateur and professional.

One other thing. If you have any old photographs, please treat them with respect. They are part of the historical record. Also, in these fast-changing times a photo really doesn't have to be terribly old to qualify as history. If you don't want to take care of your old photos or would like others to be able to share them, write us and we will try to arrange to have them cared for.

Dwight B. Yeard and friends in front of the Adams Hotel, circa 1900.

Photo by Walker J. Hubben

Salt River Project Collection
This obviously later-day Maricopa Indian settlement was purposely convenient to the canal. Maricopa’s forebears showed the way to the white man for irrigating desert lands.

Maricopa Indian family poses in front of its mud and reed house for this photograph taken about 1900. Note the large storage baskets.
moment the army was busy surveying wagon roads. The "Jackass Mail," more formally known as the San Antonio-San Diego Mail Line began operations through the territory in 1857, and the following year the Butterfield Overland Mail was in operation. A few intrepid miners began to seek wealth from the land, but still Phoenix slumbered.

During the great secession winter of 1860 and 1861 the Union crumbled, and in April of 1861 open warfare began between North and South. For the Southwest this meant the withdrawal of the few troops stationed in the territory and the resulting Indian uprisings. In 1861 a Confederate Army colonel proclaimed the existence of the Territory of Arizona, an action legalized a year later by the Confederate Congress in session at Richmond. This Confederate Arizona territory cut across Arizona and New Mexico just to the north of Phoenix and was to include the southern portions of those areas. Its capital was Mesilla in New Mexico, but this Arizona would not long endure.

As early as 1856 the people of Tucson and surrounding areas had asked for territorial status from the United States Congress. Such men as Charles D. Poston and Samuel P. Heintzelman labored toward that end. Now with southern Arizona under the control of the Confederates they, as Unionists, went to work with renewed vigor. Their cause was aided by the arrival of Colonel Carleton and his California Column who swept the Confederates out of southern Arizona. In April 1862, between Phoenix and Tucson, the Battle of Picacho Pass, often called the westernmost battle of the Civil War, was fought.

Over the years several proposals had been introduced in Congress to create a Territory of Arizona. One in 1859 authored by Senator Jefferson Davis of Mississippi would have brought into being Arizuma. At last on February
24, 1863, President Abraham Lincoln signed the Arizona Organic Act and thereafter for almost a half century the land was an organized territory of the United States. Just after signing the Act, the Chief Executive appointed the first set of officials who would venture west and formally launch the new territory. Governor John A. Gurley died before starting the expedition and John N. Goodwin, a Maine Yankee, who had been appointed chief justice of Arizona, was advanced to the governorship. Goodwin and the bulk of his party came overland across the plains to Santa Fe. Then with military escort the group moved west and on December 29, 1863 at Navajo Springs in northwestern Arizona the ceremony was held which was to bring Arizona Territory into being.
Confederate veteran Jack Swilling liked to move around, but after learning about the possibilities of Salt River Valley from John Y. T. Smith he organized a settlement party and founded Phoenix' first canal company. There is no known picture of the fourth of the founding fathers, the Englishman, Darrell Duppa, who named Phoenix.

THE FOUNDING YEARS
by
John O. Theobald

In September 1865, just four months after Appomattox, the military post of Camp McDowell was established on the Verde River, about eighteen miles north of the Salt River Valley. The purpose of locating the post was to control the movement of two of the troublesome Apache tribes, the Tonto and Pinal.

Since mounted horse troops were the key to this control, hay and grain naturally were as important an item as food for the soldiers. John Y. T. Smith, post sutler, had observed the extensive wild hay growth along the Salt River in the wide valley below the junction of the Verde and the Salt. Consequently, in 1867 he obtained the hay contract for the post and proceeded to set up a "hay camp" on the banks of the Salt. The camp was located just about where Fortieth Street touches the Salt River.

In January 1867, just prior to Smith's venture, Government Surveyor William H. Pierce made a preliminary survey of the Salt River Valley, locating a base and meridian point and establishing the initial monument. Before the end of the year Smith was visited by Jack Swilling, also a Civil War veteran, who had been around Arizona for some years. Swilling observed the prehistoric canals and was so impressed with the agricultural possibilities of the Valley that he organized a canal company. In a few months the first cultivated crops were growing and the seeds of the agrarian empire were sowed.

One of Swilling's party was Darrel Duppa, a profligate, but educated Englishman. He, too, took note of the extensive ruins of a once flourishing but vanished culture in the Valley, and so named the new settlement Phoenix, predicting that, like the mythical bird, a new metropolis would arise on the ashes of the old. One of the earliest known uses of the name occurs on May 4, 1868 in the Yavapai County records as the election precinct of Phoenix. Also in this year, Deputy Surveyor W. F. Ingalls, who followed Pierce, now noted the quality of the land and took cognizance of "a settlement called Phoenix." Emigrant families had started to come to the settlement and were engaged in general agricultural pursuits.

In June of 1869 Swilling was appointed postmaster. He erected a mail box near his substantial home, located near Fortieth Street and Washington, and a mail rider came in from Prescott with some degree of regularity. In 1870 William A. Hancock, another Civil War veteran, made a survey for a townsite, centering on what is now...
Fort McDowell was established immediately following the Civil War on the Verde River east of Phoenix to halt depredations by Apaches raiding from the high country.

downtown Phoenix. This location had been opposed by the "East Phoenix" group, led by Swilling, but a decision was arrived at, after the democratic processes of committee appointments and ballots were invoked on October 20, 1870. The "downtowners" won and the nucleus of the village came into being with the first sale of city lots in December of 1870. The first lot, on the southwest corner of First Street and Washington, sold for $104, and Hancock built the first building in the new townsite across the street, on the northwest corner. In 1871, Maricopa County was created by the legislature and Captain Hancock appointed first sheriff. His building, opened in February 1871, served as headquarters for the county offices, as well as general merchandise store and butcher shop.

By 1872 the town had a brewery, a bakery, the aforementioned butcher shop, a jail and the omnipresent saloons. In the first decade of development, from 1867 to 1877, the original ditches were extended, many new ditch and canal companies were organized, and hundreds

of acres of new land were put under cultivation. In 1877 the legislature provided for the building of roads from Phoenix to Globe, Prescott, Wickenburg, Agua Caliente and Yuma. Congress in this year passed the Desert Land Act, permitting a settler to get title to 640 acres of land, providing he irrigated it within three years and paid a small sum per acre. Captain William Hancock filed the first claim under the new Act.

In 1878 Phoenix's first newspaper, The Salt River Herald, ancestor of today's Arizona Republic, began publication and Phoenix' first brick building approached completion. Next year, 1879, saw the opening of Phoenix' first banking house, an Agency of the Bank of Arizona. This year also witnessed the completion of the wagon road to Maricopa. This station was the closest point to Phoenix on the new Southern Pacific Railroad, building eastward from Yuma. The line was completed to Deming, New Mexico, in 1881, and gave Southern and Central Arizona freight and passenger service from coast to coast.

In this photo taken before 1870 at Fort McDowell, Captain W. A. Hancock is seen lounging on bed at right. Others before the sutler's store, left to right, are: Charles Kenyon, Capt. J. A. Moore, George E. Mowery, Capt. Sawyer, and Leausarder.
We don't know who it is or where it is, but could it be the Lost Dutchman? Maybe he just came to town for the hanging being prepared for the gibbet behind him.

TWO DECADES OF GROWTH
by
Mrs. Marguerite B. Cooley

The emerging settlement called Phoenix was determined to take its place in the Territory, and this it did during the twenty years preceding the 20th Century. The some 1,700 inhabitants were proud of their town with its gardens and trees. The founding fathers had laid out wide streets and sidewalks; water flowed through the irrigation ditches; large supplies of merchandise were available, and people were moving in. These were the years that established Phoenix permanently and showed that the dream was one that was destined to come true.

The buildings in Phoenix were mostly adobe. After the incorporation of the city and the first city election in 1881, a real building boom took place. Frame houses appeared, some of them quite elegant. Brick buildings and homes were also in evidence. Adobe blocks were a thing of the past by now. In 1883 the Legislature authorized Maricopa County to issue bonds for $30,000 for the building of a court house in Phoenix and in 1888 the city hall was built.

The merchants were extremely busy offering all the necessities and many luxuries. There were ice factories, book-sellers, a candy maker, jeweler, upholsterer, confectioner, interpreter, to list just a few. In 1880 some 50 classifications were listed and this had increased to more than 100 by 1900. Architects, carpenters, contractors, and building and loan associations came to Phoenix in response to the increased needs.

Where there had been no place for visitors to Phoenix to stay, rooming houses, restaurants and hotels appeared. The Phoenix Chamber of Commerce became active, and

The man was a former St. Louis streetcar conductor named James Addison Reavis, but in the Arizona of 1887 he called himself Peralta-Reavis. With forged documents he laid claim to vast areas of Arizona, including the city of Phoenix. Mines and railroads paid him thousands to keep operating, but soon the Baron of Arizona was found to be a phony and landed in the penitentiary at Santa Fe.

Hauling supplies to the dam was no mean task, in this instance requiring 12 mules to pull a load of cement.
tourists were even searched out at that early date. Curio shops were added to the listing of merchandisers.

The professions were not neglected. Some 39 attorneys were doing business by 1890; physicians and dentists were available; and St. Joseph’s Hospital was caring for the ill.

The residents of Phoenix were not satisfied with just the necessities of life. They wanted all the better things also. The education of the children was improved each year with new elementary schools and the beginning of Phoenix Union High School. Lamson Business College began in 1890, and in 1894 the Dwight B. Heards founded the Heard Museum. Electricity came to Phoenix during this period. There were clergymen and churches available for all.

Communications were far from instant, but they did improve. A four-cell Bunsen battery provided the owner of an ice factory a telephone line between his factory and his residence in 1883. In 1891 the Sunset Telephone Company was in operation. Users deposited a $20.00 bond for the instrument and paid $5.00 a month rental. By 1899 long distance lines to Tucson were constructed. By 1893 Phoenix had mail delivery to homes.

The social life in town was certainly active. Many saloons added to the festivities, but to offset these were a variety of benevolent organizations, the Women’s Club

Italian stone cutters, who shaped and fitted the blocks for the dam, pose on a day off at the site.
Without Theodore Roosevelt Dam, Phoenix’s flight from the ashes would have been short-lived. Here it is from 1905, preparing of Phoenix, and the Phoenix Country Club.

The greatest accomplishment of this period was convincing the rest of the territory that Phoenix should be the capital city. On January 26, 1889, Governor Zulick signed into law the bill making this move. The legislature adjourned in Prescott that evening and reconvened in Phoenix February 7th. The trip was made by train in a special car by way of Los Angeles. The Legislature met in rooms provided in the city hall. That same session created a Capitol Commission to select and obtain a site for the capitol building, and a fund established for the erection of the building.

The city of Phoenix was firmly established and ready for the shining future of the 20th Century.
CAPITAL OF THE 48th STATE
by
Hal Richardson

The beginning of a new century heralded a promising time for Phoenix. The population had become nearly 6,000, and recognition reached a new high when President William McKinley spent a day in the city. Social growth was not neglected since the Phoenix Country Club, which had been organized earlier, was established in a log cabin on Van Buren Street. A ten-acre plot was donated for the Territorial Capitol, and the $130,000 building was dedicated on February 25, 1901, and the Twenty-first Territorial Legislature convened in the new structure.

In June, 1902, President Theodore Roosevelt signed the Reclamation Act providing that the proceeds from the sale of certain lands should be used to build a reservoir system. In 1903, to take advantage of this act and to meet the water needs of Phoenix and the Salt River Valley, a group of farmers formed the Salt River Valley Water Users Association.

The commercial production of ostriches — for their fashionable feathers — now reached its peak, and became, while the fad lasted, a substantial industry. A new post office was built and electric plants, steam laundries, flour mills, ice plants and creameries for Phoenix were expanded. On December 24, 1905, the Territorial Fair in Phoenix opened and a few days later thousands of Arizonans denounced joint statehood (with New Mexico) at the fair. Public opinion on this question was convincingly demonstrated on November 6, 1906, when Arizonans defeated the joint statehood bill five to one.

Phoenix had now become the leading agricultural region of Arizona. In the year 1908 building permits totaled nearly $300,000 and the Carnegie Public Library was dedicated. The assessed valuation of Phoenix had risen to over $9,000,000 by 1910, and the paving of city streets began on March 11. Excitement was provided when the Adams Hotel burned down early in the morning of May 17, 1910, but was promptly rebuilt on the same site.

On February 14, 1912, Arizona achieved its long-sought victory, as President William Howard Taft signed Arizona's Statehood Proclamation. Arizona's first governor, George Wiley Paul Hunt was inaugurated on this day. In 1913, nearly 3,000 winter tourists came to Phoenix, signaling the beginning of one of Arizona's major industries. Phoenix installed its first city manager on April 7, 1914, when a commission form of city government was adopted. The assessed valuation of the city had now risen to over $29,000,000 and by 1916 the population had grown to nearly 25,000.

Among the many soldiers answering the call for World War I was Frank Luke, Jr., America's second war ace, and one of Arizona's outstanding heroes. In 1920 Phoenix celebrated its fiftieth anniversary, and its growth continued. The assessed valuation had passed $33,000,000 and the city was in the midst of its largest building boom to date. Phoenix Junior College was established, and Phoenix Union High School now registered 2,000 students. Before 1921 had come to a close the city had 125 miles of sidewalks, while the area of the city had grown to fifty-two square miles.

On June 21, 1922, the pioneer radio station KFAD, now KTAR, was inaugurated. Phoenix' growing economy could further be measured by bank deposits which now exceeded $25,000,000. The city enjoyed another banner year in 1926 when the Southern Pacific Main Line was completed through Phoenix, and regular passenger and express air service began the following year. During this period several landmark buildings were built, St. Joseph's Hospital on 4th Street, the San Carlos Hotel, and in 1929 the Arizona Biltmore Hotel.

At the end of the decade, Phoenix had fifty-nine churches, sixty garages, eighteen laundries, seven ice plants, twelve hotels. Its six banks had combined re-

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PROCLAMATION.

TO THE PEOPLE OF ARIZONA:

I, JOHN N. GOODWIN, having been appointed by the President of the United States, and duly qualified, as Governor of the TERRITORIAL GOVERNMENT of ARIZONA, do hereby announce that by virtue of the powers with which I am invested by an Act of Congress of the United States, providing a temporary government for the Territory, I shall give the present to organize said government. The provisions of the Act, and all laws and orders heretofore established hereby, will be enforced by the proper Territorial officers from and after this date.

A temporary government will forthwith be taken, and thereafter the Territorial Legislature will be formed, and an election of members of said Legislative Assembly, and the other officers, provided by the Act, be held.

I invite the aid and cooperation of all citizens of the Territory in any efforts to establish a government whereby the security of life and property will be maintained throughout its limits, and its internal revenue be equally and successfully enforced.

JOHN N. GOODWIN.

By the Governor:

RICHARD C. MCCORMICK,
Secretary of the Territory.

FORT WHIPPLE, ARIZONA.
Upon the recommendation of Governor N. O. Murphy, the territorial legislature in 1901 created the Arizona Rangers. Their first captain was Burton C. Mossman. In this photo some of the Rangers are seen with Captain Thomas H. Rynning, third from sources of over $43,000,000, and the city area had grown to sixty-four square miles and had 161 miles of streets with seventy-eight miles paved, 12o miles of sidewalks and a population of over 48,000. The transition left, who had succeeded Mossman. Disbanded by political whim in 1909, the Rangers had brought law and order to Arizona ranger.

decades from territory to state, 1900-1930, were ones of great advancement and expansion at all levels of business and industry. The decades following World War II would witness even more and greater growth.

The last territorial officials of Arizona pose with their chief, Governor Richard Sloan, seated, fourth from left. Photo was made at capitol in 1912.
Arizona's Constitutional Convention posed for its photograph towards the end of 1910. The convention eventually came up with a basically populist constitution.

A portly Governor Hunt, with hand in pocket, reads a speech from the front porch of the capitol on the day Arizona was admitted to the Union.

This cartoon by Berryman is good enough not to need any caption, but the artist labelled it "A Flag Day Dream." Both Arizona and New Mexico became states in 1912.
On Saint Valentine's day, 1912, President William H. Taft signed into law the creation of Arizona as the 48th state.

On the day of admission there was a parade in Phoenix on Washington Street in front of the old city hall. Behind the band is a horse-drawn fire department steam pumping unit.
THROUGH
THE GROUND GLASS

Time was when quality photography was almost the private preserve of the professional photographer, viewing the world upside down through the ground glass at the back of his bulky camera. The amateur was not about to lug around the equipment necessary to take fine photos, not to mention the cumbersome processes of developing and printing. Although George Eastman had marketed roll film in 1889, it truly was not until the development of panchromatic films and the miniaturization of cameras in the 1920's that it was possible for rank-and-file amateurs to produce good photos.

So, it is to the old-time professional photographers that we are especially indebted for so many of the excellent pictures offered in this volume. Here are the craftsmen we have learned to know in the publication of this book, photographers who recorded the scene in and around Phoenix prior to 1920.

Adkins, W. C.
Andrews, E. L.
Barton, L. C.
Beasley, Al D.
Beattie, J. W.
Branch, J. W.
Clausen, C. H.
Donnell, T. M.
Fortin, J. R.
Green, W. H. A.
Hackett, A. E.
Hartwell, Frank A.
Hartwell & Hamaker
Harrison, R. T.
Kaf, A. M.
Kunselman, E. E.
McCulloch, J. M. & William
Masley, M. W.
Mussey, F. B.
Pennington, William
Portillo, Jesus
Rothrock & Barnett
Rhodes, J. P.
Russell, William F.
Sexton, J. H.
Turnbull, Robert A.
Updike, Lisle
Westberg, J. F.
Wilson, Mrs. Lawrence

William Pennington's lugging about thirty pounds of camera equipment up to Indian ruins was only the beginning of his chores in 1907. Next came developing by candle or moonlight and, in cold weather, keeping the chemicals and plates warm over a miner's stove. Printing was done by thrusting plate and paper holder through tent flap into sunlight for critical number of seconds.

When the pioneer photographer took to the road, it often meant no road at all. It also meant loading about 3,500 pounds of cameras, plates, holders, mounts, chemicals, and studio tent, not to enumerate the essentials for living for both man and beast.
Photos taken and gathered by the McCulloch brothers form the nucleus of the historical collection now maintained by Herb and Dorothy McLaughlin. The two brothers are pictured at left, along with Ed Linder and E. D. Newcomer as they worked on special edition for the Arizona Republican.

As rugged as the horses and wagons were, sometimes the photographer had to pack into his customers. In this 1907 photo, Lisle Updike has his photographic and camping gear packed on one horse, while, mounted on another, with rifle and pistol for another sort of shooting, he is ready to make portraits of early ranching families.
INTO FULL FLIGHT
1870-1900

Our Phoenix was a little clumsy in taking off, but once it was airborne it winged wonderfully into full flight.

In this section, the reader is presented a brief photographic record of Phoenix’ development from the beginning to the present, 1970. It is brief because 100 years have been sifted down into sixty pages, roughly 300 photographs.

The majority of the photographs will deal with the early periods, 1870-1900 and 1900-1920, because the Phoenix of those days has all but vanished. Another reason for emphasis on the early times is that later periods are strongly represented in the THEN AND NOW section of the book, beginning on page 114.

We hope the reader captures some of the flavor of the very young Phoenix. In looking over so many photos of those bygone days, we have come to view with some nostalgia what we now call the old Phoenix. It seems to us that it truly was an oasis on this harsh Sonoran desert.

NOTE: Central Avenue for many years was known as Center Street, sometimes spelled Centre. But, since few of us remember it as such, we will stick to the one we do know — Central Avenue. The north-south streets and avenues originally were named after Indian tribes.

Reportedly, this was the home of Darrell Duppa, English remittance man, who gave Phoenix its name. It is located at 116 West Sherman. Arizona Department of Library and Archives Collection

This lithograph is of Phoenix’ first building, located on northwest corner of First Street and Washington. It was built in 1871 by Capt. William A. Hancock.

J. R. Darroche, Phoenix’ first schoolmaster, held class in 1872 in the first County Building on South First Avenue. Pupils in the school were . . . Hargrave, Annie, Alex, Mary and Will Kellogg, Elizabeth and George Kirkland, Angel Moreno, Annie, Effie, Eula, Flore and Marilla Murray, John Rosie and Sara Osborn, Billie, Ella and Mauda Roberts, Francisco and Jose Rodriguez.
Built in 1872 by John J. Gardner, this was Phoenix' first hotel and, not surprisingly, it was called the Phoenix Hotel. It was located on East Washington, but whether at First, Second or Third Streets is matter of debate.

By October, 1873, the town had a proper school house and this was it, located on Center Street — later Central Avenue — just north of present San Carlos Hotel.

In 1878, this was Bostonian George Loring's place of business on East Washington Street. It also was the County Court House, Wells Fargo Station and Post Office, and it was next door to the Palace Saloon.

This is a long view of Washington Street in the 1870's, and that is all we know about it.
By the 1880's Washington Street began to take on a substantial look, and the trees added both beauty and shade. This was an I.O.O.F. parade.

Mayor Emil Ganz' popular Bank Exchange Hotel was destroyed by fire in 1885. It was located between First and Second Streets on Washington, across from the Plaza.

The Valley Bank opened for business in 1884 with M. H. Sherman as president, William Christy, cashier, and E. J. Bennett, assistant cashier.
On the northwest corner of Central Avenue and Washington, the Garden City Restaurant also featured swimming and bathing. Maybe the ditch was routed through the building.

The Goldman & Company store on the northeast corner of Central and Washington handled everything from farm equipment to general merchandise. Goldman is man with hand on hip.

Kelly's Speedy Phoenix Market was located on the southwest corner of Central and Washington.

This is a "bird's eye view" of Phoenix in 1885 made by C. J. Dyer. It noted that the population was about 1,300, but was growing.
In 1883, the Lemon Hotel was one of Phoenix' finest. It was owned and operated by A. D. Lemon.

Barry Goldwater Collection

It looks like Jefferson Street had all the traffic it could handle when this photo was taken. The view is to the east from Central.

Barry Goldwater Collection

The twelve-mule-team rig was on the west side of First Street south of Washington. The Central Hotel, with veranda, is between Goldberg Bros. and Bee Hive stores.

Looking east from First Avenue on Washington Street, this was the view in the late 1880s.

Arizona Department of Library and Archives Collection
We don't know who the family is, but we like this picture of early Phoenix home life.

Hayden Library – Arizona Collection

Established in 1879, the S. D. Lount and Son Phoenix ice factory, was at northeast corner of Fourth Street and Washington.

Later, S. D. Lount's ice company's name was changed to City Ice Delivery. Lount is holding horse at center.

Neat and not gaudy would be the way to describe the Commercial Hotel lobby in the late 1880's.
The Porter Building was on southwest corner of Central and Washington. The second floor housed the Arizona Improvement Company and the Arizona Canal Company.

In 1888 the Commercial Hotel was enlarged to look like this. Later it was enlarged again and eventually remodelled into Luhrs Hotel.

Going into the Nineties was a good time for floods, especially this year, 1891, when the Salt River rose with a fury and then subsided into tranquil beauty.
This was the countryside northeast of Phoenix in 1895. The photo was taken from the Churchill residence, now the site of Phoenix Union High School.

Phoenix, east from the Court House, looked like this. City Hall, before the bell tower, is center-rear, First Avenue in foreground.

The old Adams Hotel soon after 1896 gave a good look at Melinda's Alley, next to Mexican-style building, center. Churchill residence can be seen at top, also tower of waterworks at Ninth Avenue and Van Buren.

At Phoenix High School, the girls wore maxi skirts and tight-collared blouses, and the boys jackets and ties, which seems appropriate for such a high-style Victorian school building. There also was no parking problem.

This is the early school on the old School Block, bounded by Monroe and Van Buren, and Central and First Avenue.
The Central School had grown into this impressive structure by end of 1890’s.

Streetcars were electrified in 1893, and this one is heading west on Washington at Central Avenue.

Washington Street was the street in the 1890’s, and for some years afterwards. Here streetcars on their way to The Natatorium pass the Court House at First Street.

In the late 1890’s, Bernard Heyman had his furniture store on northwest corner of First Street and Washington in the Berryhill Building. Just down the street was the C. D. Dorris furniture store. Streetcars were headed for Phoenix Park and the Capitol Grounds.

The identification we have for this photo says that the cyclists are part of the Nellie Bly “around-the-world” trip, passing through Phoenix. The only journey around the world the famous journalist took that we know of was to break the record in Around the World in Eighty Days, which she did in 72 days, 6 hrs., and 11 mins., on Jan. 25, 1890.
The Central Hotel between First and Second Streets on Washington, had rooms for guests only upstairs.

Korrick’s The New York Store was east of Second Street on Washington.

Washington Street also was the street for funerals, complete with brass band and curious children.

The Fleming Building at left on corner of First Avenue and Washington had only two stories, and the Bee Hive Store advertised on the Second Avenue street sign.
The Fleming Building had gone up to four stories, and A. F. C. Kirchhoff, Family Liquor Dealer, was doing business next to the H. H. McNell Co.

The well-known restaurant, French Kitchen, at left, was on south side of Washington between Central and First Avenue.

The New Mills House was built in 1893 and was located at 618 West Washington.

Washington Street was getting ready for a parade, and a good place to have been was the balconies of the Ford Hotel at left on corner of Second Avenue.
Looking south on Central Avenue from Washington in the 1890's was an optomistic view. The National Bank of Arizona is at left, and the Thibodo Block at right.

On quiet days on Washington Street there was time for a chat. Alley next to The Valley Bank in back of trio was called Wall Street.

The Adams Hotel, at right, was almost an outpost in this view looking north on Central Avenue. Melzer Bros. Wholesale Liquors were at left next to gun store.

Adjusting and cleaning the electric arc lamps was a constant necessity for maintaining street lighting. Note serviceman using little stool to insulate him from chance of electric shock. This is looking north on Central from Washington.
This reportedly was the Yellowstone Saloon across from City Hall. At any rate, it sold Yellowstone whiskey, provided steady customers a rack to hang their beer mugs and towels for all customers to wipe suds from whiskers.

The City Waterworks at northeast corner of Ninth Street and Van Buren was constructed in 1896.

Late in the Nineties the Commercial Hotel added on a third section at right of building.

It looks like the horse trading center was outside the doctors' offices at Central and Adams in 1891, present site of Adams Hotel.
The Golden Eagle Livery Stables of C. M. Sturges & Co. provided these elegant rigs for fancy customers.

Travelers went to the Maricopa and Phoenix Railroad Station on Seventh Street to catch train for Maricopa Station and Southern Pacific main line.

In 1887, Edward Eisele founded the Phoenix Bakery, forerunner of Holsum. These are delivery wagons in 1894.

Edward Eisele, right, poses with partner, Alfred Becker, in the showroom of Phoenix Bakery at 7 West Washington.
The Five Points Bakery offered goodies to folks coming into town from westside on Van Buren or Grand Avenue.

A proper dry goods store probably looked like this, and Goldwater's did at its store near First Street and Washington.

Lightning Transfer and Storage wagons were lined up at office on west side of Central between Washington and Jefferson. Notice the bedding rolled up on cots on porch over sidewalk.

We would imagine that these persons are employees or relatives of Ezra W. Thayer, but we don't know. Note the plaster horse fitted out with harness in the doorway.
Charles Donofrio, who came to Phoenix in 1887, posed outside his store on East Washington in 1894.

Charles H. Pratt and Cyril Gilbert started in business in 1899 in this store, where now the Jefferson Hotel is located.

It may look crude to us, but this was an efficient machine works, possibly Kunz Brothers and Messenger. Mrs. Margaret Rockwell collection.

The Model Grocery at 42 North Central Avenue looked like this in 1898.

Col. William Christy, president of The Valley Bank, with two sons, Lloyd and Shirley, show off the era's idea of elegance and efficiency in banking. Mrs. George H. Cavin Collection
The J. T. Dennis, right, and Marcus Jacobs homes were located between Second and Third Streets on Monroe and were typical of fine homes of the Nineties. The Jacobs place lasted well into the 1960’s.

Built in 1892, the Roland Rasson house at 139 North Sixth Street was a social center and the essence of elegance in that age of innocence. House was still standing in 1970.

The University of Arizona was in Tucson, but it had its agriculture experimental station on Grand Avenue near Phoenix.

In the 1890’s, this was the new Central Methodist Church at southwest corner of Central and Monroe.
No doubt this photo was to make the folks back East jealous. Some experts think this might be Fred Balke, who had an Indian curio store and built the Balke Building at First Avenue and Adams.

The Columbus and Adeline Gray mansion on South Seventh Street and Mohave was a Phoenix showplace.

He was known only as Ong, but he was known well by many old-time Phoenicians. People in the 1890’s were just as intrigued with the ruins at Casa Grande as Padre Kino had been nearly 300 years before.

This group on its way back from Cave Creek included Mr. and Mrs. Fred Tait, Mary Denny, and Blanche Hancock. Gathering in City Hall Plaza, where Fox Theater now stands, was more than a sometime thing.
The Mid-winter Carnival Queen in late Nineties was Lena Purdy of Phoenix. Her attendants from left were Laura Peck, Yuma, Lillie Solomon, Solomonville, Maud Marsh, Prescott, Kate Sherman, Kingman, Miss Kenyon, Globe, Agnes Todd, Flagstaff. Pages were Hazel Goldberg and Ruth Jessop of Phoenix.

On a visit to Hole-in-the-Rock about 1897 Bessie Copes, top, and Mabel Hancock don't seem to fear getting their pretty dresses dirty.

These are the first to fourth grades and the fifth to eighth grades of Creighton School in 1896. Can anyone identify them?

The spring term class of 1892 at Mrs. C. H. Bury's Private School posed for this picture. We know that it includes Carrie, Waldo and Carroll Christy.

The children look gentle enough on this school picnic, but we noticed that all the teachers are huddled together.
The Boys Brigade of 1894 looked pretty fierce, even if one of them was out of uniform.

We don't know if Oscar Roberts was at the Court House because of the law, but he and his roan horse made the perfect picture of an Arizona cowboy.

Would you believe that there was a cricket match at Eastlake Park in 1895? That is what we were told.

This is a gun club of 1897. The only member identified is J. M. Atken, sprawled at left.
Some oldtimers may be able to identify the staff of Phoenix High School in the 1890's.

J. W. Dorris, left, and S. M. Hogsett pose in 1896 at their store at Central and Adams with very small and pretty Ruth Dorris.


Besides the bath at the Commercial Hotel, the weary traveller could get a haircut for thirty-five cents.
Everybody loves a parade, especially if a handsome son is in it. These young men are part of the Phoenix High School Cadet Corps.

Mrs. Dan M. Thompson Collection

The Indians were coming hell bent, but it was only another parade on Washington Street.

The Phoenix Indian School Band leads a major segment of a parade on East Washington Street.

Barry Goldwater Collection

The Phoenix Midwinter Carnival of February 19-22, 1896, was a perfect occasion for a grand parade. Here it comes west on Washington Street at Third Avenue.

Sometimes it wasn't a parade that attracted on Washington Street. This time it was the finish of a fire hose race.
Army officers and officials lead the Phoenix Indian School Cadet Corps in an 1889 parade. John and Lillian Theobald Collection

With an officer of the famous Rurales in the lead, Yaqui musicians and dancers represent Arizona's southern sister state, Sonora, Mexico.

Following the Spanish-American War, James H. McClintock was appointed colonel of the First Arizona Infantry. That is he, with saber drawn, at the head of his troops on East Washington Street.

Sometimes a parade managed to get off Washington Street, in this instance on Adams, marching west into Central Avenue.
According to the architects, this is the way Arizona's capitol was to look at the start of a new century.

Mrs. William Pickrell Collection

... And this is how it appeared, when it got a bath as more than nineteen inches of rain fell in 1905.

Holsum Bakery, Inc. Collection

Taft wasn't the only President to visit Phoenix at the beginning of the Twentieth Century. Here is President William McKinley just three months before he was shot down by an anarchist on September 6, 1901, in Buffalo, N.Y.

This was Engine No. 1, which hauled on the Pea Vine between Phoenix, Prescott, and Ash Fork to connect up with Santa Fe main line.

Valley National Bank Collection

Without being connected with rest of the nation by rail, it probably would have taken even longer than the record number of years for Arizona to become a state. Pictured is J. O. Dunbar of the influential Dunbar's Weekly returning from Washington after lobbying for statehood.

The iron horse brought the mail into town, and the four-legged variety took it the rest of the way.

Albert J. Ross Collection
The railroads still haul automobiles, but the method of unloading is more organized than it was in 1909.

First National Bank of Arizona Collection

At this time the bicycle became motorized, and the Phoenix Motorcycle Club was organized.

There still were places where an automobile couldn't go, and even the Ford Hotel stage had trouble.

These intrepid motorists were on their way from Prescott to Tucson in 1904. Identifiable cars are Oldsmobile, Winton, Franklin and Packard. Second from right are Mr. and Mrs. Frank W. Foster and daughter Blanche of Prescott. Second left are Alex Lyons and W. C. Miller; third, O. A. and Mrs. Hesla; and fifth left, Mr. and Mrs. H. D. Atken.

The first auto purchased in Phoenix was a 1901 Winton. It actually was third auto in town, but its proud owner, Dr. James Swetnam, didn't seem to mind.

Mrs. George H. Cavin Collection

We believe this classy auto to be a 1903 Cadillac. Out for a drive are Mr. and Mrs. Shirley Christy.

Arizona Department of Library and Archives Collection
We are not pulling your leg. This is the Black Canyon Highway in 1900.

In 1905, the age of elegance had not completely passed, as Governor Alexander O. Brodie and his wife prove.

In 1909 Osborn was a farm-country school way out on Center Street. These are members of the Second, Third and Fourth Graders.

In 1908 the stage was still running to Theodore Roosevelt Dam from Phoenix.

These serious and thoughtful children made up the First Grade at old Central School in 1901.

The 1904 graduating class of Phoenix High School looked confidently into the future.

The Red Bird Band at Central School in 1902 or 1903, under the direction of Mr. Fountain, included George and Frank Eberle, Bobby Baker, Otto, Ulrich and Walter Thalheimer, Floyd Marlar, Avery and Bill Corpstein, Walter Wood, Addison Brewer, George Luhrs, Vic Comfort, George Campbell, Nick and Joe Bals, Roland Norris, and Adam Fike.
The 1905 Phoenix High School team was undefeated in its three-game schedule. Reclining in front is Ed Melezer, with Neil McCarthy directly behind him. With the football is Captain Lyman Latourette, and the big fellow over his right shoulder is Arthur Goebel. At top right is Palmer Irvine, and in front of him is John Wolf-Chief. Others are Bert Smith, Guy Wilky, Herm Rosenberg, Alex Baker, Ben Baum, Cliff Maddox, Bill Simson, John Dunlap, and Celora Stoddard.

Mrs. Ed Lake Collection

The only thing we have been able to learn about these two formidable athletic aggregations between 1905 and 1910 is that Ed Luke is at front right in the football picture and third from right in top row in track photo.

Mrs. Ed Lake Collection

The Phoenix High School track team of 1907 or 1908 looked neat, if not swift. Bill Corpstein is at left in front row.

Swimming in the ditch was the best cooling Phoenix had to offer in 1905. These are the H. H. McNeil children in the Town Ditch, formerly the Swilling Ditch, which passed through their front yard at 345 West Van Buren.
The Woman's Club of Phoenix was founded in 1900, but it didn't get around to building its clubhouse till late in 1909. This is laying of the corner stone at First Avenue and Fillmore.

He may look like a dude, but it is Wildcat Bert Bryan, Phoenix broncbuster who went with the Buffalo Bill show. Wearing fur chaps, Wildcat must have thought he was in Montana. This is not the same bar shown earlier. The Commercial Hotel Bar was up to date for the 1900's, but the customers' drinking habits seemed not to have changed.

The desert is a long way from the tall timber, but a Foothills Palo Verde made an excellent Christmas tree in 1907.

No one seems to know—or they aren't telling—what the occasion was, but in 1900 on parade were, from left, Louise Sweetnam, George Luhrs, Jr., Emma Luhrs, and Mable Novinger.

There certainly was little reason for a dental patient being bored while waiting in Dr. William G. Lentz' office in the National Bank of Arizona Building.

In 1907, the Arizona National Guard sent the first national match rifle team into competition. Since the Guard did not even have a rifle range, not surprisingly it took forty-third out of forty-eight places.
From this 1907 photo, it would appear that attending the Arizona Territorial Fair was strictly a masculine affair.

Frank Cullen Brophy Collection

The Arizona Republican was at Second Street and Adams, and the ditches were still open in town. The Churchill house of Phoenix Union High School can be seen at top left, and the tower of the waterworks is to the right.

Arizona Department of Library and Archives Collection

The Carnegie Public Library on West Washington Street was Phoenix' first and was dedicated in 1908.

Autos were the coming thing in 1909, but the horse and buggy still dominated on Washington Street.

Mrs. Dan M. Thompson Collection

About 1910 this was the eastern residential area of Phoenix as photographed from a balloon. The intersection at lower left is Fifth Street and Monroe. Open fields directly up the picture from intersection are now Phoenix Union High School. House in center with large circular drive is now Monroe School. Tower is city water plant north of Van Buren on Ninth Street.

These were the main gates on the Arizona Canal at the Crosscut Canal and Lateral 7. Now forty-eighth Street and Indian School Road meet in the newly planted citrus grove.

John and Lillian Theobald Collection

Towards the end of the century's first decade, Phoenix' first two-story brick structure, the Irvine Building at First Street and Washington, was beginning to show its age.

In 1915, the former Dorris Opera House was the Elks Theater, and on October 21 John Phillip Sousa and his band were appearing. The building still stands between Third and Fourth Avenues on Washington.
The Phoenix Country Club was isolated out at Sixteenth Avenue and Van Buren, but never so much so as by the rains of 1905.

These shops look as if they were out in the country, but in 1900 they were at Second Avenue and Jefferson, only a block south of the Ford Hotel.

J. W. Benhaw and wife in their The Curio were happy to show off their wares, when such items as large Indian baskets were not the rarity they are today.

In 1907, Donofrio-Zunkel and Talbot and Hubbard stores were doing fine. Then in 1908 fire struck.

If it was time to go, this was the way to do it in 1908.
The Donofrio's ice cream wagon was a familiar sight around town in 1908, and it was to be so for years to come.

Valley National Bank Collection

In 1908 The Valley Bank constructed a new office between Central and First Street on Adams and moved from its old quarters at Wall Street and Washington.

Valley Bank, Phoenix, Arizona.

To many, downtown Phoenix had lost its charm, but this was Central Avenue north of Fillmore. Goldwater house is second from left.

Arizona Pioneer's Historical Society Collection

Yet, Virginia, there was a time when you could buy a new Ford car in Phoenix for $690. Look closely at store window.

Mrs. Ed Luke Collection

Yes, Virginia, there was a time when you could buy a new Ford car in Phoenix for $690. Look closely at store window.

Mrs. Ed Luke Collection

Dorris and Heyman merged their furniture operations in 1901, but this huge building was started by a man named Noble, who went broke pouring so much concrete. Dorris-Heyman finished the job and moved into the building on the southeast corner of First Street and Adams in 1908.

In 1910, the fourteen-year-old Adams Hotel was Phoenix’ pride.

Then, early on the morning of May 17 fire broke out.

But it was soon obvious that the fire had won, but it hadn’t claimed any victims.
An indication of the intensity of the heat is the men shielding themselves with a blanket nearly half a block away.

When the hotel was rebuilt, it made conspicuous notice that the new building was "absolutely fireproof." New lobby is pictured.

Building and furnishings worth about $200,000 were now only smoke.

In Phoenix Fire Department annals, this fire still is listed as Phoenix' most spectacular.
Electric and telephone lines were beginning to be a hazard for the birds, at least at Central and Washington.

Citrus became a big crop in the Valley. This shipment was grown by W. J. Murphy, pioneer canal builder and citrus grower.

The Phoenix Indian School cadets paraded on Adams Street in honor of Arizona's statehood.

William Jennings Bryan, harboring presidential hopes for the fourth time, took advantage of Admission Day to make a speech.

W. L. Allison's blacksmith shop in 1917 had a few more years to go before blossoming into the Allison Steel Manufacturing Co.

Admission Day also was George Wiley Paul Hunt's inauguration as the state's first governor.
In the Teens, Phoenix' streets acquired a new look with the advent of the automobile. You are looking east on Washington from First Avenue.

Frank Cullen Brophy Collection

Air conditioning was a dream — certainly for a modest lady who had to use this communal sleeping porch at the Ford Hotel.

Mountain Bell, Inc. Collection

The city thought it bad for its image to have tents in town, such as this one at 442 North Central, but the matter was dropped when it was learned that many visiting legislators used tents.

In 1910, the buggy business didn't feel too threatened by the horseless carriage, as evidenced by the Pratt-Gilbert showroom, but by 1915 Chambers Transfer & Storage Co. was nearly half motorized.

The advertising was aimed at the farm wife, and it said: "Don't Be a Crank. Use an Automatic Cream Separator." Demonstrating is Bert Hanson.

Hanson's, Inc. Collection

Henry A. Salcido Collection
The Columbia Theater bright lights were on the north side of Adams, between First and Second Avenues, in 1917, and "Ramona" was a coming attraction.

Theodore Roosevelt lake filled for the first time and spilled over the dam in 1915. Representative Carl Hayden and other officials went up to take a look.

The new Post Office and Federal Building on First Avenue between Monroe and Van Buren was nearing completion in 1913.

Donofrio's ice cream plant was on First Street between Washington and Adams in 1914, while the ice cream parlor was on Central at the present site of Security Building Annex.

America decided that wartime was a good time to jump on the water wagon. Ed Luke is at left on top of wagon, and Dr. Cot Hughes in front.

By 1915, Phoenix Union High School had emerged as a notable institution.
The 1914 American Mining Congress Headquarters were in the Board of Trade Building at Second Avenue and Adams. In the photo, from left, are Harry Welch, secretary of Board of Trade, E. L. Wolcott, secretary American Mining Congress, Rep. Carl Hayden, Mrs. Birdie Fowler Keen, and Pearl Butler.

America went to war on April 6, 1917, and Phoenix supported the troops by subscribing to Liberty Loans.

The Dwight B. Heard headquarters were on the southeast corner of Central and Adams, until the Heard Building went up slightly to the north in 1919.

National Guard units were among the first ready for action, and officers of Arizona's 158th Infantry Regiment gathered at old National Guard Building at Seventh Avenue and Jefferson.

During the seventeen days that Lieutenant Frank Luke awed both enemy and allies, he paused for a picture with his ground crew. When he was killed on September 29, 1918, his score was twelve observation balloons and nine aircraft.
The "Ole Swimmin Hole" in 1917 was in the Salt River west of town. Boys dove under banks to catch fish in bare hands.

At the beginning of the summer, 1915, the First Troop of the Second Patrol of the Boy Scouts were ready for an outing. It wasn't baseball season yet in March of 1917, but the boys on East Adams Street limbered up their pitching arms after a hail storm.

The Phoenix Braves baseball team consisted of, from left, top row: Andy Scott, Louis Quiroz, Jay Tovar; Smiles Sanoqui, Lichy Oviedo, Teddy Sanoqui; center, Gabe Ballesteros, Clarence Butler, Frank Butler, Prospero Perez (bat boy); kneeling, Ralph Buehna, Art Van Haren, and Raymond Scott.

Young Bob Ross displays his 1918 Christmas toys. Perhaps he was thinking of making a few trades, but he did not grow up to become a merchant, rather a Phoenix fire marshal.

The Phoenix Gazette held an annual newsboys picnic, and this is the gang leaving town in 1915.
The hose was to make them cool, but the suits seem to have been made to keep them warm. Wetting down on a hot day in 1919 are Barry, Bob and Carolyn Goldwater.

With the automobile, it meant that campers could head for the Rim Country for the weekend.

Shoeing horses wasn't easy, but it probably was faster than changing tires on these models.

In 1910, a horse and buggy were fine for Bill Corpstein, left, and Lester Byron to treat the girls to a picnic at Camelback Mountain.

For some things horses were better, such as crossing the Salt River.

Tea dancing at Riverside Park on South Central was a pleasant way to spend a Sunday afternoon in 1917.
Climbing Squaw Peak in 1915 looks like fun, but think how much more fun it would have been in miniskirts.

The 1912 Senior Girls Phoenix High School Basketball Team were, from the top: Jean Armstrong, Carolyn Engstrom Bixby, Louise Renaud Greenen, Alice Foushee Harris, left to right, Irene Seidel Luke, Selma Geyler Wagner, Seraphine Renaud Carter, Birdie Fowler Keen, bottom.

When not dancing in the Riverside Ballroom, the young people could watch Bill Corpstein dive from a chair on the high tower into six feet of water.

Not all was fun and games. The McCulloch wives dry dates to satisfy winter sweet tooths.

Laundry day in 1914 was something special.
The “Goldfield or Punctured” bicycle group appears to have been miners who might have commuted to the Goldfield mines out Apache Junction ways.

Mrs. G. Warren Campbell Collection

This Maxwell racer was getting a push to start in a Fairgrounds race in 1913.

Barry Goldwater Collection

Some forms of recreation never seemed to change. This is the Palace Saloon at 37 East Washington. The Palace took up a collection for Adams Hotel employees after the 1910 fire and collected $1,100.

Mrs. Margaret Rockwell Collection

The man with the cigar is Barney Oldfield driving in the Los Angeles to Phoenix race of 1912.

First National Bank of Arizona Collection

This photo of a Stanley Steamer at the Fairgrounds track should help explain why it did not become a hot consumer item.

Hattie Mosher, daughter of early Phoenix businessman, W. D. Lount, started building north of Van Buren on Central Avenue and never finished.

Mrs. George H. Cavin Collection
The Westward Ho Hotel started up in 1927, but it ran into difficulties and had to wait till 1929 to be completed. The Phoenix Woman's Club is in foreground.

In 1928, the Security building was going up on the northeast corner of the old School Block.

The old County Court House had stood since 1884, but it came down in 1928 to make way for the new. This city view to the southwest from the San Carlos Hotel shows the City-County Building nearing completion.

At right, the new County Court House — City Hall was under construction in 1929. So was the Adams Hotel Annex, in background. At far left, the Ellis Building is under construction, and in background the Westward Ho Hotel is being topped off.

Mr. and Mrs. George H. M. Luhrs break ground in 1928 for Luhrs Tower at First Avenue and Jefferson. Others in photo, from left, are: E. J. Wasielewski, Mrs. Ella Luhrs Taylor, Emma Luhrs Stroud, Arthur Luhrs, Henry Wasielewski, George Luhrs, Victor Wasielewski.
By late summer, 1929, the Luhrs Tower was nearing completion.

Mrs. William Pickrell Collection

This aerial view in 1930 shows the Fox Theater under construction on site of old City Hall at First Street and Washington. One of the last of the construction boom, the Phoenix Title and Trust Building was nearing completion in 1931.

The Professional Building was underway in 1931 on the southeast corner of Central and Monroe. By mid-1930's Korrick's was in its new building next to Goldwater's.
The agricultural area to the northwest needed a school and built Washington School, but Northern and Twenty-seventh Avenues were still unpaved.

Arizona Department of Library and Archives Collection

Camelback Inn was relatively small, but it was a luxurious oasis.

Arizona Department of Library and Archives Collection

The year 1926 was a big one for Phoenix transportation. On September 15, Phoenicians welcomed the first train on Southern Pacific main line passing through the city, and in same year they got the new Union Depot.

Southern Pacific Company Collection

The Tovrea House or Carraro Heights, long a landmark between Phoenix and Tempe on East Van Buren, was started by Alirio Carraro. E. A. Tovrea bought it in 1927 and finished the work before his death in 1932. His widow, Mrs. William Stuart, lived in the house until recently.

Melvin Goodson Collection

This Arizona State Tuberculosis Sanatorium near Papago Park no longer exists, but this was the way it looked in the 1930's.

Familiarly known as Hunt's Tomb, Governor Hunt built it in 1932 in memory of his wife. He also is buried at the marker in Papago Park.

The all purpose gasoline station was created to take care of the burgeoning number of autos.

Melvin Goodson Collection
With George Miller at the wheel, a group of Boy Scouts headed for the cool of Camp Geronimo in the summer of 1930.

Following World War I, Americans helped Europe rebuild by raising funds by such as this open air-air lunch on East Adams Street. Man in light suit at right is Gov. Thomas E. Campbell.

The Arizona National Guard Band provided music in 1928 for Easter sunrise services at Camelback Mountain's Echo Canyon.

The period was one of revolution in transportation, but some still found use for older forms, such as the bicycle.

The Phoenix Union High School class of 1928, and many other classes, long remembered Dean of Women Miss Rosenberry, second from right, front.

The Phoenix Flying Club of 1935 had its picture taken in front of Benny Moore's taper-wing Waco.

That is not the ol' swimmin' hole in back of the girls, but a stock tank on the Ryder Ranch at South Seventh Avenue and Vineyard Street.
A bunch of the Luhrs and Seidel children demonstrate what children thought canals were made for.

Albert J. Ross Collection

In 1925, there were still plenty of ruins to poke around in at old Fort McDowell.

Walsh Brothers Office Equipment Collection

There was work to do and things were looking up in 1923. Phil and Dick Walsh set up their office supply business in part of the McNeil Company Building at 132 W. Washington.

Ground was broken for the Christian Science Church at First Street and Roosevelt in 1925.

Lisle Updike Collection

Styles in camping have changed since Lisle Updike took the family out in 1923, but the fun hasn't.

William Corpstein, Jr. Collection

They weren't really bragging. It was only a fair day's catch.

Rudolph Chevrolet Collection

Business sometimes could be trying, as in 1928 when a customer bought a new Model A Ford car at Rudolph's with 82,030 pennies.

Mae West came to town in 1929 to impress the locals that she wasn't play acting in "I'm No Angel."

Henry A. Salcido Collection

They weren't really bragging. It was only a fair day's catch.
The Town Ditch in 1924 was still open and running. Cotton was king and the bolls were busting out all over, but before long farmers were moaning as the market also went bust.

This was Lake Roosevelt in 1932 — that is, the drainage problem at Central and Roosevelt. The Phoenix Jaycee Rodeo Parade still was the biggest thing in Phoenix in 1937.
In 1950 the Tempe Normal School was Arizona State College, and its football team hit the big time with Wilford "Whizzer" White being named to the Associated Press All America.

A young Bobby Ball was beginning to make a name for himself in 1952, the year he and Clint Brauer took Blakely's car to the Indianapolis 500.

In 1955, Jimmy Bryan, with Chief Mechanic Clint Brauer, won the Phoenix 100-mile race, and they were well on their way to becoming one of the nation's greatest racing teams. Bryan was cut down by an accident in 1960.

1954 was the year Phoenix and Arizona thanked Senator Carl Hayden for his many years of service to the state in the legislative halls of Washington.

At last, in 1960, Arizona's House and Senate got proper quarters to carry out their business at the capitol. At left is the Senate Wing.
In 1964, Vonda Kay Van Dyke rode triumphantly into Phoenix, the second Arizonan to capture the Miss America title.

Western Electric chose Phoenix, and in 1968 it completed its cable plant at 505 North Fifty-first Street, twenty acres under roof, the largest telephone cable production facility in the world.

Senator and Mrs. Barry Goldwater exchange glances at testimonial dinner given in Phoenix in 1965, following his unsuccessful bid for the presidency. A not-yet-President Nixon and Bob Goldwater are at left.

Frank Lloyd Wright paused for this photo at Taliesin West in 1965, one of the last to be taken in his colorful and influential career in architecture.

Lorna Lockwood was named Chief Justice of the Arizona Supreme Court in 1965, the first elected woman Supreme Court member in the nation to hold that post.
With the Salt River plugged by so many dams it is nearly impossible for the river to flood, but it did in 1965.

1970 was the year of construction of the American Express Card Division Western Regional Operations Center at Twenty-fourth Street and Lincoln Drive. Most of the center's 240,000 square feet is below ground level.

Going into the Seventies, Phoenix acquired two professional sports teams — in 1967 the Phoenix Roadrunners in ice hockey, and in 1968 the Phoenix Suns basketball team.

Phoenix got a new main Post Office at Fifteenth Street and Buckeye Road in 1967.

The Washington Hotel on First Street went down in 1970 to make way for Valley National Bank's 35-story, two-block building complex between Central and Second Streets and Van Buren and Monroe.

A longtime Phoenix landmark, the Ford Hotel at Second Avenue and Washington, was knocked down in preparation for the First National Bank's 26-story building complex that will take up all the old Fleming block.
Scottsdale was prepared for the Seventies with a new Civic Center complex, which in design looks to the future without forgetting the past.

The north slope of Camelback Mountain is running out of available space, but building continued into 1970.

The older and different Arizona is not only being preserved in photos. The Pioneer Arizona Foundation is doing it with three-dimensional authenticity at its community off the Black Canyon Highway north of Phoenix.

Airesearch Manufacturing Company was the first major industry to take advantage of Skyharbor Airport's industrial development, and in 1970 it was contributing systems to America's Apollo space flights.

The Scottsdale Municipal Airport opened its 4,800-foot runway in 1968. Taxiways are arranged so all industries can be served by aircraft at their front doors.

A last minute photo in downtown Phoenix records, not so much what is there, but what is to come. At left The Arizona Republic and The Phoenix Gazette complete their expansion program, while in the foreground the new Valley National Bank complex prepares to take shape, and in the background the Civic Plaza is under way.
The new Phoenix Indian Medical Center off Sixteenth Street north of Indian School Road will provide health care to Indians not only from Arizona, but from Nevada, Utah and California.

The Lake Country development was underway in 1970 on its 463-acre site south of Baseline Road near Rural Road, south of Tempe. Besides man-made lakes, plans call for 880 single family dwellings and 920 apartment units.

Big Surf came to Phoenix in 1970, so even if desert rats have no sinking ship to leave they can hang five on a board.

The First Federal Savings Building on North Central Avenue at Earll Drive was still Phoenix' tallest structure in 1970.

In 1970, Superstition Freeway had made the turn to the east from the Maricopa Freeway and was beginning to cut a swath south of Tempe on its way to Apache Junction.

The Phoenix Zoo, supported by the more than 7,000 members of the Arizona Zoological Society, in the eight years of its existence has come to be rated in the top ten in the nation.
TEMPE
1871-1970
By
Max Connolly

Nine miles east of Phoenix (city hall to city hall) is the modern city of Tempe, home of Arizona State University. It was in 1870, shortly after Phoenix' founding, that Charles Trumbull Hayden moved his freight business from Tucson to the banks of the then flowing and often turbulent Salt River to establish a ferry service and build a flour mill. His first structure, a storehouse built in 1870 of mud and willow wattles, was replaced in 1871 by La Casa Vieja, an hacienda and the birthplace of U. S. Senator Carl Hayden, his son.

Tempe dates its founding as 1871. Early settlers called the place Hayden's Ferry. About 1877 the name was changed to Tempe for, as Darrell Duppa had noted, its hill, its bend in the river and its verdant fields so resembled the Vale of Tempe in ancient Greece.

Tempe developed as an important railroad junction and livestock shipping point, along with a basic agriculture. Irrigation water was plentiful. When the Territorial Normal School (now ASU) was established in 1885, the town's identity with education commenced. Today, Tempe is a potpourri of industry, education, culture, homes, churches, recreation, and a mecca for sports fans.

A. P. K. Safford was territorial governor when Tempe was founded. Tucson was the territorial capital city. In fact, by 1871, the Territory of Arizona itself was barely eight years old.

Until 1940, Tempe was just a quiet and pleasant home community of 2,906 residents, but World War II changed that. Population zoomed to 7,684 in 1950, to 24,897 in 1960, to 45,638 in 1965, and today it has an estimated population of 70,000. Corporate limits spread over 25 square miles.

The university's 1970 enrollment is 25,000 students on campus, with perhaps 4,000 more in summer sessions and off-campus classes. Few of these students are counted in Tempe's population, so, in truth, Tempe daily serves nearly 100,000 people within its rapidly expanding bounds.

The editors want to make special mention of the Tempe Old Settlers' Association and to commend them for their successful efforts in preserving a photographic record of their community's past.
In 1905, the Curry house at Fifth Street and Mill Avenue, far right, had been replaced by two-story building. The two churches in right portion of photo were known as the North and the South Churches, not due to geographical situation, but because of Civil War sentiments.

The cable that towed Hayden's Ferry across the Salt River got its power from the energy of water flowing in the river. The bridge was for the Arizona Eastern or Maricopa and Phoenix Railway.

On the night of April 12, 1905, the Salt River roared out of control, and the Santa Fe Railroad bridge went down. Waters from this flood reached as high as Jefferson Street in Phoenix, when more than nineteen inches of rain fell.
The Maricopa and Phoenix road apparently thought its bridge had withstood the flood, but this is what happened when a train tried to cross.

Looking north up Mill Avenue from Fifth Street in about 1900, the Casa Loma Hotel has had a facelift and added a third story.

The view north from Sixth and Mill hadn’t changed much by 1920. Tempe National Bank is at left, and up the street where the word “drugs” can just be made out was Harman’s Drug Store, where the Post Office rests now.

About 1890, Curt Miller operated the “News” Printing Office. This building stood at what is now Tempe Beach.
This is the original Hayden’s Flour Mill below Tempe Butte, probably pictured in the 1870’s.

Later, about 1885, an entire front section was added on to the mill.

On Fourth and Mill, east of the Casa Loma Hotel, was Goodwin’s store, and in this photo Willy and Tom Goodwin are behind the counter. One of the products they sold was Fairbanks Gold Dust, doubtless not the real McCoy.
Around 1916, Sunny Monday laundry soap was a big seller in Birchette's Grocery Store, which was located at present site of Western Savings & Loan Association office. We don't know who the two cute little girls are, but Roy Hackett was standing between the two men in back.

Getting ready for a drive some time about 1900 was Dr. B. B. Moeur and family. House was located at Seventh Street and Myrtle Avenue.

Finch's Stable shows off one of its steeds in the early 1900's. Stable was located between Second Street and Maricopa and Phoenix Railroad.
The only pertinent information we have about this blacksmith shop was that it was located on Sixth Street east of Mill.

Around 1912, Miss Estelle Craig was Tempe’s telephone operator. Brother Roy paid a visit to the office in the Laird and Dines Building at Fifth Street and Mill Avenue.

One thing about which there is no argument is that this City Hall Building is only a memory, having been torn down for a new one. But there is plenty of argument over the identity of the gentlemen in this photo.
The Arizona Mercantile Co.'s store was between Fourth and Fifth Streets on Mill Avenue at turn of the century, now Parry's Buffet. Roy Hackett is on the wagon and behind him, from left, are Will Hackett, Jim McNeil, Lou Moore and unidentified man with beard.

This "energy engine," which was located on Broadway near the railroad tracks, was destroyed by a wind in 1907. It pumped water with energy from solar collector.
Pictured in 1890, this was Tempe's first Catholic Church. It was located just below Little Butte.

The children from the Tenth Street School visited Tempe Union High School for their Maypole dance in 1913. The building later was destroyed by fire.
Although you would be looking down the A.S.U. mall now, Our Lady of Mount Carmel Church, now part of the Newman Center, is still a familiar sight. The 1915 street sprinkler wagon, however, is long gone, and the big A has been added to the butte.

The 1898 Tempe football team was ready to play, but first it had to take the train to Phoenix to meet the opposition.

In a more innocent age, about 1900, these were students having a good time on the Tempe Normal (A.S.U.) campus. They are, from left in front, Russell Windes, Cecil Sherwin and Frank Parry. In back are Jessie Dickinson, Lena Lillard, Lora Finch and Mildred Hart.
The view from Double Butte looking east on Broadway was mighty bleak in 1915. City of Tempe can just barely be made out, light forms at upper left near horizon. The same view from a helicopter in 1970 presents a startlingly different vista.

In 1955 Tempe still was a compact little college town huddled near the site of Hayden's Ferry. Aerial view to south in 1970 shows it devouring the neighboring farm land for living room.
SCOTTSDALE 1882-1970
By
Maxine Olmsted

While Chaplain Winfield Scott convalesced from a Civil War bullet wound, he dreamed of settling in the far West. The dreams materialized nearly 20 years later when he staked a claim, in 1882, to 320 acres on what is now the northeast corner of Scottsdale and Indian School Roads.

In 1896, the first school was established in the teacher's living room with some half-dozen youngsters assembled. The minuscule school district was christened Scottsdale for the army chaplain who had become the dusty little community's most enthusiastic booster. The next year a one-room, wooden school house was built, and by 1910 Scottsdale boasted a two-room, red brick schoolhouse complete with two-room basement.

Cultural interests were confined to an occasional Chautauqua performance in Phoenix or Tempe. The schoolhouse was the focal point for community meetings and social life. When the high school was completed in 1923, there were baseball, basketball, and football games to see. Cars surrounded the field and folks sat in the cars or on the running boards to watch and cheer. The first polo in the Valley was played at Judson School in 1928.

Nighttime air conditioning was achieved by sleeping on screened porches. Butter, eggs, milk, and other perishables were kept comparatively fresh in large boxes draped with water-soaked burlap wicks. Drinking water was kept cool in ollas wrapped in wet burlap and hanging from porch ceilings.

Saturday nights fifteen to twenty wagons overflowing with Pima and Apache Indians came to town. The Indians, quiet and friendly, made camp in the mesquite bushes and offered baskets, pottery, and scarce wood for sale. Their favorite beverage was strawberry pop.

At long last, in 1951, Scottsdale was incorporated. Its population was 2,000. Now, in 1970, its population is 66,800, an increase of 3,241 percent.

On the day after a rain in 1900, Mrs. Scott posed sidesaddle on her husband's mule, Old Maud.
A happy day in 1903 at the Underhill home on the corner of Indian School and Scottsdale Roads. The occasion is the wedding of Helen and Walter Smith, a violinist who had come to Scottsdale to cure tuberculosis. Chaplain and Mrs. Scott are fourth and fifth from left.

In this photo, the Coronado School, which was built in 1910, could not have been very old. Those identified, from left to right are: Wilford and Helen Hayden on horse, Edward and Mary Graves, Nina Bassom, unknown, George Service, James Vanderhoof, Mrs. Grace Last in back of boys. Nora Coldwell, George Thomas, unknown, Carl Bassom, Grace Thomas in back, Ellsworth Brown, unknown, Ruth Brown in back, John Williams, Polly Elliott, unknown in back, Bill Miller, unknown in back, unknown, Stanley Ellis Thomas in back and May Vanderhoof, unknown.

Rev. Verner A. Vanderhoof was Baptist minister and good friend of Scott. Picture was taken in 1916. The horses were named Matthew and Luke.
Around 1917 it appears that women's work was to wash the Model-T, and men's work was to hitch it up to a threshing rig. Mrs. Mort Kimsey and Mrs. Jule Benroth are the non-automatic car washers.

This must have been a gag photo for the folks back in Indiana in the early 1910's, as Mrs. William E. Kimsey threatens her husband with a club to do the washing. From the photo, the neighborhood kids weren't sure how to take the scene.
Affluence was not common in old Scottsdale. George H. Thomas was a boy in this house, which was built in 1902. His mother did washing to support her family after her husband died. The cart was specially rigged for laundry delivery, and water for washing was pailed from ditch and stored in barrels.

President Woodrow Wilson's vice president, Thomas R. Marshall, maintained a home in Scottsdale from 1916 to 1925. The men on the porch, which may have been at the Phoenix Country Club when it was on North Central at the Arizona Canal, were entertaining the vice president in 1916. Mrs. Mort Kimsey and Mrs. Jule Benroth popped corn at the vice president's hearth in 1920.
Looking to the northeast from about 4,000 feet, the changes the hand of man hath wrought since 1958 are clearly visible.

Motorola plant near Hayden and McDowell Roads is just about center of photos.
Keying on the intersection of Scottsdale and McDowell Roads from about 1,000 feet and looking to the southwest, the changes that have taken place just since 1958 dazzle the eye.
The abandoned sugar beet plant at Glendale long has been a landmark, but this photo was taken when it was operating between 1906 and 1916. The poor quality of beets has been given as the reason for the plant’s demise.

The Glendale State Bank was the community’s first and was located on the corner of Glendale Avenue and Fifty-eighth Drive. It was built by Charles E. Gilbert and was still standing in 1968.

There weren’t as many gadgets available in 1913 as there are today, but Sine’s hardware store doesn’t look as if it could have taken another item.
Luke Air Force Base was established as a pilot training field for World War II. It was deactivated in 1946, only to be reopened due to the Korean War. The Thunderbird Homes project for 725 Air Force families was constructed in 1957-58.

Agriculture was booming in 1924 and apparently was International Harvester as it supplied the Stapley store in Glendale with twenty-six tractors. Go ahead and count the front wheels, then divide by two.

1975 was a good year for ducks, frogs and fishes, and they would have felt right at home in beautiful, downtown Glendale. We wonder if the young lady on the box was prepared to direct traffic.

Immediately following World War II, General Barton K. Yount spearheaded the founding of the American Institute for Foreign Trade, utilizing the facilities of the former Thunderbird primary flight training center. Today, it is the highly successful Thunderbird Graduate School of International Management.
If you think these ostriches have funny looks on their faces, how would you look if you had just had your tail plucked? All photos were taken around 1907. We don't know who or where the women were sorting feathers for m'lady's fan, but the man helping a chick out of an egg was William Patterson.
These two aerial views show how the two cities, Glendale and Phoenix, are becoming part of one vast metropolitan area. Downtown Glendale is at right, and the view is to the southeast. The earlier photo was taken in 1960, the later in 1970.
PHOENIX MAYORS

On October 20, 1870, the Salt River Valley Town Association was formed, and its articles of Incorporation were signed by these first settlers:
Darrell Duppa
Barnett and Block
James Murphy
William A. Holmes
Jacob Starar
Columbus H. Gray
James McC. Elliott
William Rowe
Daniel Twomey
Edward Irvine
Andrew Starar

Wm. B. Hellings and Co.
Thomas Barnum
John T. Dennis
James M. Buck
John T. Alsap
Martin P. Griffin
J. P. Perry
Michael Connell
Charles C. McDermott
John P. Osborn
Paul Becker
James D. Monihan

From 1870-1875 the community was managed by townsite commissioners John T. Alsap, James Murphy, and J. P. Perry, with Alsap as chairman and Capt. William A. Hancock as secretary. An election on October 20, 1875, replaced the commission government with three elected trustees: John Y. T. Smith was made chairman, Charles W. Stearns, treasurer, and Captain Hancock continued as secretary. The Phoenix Charter Bill was passed by the Eleventh Territorial Legislature and signed by Governor John C. Fremont on February 25, 1881. The following are Phoenix’ mayors since that time:

1881 - John T. Alsap
1881 - Francis T. Shaw
1883 - DeForest Porter
1884 - George F. Coats
1885 - Emil Ganz
1887 - DeForest Porter
1888 - A. Leonard Meyer
1889 - George F. Coats
1890 - T. N. E. McGalson
1893 - Joseph Campbell
1894 - J. D. Monihan
1895 - R. S. Rosso
1894 - J. D. Monihan
1897 - J. C. Adams
1898 - C. J. Dyer
1899 - Emil Ganz
1901 - Walter Talbott
1903 - Walter Bennett
1905 - J. C. Adams
1905 - F. B. Mott
1906 - L. W. Coggins
1909 - Lloyd B. Christy

1914 - George U. Young
1916 - Peter Corpestein
1920 - Willis H. Plunkett
1922 - L. L. Harmon
1923 - Louis B. Whitney
1925 - Frank A. Jefferson
1928 - Fred J. Paddock
1930 - Frank D. Lane
1932 - Fred J. Paddock
1934 - Joseph S. Jenckes
1936 - John H. Udall
1938 - Walter J. Thalheimer
1940 - Reed Shupe
1942 - Newell Stewart
1944 - J. R. Fleming
1946 - Ray Busey
1948 - Nicholas Udall
1952 - Hohen Foster
1954 - Frank G. Murphy
1955 - Jack Williams
1960 - Samuel Mardian, Jr.
1964 - Milton S. Graham
1970 - John D. Driggs

Mayor John D. Driggs, 1970
PHOENIX MEN AND WOMEN OF THE YEAR

The Phoenix Advertising Club made its first award to the Man of the Year in 1949. Two years later, it realized its oversight and made its award to the Man and Woman of the Year. Anyone can nominate a resident of Phoenix as a candidate, but the final selection is made by a select committee of members of the Advertising Club. The nominees for this honor are judged on the basis of their success in community projects, unselfish efforts on behalf of others, and the generous use of their time without consideration of personal gain.

1949 - Barry Goldwater
1950 - Howard Pyle
1954 - Read Mullan/Mrs. John Eisenbeiss
1955 - Eli Gorodezky/Mrs. Raymond Torres
1956 - Walter Ong/Mrs. Roy Shoemaker
1959 - John Mills/Mrs. John Miller Williams
1960 - George Christie/Mrs. Joseph E. Clifford
1961 - Arthur Schellenberg/Mrs. Placida Smith
1964 - Newton Rosenzweig/Miss Lucille Hicks
1965 - James Patrich/Mrs. Eugene Tompane
1966 - Frank Snell/Mrs. George Daniali
THEN AND NOW

Public Services

As we have seen, the story of Phoenix through the 100 years of its existence has been one of growth, at times spectacular growth. But these same 100 years also have been a time of great change in the style of life for Americans, perhaps especially for residents of the Salt River Valley. These have been the years of technological revolution; when what was good enough for today was inadequate for tomorrow; from the ceiling fan to the swamp cooler to refrigerated air conditioning.

The change has been everywhere, but where it has shown up dramatically, at least in photographs, has been in public services as they have coped with the challenge of change and growth. Of course, it seems only natural to criticize public service institutions for how they have fallen short. For some reason they thrive on it. But, as the photographs on the following pages will demonstrate, a word or two of congratulations would not be out of order either.

The first specifically constructed government building was Maricopa County Court House, completed in 1884 at First Avenue and Washington. Top shows the Phoenix Park — Capitol Grounds streetcar on Washington tracks in 1896; lower left, ageing with dignity in early 1920's; and bright new again shortly after 1929.
The next government building was the Phoenix City Hall, located between First and Second Streets on Washington and completed in 1888. Top shows it soon after completion; left, after the bell tower had been added in 1905 to call up volunteer fire fighters; right, in the age of the tin lizzie; and lower right, in 1952, in increasingly cramped quarters.
By the 1960's, when Phoenix was nearing half a million population, it was obvious to everyone that the old City-County Building couldn't handle the job. The taxpayers voted, and a new City-County Complex began to take shape.

By November 7, 1961, site preparation had begun to the west — left in photo — of the old City-County Building.

Two additional city blocks had been cleared away by May 1963.
By the end of January, 1964, Phoenicians had a pretty good idea of what the new city skyline was going to look like.

There it was, on October 12, 1966, ready to conduct the city's and the county's business in a comfortable and graceful setting - at least for a few years, at any rate.
The photo apparently was taken in Tucson, but this reportedly is a hose reel team from Phoenix. Teams from Phoenix, Tucson and Prescott often raced, and in 1895 and 1896 Pioneer Hose Company No. 1 of Phoenix was champion.

The volunteer fire department posed for this picture in 1897 in front of the station at northeast corner of First Street and Jefferson. A close look will show City Hall at left-back and that firemen sported elaborate uniforms.

In 1908 horses still were in use at Station No. 1. Phoenix had six companies with over a hundred members. Horse teams had such endearing names as Fitz and Joe, and Nancy and Flora.

The "big steamer" truly was a formidable engine. For a time it was feared that horses would not be able to handle it on wet dirt streets, but the hefty black pair, Dewey and Schley, managed.

These are members of Aztec Hook and Ladder Company No. 1, a volunteer organization which lasted until 1911. The only one identified is Homer H. McNeil, directly below horses on the hook and ladder rig.
The Fire Department on parade on Washington Street sometime soon after 1910. The "big steamer" leads the way, followed by the "little steamer."

Motorized units began to replace horses in 1914. In this picture, taken in 1916, our experts identify the trucks as Hupmobiles. Note that steamers are now pulled by trucks.

The fires may remain the same, but the buildings in which they take place have changed. Here is the latest in Phoenix fire fighting equipment in front of the oft-remodelled Station No. 1.
Phoenix' finest went on parade in the 1890's, marching east on Washington Street past First Street.

Maricopa sheriff's deputies in the 1920's included Leman LaTourrette, left, unidentified, George Shade, Charles Musgrove, Charles L. Nofziger, Harry DeWinton, and Ed Rupert.

By 1932 the Traffic Division had acquired four motorcycles, and commanding them, from left, were Morris Rowe, Ernie Littlefield, Frank Lindsey, Harry Volgamott. In back, from left, are Clem Cruz, Jack Curley, Captain E. W. Titel, Chief Matlock, John Tardy, George Haines, and Ernie Sauer.

Some early Phoenix law men were, from left, Jim Murphy, George Brauner, Sheriff Jeff Adams, John Conner, unidentified, George Sears, and Nat McKee.
A well-kept secret on January 14, 1949, was that this photo was being made. The entire Phoenix Police Department is in it.

Members of the 1954 Sheriff's Posse listen attentively as Sheriff Cal Boise, second left, gives them instructions. The horse in the stall obviously thinks the whole thing is a joke.

The Sheriff's Office had help from this aero squadron in 1941. From left, they were Sheriff Lon Jordan, A. Lee Moore, John Lockwood, Andy Anderson, L. D. Beck, Otho Greenway, Carl Knier, Clyde Barker, Walter Butler, unidentified, and Don Keller.
What looks like a farm at the bottom of the photo is really Shy Harbor Airport in 1929.

It looks a little more like an airport in 1934.

Looking to the east, runways are roughed out by 1939.

In 1946 the runways were paved, but they mainly ran north and south.

This was Shy Harbor Airport terminal in the early 1930's. The open-air chapel was used mainly for weddings.

By 1946 the terminal had been spruced up, but the chapel remained.
Shy Harbor built a new terminal in 1952, which was ready for the arrival of the big "Connies" in 1957. As the planes got bigger and faster, the runways grew wider and longer, until today they look like this. With jumbo jets a reality, Shy Harbor's two terminal wings are threatened again with growing pains. But the question is, how big can Shy Harbor become?
Originally Papago Park area was set aside as a townsite for Papago and Pima Indians. No Indians set up camp there. In 1914 it was designated a national monument by President Woodrow Wilson, and claims of homesteaders were rejected. In 1930 the national monument was abolished, and most of the land was given to the state. By 1938 most of the area was within the limits of the City of Phoenix, and the state graciously put the land up for auction.

Phoenix bought it in 1959 and turned it into another of the city's desert parks. Actually, the area in point of use is probably the oldest of the city's desert parks. It has been Phoenix' favorite picnic area at least from the 1890's. Of course, now a visitor doesn't have to make a day of it in a wagon, and there are many more things to do besides picnic.
This pleasant house and these congenial surroundings on Seventh Street between Polk and Fillmore were the home for Phoenix Junior College in 1926.

By 1930 the college had acquired this substantial building at corner of Seventh Street and Fillmore.

This aerial in 1945 shows Phoenix College a few years after moving to its present site on West Thomas Road.

In this recent view, the houses that used to adjoin the college on the west have been torn down and a parking lot has taken over.
Very possibly the first class at Tempe Normal School had its photograph taken in 1891 in front of the school's first building.

The class of 1898 gets its picture taken on the steps of Old Main soon after it was completed.

Old Main as it looked when the trees were young in the early 1900s.

President Theodore Roosevelt addresses a Tempe crowd in 1911 from the steps of Old Main on the campus.
In 1941 this was the view looking towards the campus.

An aerial view taken in 1946 shows that a new Arizona State University has a lot in store for it.

It is evident from this recent photo that ASU has gained a great deal, but it also is apparent that in the process it has lost many beautiful trees.
In 1908 the fair had a dirigible that performed stunts when its pilots ran up and down catwalk suspended at bottom.

The balloon probably wasn’t going anywhere, since no one looks apprehensive. The balloon was feature of 1910 fair.

In 1912 sulky racing was a big draw to fairgoers.

Auto racing was big attraction in 1919.

The writing in the picture says Glen Curtiss brought his plane to the fair in 1909, but some experts say it was in 1910 and others that he was not here at all.

In 1909, at fair grounds, Glen Curtiss Army lost plane.
This is the third Territorial Fair, 1907, but pictured is the management of the first fair in 1905.

Typical of the type of displays that interested fairgoers in 1913 was this one. Cyril S. Gilbert is man with moustache.

In 1954 almost as many automobiles as people went to the fair, but there still was horse racing for fans.

By 1965 it seemed there were more automobiles than people at the fair, and horse racing was thing of the past.
In 1927 this truck caravan was used to promote sale of electricity through use of ranges and refrigerators.

The wind toppled this ninety-foot stack on the original power plant in 1903.

This is how the steam electric plant near Second Avenue and Buchanan appeared in 1909.

American kitchens have come a long way since 1934, when these refrigerators were delivered to a new apartment house.
You won't see a rig like this grading road beds anymore. Four mules and a jremo do the job in late 1920's for new steam electric plant at Forty-Third Avenue and Southern Pacific Railroad tracks.

Arizona Public Service's steam plant at Forty-third Avenue looked like this in 1947.

In the 1930's Central Arizona Light & Power had moved headquarters into this elegant building at Third Avenue and Washington.

A later addition, but not the latest, to the Arizona Public Service power production is the Ocotillo steam plant east of Tempe.
Mountain Bell, Inc. Collection

The Phoenix Exchange Building at Third Avenue and Adams, when it was acquired by Mountain States Telephone & Telegraph Company.

This was the central office of Arizona Telephone & Telegraph Company at 32 N. First Street in 1911.

This is how the operators operated at the exchange of Consolidated Telephone, Telegraph & Electric Company in 1910.

On a wet winter's day in 1914 the lone installer's truck goes on assignment on West Adams Street, left to right, Frank M. Davis and Charles R. Loving.
It was before the hard hat, but telephone linemen got the job done in 1919.

In 1921 the telephone company had to expand its facilities at Third Avenue and Adams.

After the expansion, the telephone operating room was new and modern for 1922.

Many things have changed in telephone communications in recent years, but one of the most obvious is the change in Mountain Bell trucks. Compare this with earlier installer's truck.
Before the Salt River Valley Water Users' Association was formed in 1903, private canal companies assumed the job of distributing irrigation water.

It was a cumbersome rig, but it was the best to be had around 1910. Salt River Project found better ways to clean canals.

In the early days of intense irrigation, pumps were used to lower the water table to keep ground from being saturated.

Six-cylinder White trucks with a seven-yard capacity did the heavy work for the Project around 1920.

Burning weeds along ditches is not highly recommended these days, but in 1933 it was accepted and efficient.
This is what a ditch headgate looked like in the old days, and a familiar sight they were.

Salt River Project Collection

Lining canals and ditches has been a long-time program of the Project, but the techniques have changed.

By 1960 the Project had moved its headquarters from downtown to an attractive site near Papago Park. Still growing, this is how it looks now.

Salt River Project Collection

From this familiar building west of Central on Van Buren, the Water Users' Association handled water distribution in its 250,000 acre domain.

Henry A. Salcido Collection

In 1921 the Project had twenty-one electric customers. By 1969 it was selling 4.2 billion kilowatt hours of electricity with the aid of such plants as this one at Agua Fria.
Saint Joseph's Hospital is Phoenix' oldest. Early in the winter of 1894, two of the Sisters of Mercy, who had come to Phoenix in 1892 to teach, learned of a young man who died alone of a pulmonary hemorrhage, because there was no one or any place to care for him. By January, 1895, with the support of the town, the sisters had a six-room adobe building at Fourth and Polk Streets ready to care for twelve patients. These photographs tell the subsequent story of the hospital — the brick and mortar part of it.

Barry Goldwater Collection

This new brick structure with twenty-four private rooms was completed in 1896.

Total disaster was barely averted on October 5, 1917. Phoenix Union High School football team helped get all patients out of the flaming building.

Arizona Department of Library and Archives Collection

In 1899 the sisters thought they would have to close the hospital due to lack of operating funds. This photo of 1905 shows how Phoenix rallied behind them and gave the hospital a new wing.

In the 1920's as Phoenix grew Saint Joseph's expanded with better buildings.

Phoenix Library Collection
Saint Joseph's facilities had expanded again by 1931, and with the Depression on it seemed adequate for some time.

A generous citizenry made it possible for Saint Joseph's Hospital and School of Nursing to look like this in 1959.

With the end of World War II and the press of population, Saint Joseph's moved to West Thomas Road, and the new building was nearing completion in spring of 1953.

Still growing and changing, Saint Joseph's stands today better prepared to serve the community that has served it so well.
The forerunner of Phoenix' Good Samaritan Hospital was this structure built in 1908 by Dr. F. G. Angeny on Third Avenue, south of Van Buren. In 1911 it became the Deaconess Hospital, so named after Methodist Deaconess Lulu I. Clifton, its founder.

Construction for a new hospital at Tenth Street and McDowell was begun in 1917, but not completed until 1923. This photo was taken in 1931.

Continuing to grow, Good Samaritan looked like this from the front in 1961.
Good Samaritan continued to keep pace with the community. This 1955 aerial shows additions of new wings and Sexson Hall for nurses' training.

Recent aerial shows Good Samaritan ready to meet the future with expansion to the south.
Like many health facilities in and about Phoenix, Saint Luke’s Hospital was established as “St. Luke’s in the Desert,” a sanatorium for consumptives. This was the first administrative building as pictured in 1907.

When Saint Luke’s got a new infirmary in 1911, it was fortunate that President Theodore Roosevelt was out for the dedication of Roosevelt Dam. He also dedicated the new infirmary, as shown in this photo.

In 1918 Saint Luke’s got some badly needed bungalows, and here one is shown being dedicated by The Right Reverend Joseph A. Atwood, Episcopal Bishop of Arizona.
This very early aerial photo, 1925, shows that Saint Luke's was established on an old Indian ruin. Whenever there has been construction, there also has been excavation.

By 1957 Saint Luke's was taking on a more permanent look, but it was pressed for space. This remodelled administration building was serving as infirmary.

Many Saint Luke's Ball is later and after much hard work, this beautiful facility is now the new Saint Luke's Hospital.
When the "Thieving Thirteenth" legislature in 1885 gave Tucson the "top" of the university and awarded the plum of Arizona Department of Library and Archives Collection

Insane Asylum, Phoenix, Ariz.

Actual construction of the hospital followed the design closely, except that porches were added at both levels.

By 1953 the State Hospital had changed completely, at least in appearance.

Arizona State Hospital to Phoenix, architects came up with this design for the institution.

If a person must be confined, the State Hospital in the early 1900's seemed a nice place to be so – at least in this photo.

The State Hospital is still changing, and now the new Maricopa County Hospital has been added at the north.
The Desert Mission started in early 1920's with assistance of the Friendship Circle of the Washington Sunday School, a Mission Center of the First Presbyterian Church of Phoenix.

In the 1930's some cottages were built to aid in the convalescent care of tuberculous patients.

The bus for The Desert Mission also served as an ambulance, or maybe it was the other way around.

In 1956 the name of the facility was changed to John C. Lincoln Hospital in recognition of his aid. Here he is seen breaking ground in 1955 for the South Wing.

This modern four-story hospital building was completed in 1965, but finishing touches and facilities on fourth floor were only completed this year, making total patient beds 202.
Construction began in 1942 for Memorial's first hospital at 1200 South Fifth Avenue.

Memorial Hospital's beginnings were much the same as other long-time Phoenix hospitals, the only difference possibly being that they were even more humble.

In an early trough of the Depression, 1934, Saint Monica's Community Center was started in an old unused grocery store building at the corner of south Seventh Avenue and Sherman Street. The area was notable in that most of it was without running water and sewage systems.

With the cooperation of Dr. Preston Brown and Sister Mary Monica of Saint Joseph's Hospital a home maternity delivery service was begun. Next, a rundown barber shop was converted into a clinic building.

With the urgency of World War II, Saint Monica's was able to garner funds, and in 1944 a modest Saint Monica's Hospital was opened. Its name was changed to Memorial Hospital in 1949. When St. Joseph's was moved to its Thomas Road location in 1953, it left Memorial's emergency room as the only one in downtown Phoenix. It has treated over 300,000 emergencies.

The Memorial Hospital complex also includes two eleven-story apartment buildings which provide senior citizens quick access to hospital facilities and services.

Memorial Hospital is now better prepared to care for a needy Phoenix area.
THEN AND NOW
Locations

At this point a change of pace seems to be called for. We thought we would play a little game: print a photo of a specific place or location taken in the late 1800’s or early 1900’s and then ask the reader to identify it.

Fortunately for everybody, we discovered that even we couldn’t do it without expert help. Then it dawned on us that quite possibly eighty percent of the people who now live in Phoenix moved here after 1950.

So, what we have decided to do is present all the photos at the same time, the oldest to the newest. This way the old-timers can point to the old photo, while concealing the newer ones, and tell their grand children that they know what or where it is. Of course, newcomers can do the same, but they had better sneak a peek at the latest photo first.

It is our opinion that, if anyone can identify more than half a dozen of the oldest photos right off, he qualifies to be called a pioneer, whether he came to Phoenix prior to 1890, or not.

The earliest photo was taken before electricity came to town, probably about 1885. The Monihan Building was quite lonely then. By 1907, next photo, it had plenty of company and was dwarfed by the old Adams Hotel in back. In the current view of the northeast corner of First Avenue and Washington, one of the striking aspects is that all the trees are gone and concrete, glass and steel grow in their place.
This is in the 1890's. The stacks of old steam power plant in back may give a hint.

This one from 1923 gives it away.

Of course, you knew it all the time — the Luhrs Building at the southwest corner of Central and Jefferson.
In the late 1880's or early 1890's a landmark building was yet to be constructed where trees are in back.

In the 1920's the McArthur Brothers were doing great business, judging by the number of Dodge autos on the street. The corner of the new Adams is just visible.

In the late 1930's the camera has moved to other side of the street, but just above balcony the new old Adams Hotel can be made out.

Certainly, you have been looking north on Central just below Washington Street all the time.
We know that this is about 1896, because the Methodist church at left was torn down soon after for a new one. Here's a hint: the big building was called the Central School.

After the Heard Building was constructed, this is the way it looked from the other side of the street.

The scene did not change much between 1910 and 1920, although the old Central School has been torn down.

That's right, you have been up in the Adams Hotel, looking north up Central Avenue past Monroe Street.
This shot was made about 1900 and shows tower of city water works at left and Lount's ice plant at right.

The older of these two photos was taken in 1949 and shows the area in its heyday. The latest shows it getting ready for new Civic Plaza. You have been looking east on Adams Street, First Street in the foreground.
The fancy building at left was the old Adams Hotel. Building on far right housed the post office until 1905. Note the muddy street and the arc lamps for street lighting.

In 1926 there was a different Adams Hotel and the Heard Building had gone up. The banner across street advertises a football game at Phoenix Union High School Stadium.
The view south from Central and Monroe hasn't changed much since 1946. The Heard Building has lost its KTAR radio towers, and there has been some face lifting.
The earlier photo was taken in the late 1890's, showing the Fleming Building, left, and the spire of the First Presbyterian Church. The recent photo was taken from the same location, looking west on Adams Street from Central and Adams. In older photo note the open ditch.
Perhaps there are some old timers who remember back to 1923 when the Central School Block was empty and used for parking.

Following World War II, the old School Block was the first in downtown to take on a new look as the Bank of Douglas built a Phoenix headquarters.

And this is the northeast corner of First Avenue and Monroe Street as it looks today.
Would you believe that this is a parade of the I.O.O.F. on Washington Street in 1884? Would you also believe that the adobe structure at right is on the site for the new 25-story headquarters complex of First National Bank? You'd better believe it.

This panoramic view in early 1910's presents a different angle of the northwest corner of First Avenue and Washington. First Avenue and the Fleming Building are at right.

About 1920, Washington Street at First Avenue looked like this.

Here is the same corner sometime after 1895, when the Fleming Building was getting two-story addition and the ground floor housed the Phoenix National Bank. Ford Hotel is at far left.
As late as April 29, 1969, the Fleming Building and the Ford Hotel were still standing, although a modern Mountain Bell Telephone Building seemed to look down disapprovingly.

For the third time, the old corner is going to get a major face-lifting, but this time the entire block will get the treatment, too.
With some hard study even a newcomer might be able to determine the location of the 1910 photo taken from a balloon. The curve at the bottom of the photo was the Fairground's race track turn into the back stretch. Just to the bottom, out of the photo, is Six Points. There's no mistaking the location in the up-to-date picture.
The earliest photo shows the southwest corner of Second Avenue and Adams advertising Ringling Brothers Circus coming September 15, and we guess it is sometime around 1910. In the early 1920's a steam shovel prepares to dig a basement for an Elks Club that was not built. Today, it is the Palace West theater, which was the Orpheum, and built in 1929.
Phoenix defies the laws of gravity. It seems to say that what comes down must go up. The earlier photo, taken in 1954, shows the six-block area, bounded by Second and Fifth Streets and Washington and Monroe, before it was razed. The latest photo shows the new Civic Plaza beginning to rise.
No fair looking ahead. Where is it? According to our information, this photo was taken in the 1880's. The toll gate was owned by the Central Avenue Improvement Association, a subsidiary of the Arizona Water Company. The price was twenty-five cents for wagons and buggies.

Here it is in 1948, a very pretty street. Double lines of palms down both sides assured safe and leisurely walking.

In 1970 this is the view north on Central Avenue from McDowell. What a change in less than 100 years!
At some time in the 1930's the milk men, wagons and teams lined up for the photographer at the old Central Avenue Dairy.

In this 1955 aerial to the north the scars in the open field are all that is left of the Central Avenue Dairy. It was located where Earll Drive dead ends into Central Avenue.

What is it? Is it a missile site? Maybe a widget factory?
Voila! There it is – Park Central shopping center, doing business in 1957. Park Central was on a grand scale for the Phoenix of 1957, but it is still growing as this latest view testifies.
Certainly, you know what went into the large empty space. It is the Civic Center at Central and McDowell. The first photo was taken in 1948; the second in 1955; and the third in 1970. Nice use of space, isn't it?
You knew without looking at the lower photo that the corner at lower left was Central Avenue and Monte Vista. You knew that it was the old Dwight B. Heard place in the late 1920's. It's where the Heard Museum and Phoenix Towers cooperative apartments are now.
No use playing games with this location north of the Grand Canal on Central Avenue. When Brophy College Preparatory School was built in 1929, many Phoenicians thought it a mistake to locate it so far out in the country. The early photo does show that it was isolated, but look at it now.
After World War II, Litchfield Naval Air Facility became a lonely graveyard for phased-out military aircraft. It is now no longer lonely nor a graveyard, but Phoenix' Litchfield Municipal Airport. The early photo was taken in 1954.
If you were a real estate man in 1958, how much would you have been willing to pay for this corner? It is at Nineteenth Avenue and Bethany Home Road. Sure, you could have got it for a song. But now that Chris-Town is on that big open field, how much would you have to pay?
Open space – it was everywhere in 1947, especially in the vicinity of Paradise Airport at Nineteenth and Peoria Avenues.

Wouldn’t this have been a nice corner to have put up a hamburger stand then?
When KTAR moved its transmission facilities out to the corner of Thirty-sixth Street and Thomas Road in 1941, the engineer who manned them must have felt he had been sent to the end of the earth. Thomas Road is the street along the bottom of photo.

By 1959 KTAR's transmitter engineer no longer was so lonely. This view is looking to the east, with Thomas Road running up the left side of the photo.

Today, if the shopping center didn't carry the name Tower Plaza, it would be quite easy not to notice that the transmission facilities are still in the area.
Here's another of those missed opportunities. You are looking south down 44th Street at its intersection with Thomas Road.

In 1950, when the first photo was taken, the field across Thomas Road and to the left was wide open and awaiting. Thomas Mall.
This is the earliest aerial of downtown Phoenix that we know of – taken by E. D. Newcomer in 1927, about mid-point in the building boom of that era. In the photo, Central Avenue runs from lower left to upper right, from Madison to Fillmore. The Luhrs Building is up, but not the Tower. The Adams Hotel

This photo, taken in 1949 from the same angle, shows the early building boom completed. Major buildings additionally constructed were the Luhrs Tower, City-County Building, Phoenix Title & Trust, Professional Building, Security Building, and new Post Office.
In this shot it is 1961 and a new building boom. Starting from the left, here are some of the new structures: Luhrs Parking Garage, Mountain Bell Building, the Federal Building, Korrick’s remodelled and a new Penney's store, YMCA, and the First National Bank Building.

Here is downtown Phoenix in 1970. Some of the new construction to look for is the City-County Complex, a new First National Bank Building growing out of the old Fleming-Ford Hotel block, Arizona Title Building, the site for new Valley National Bank Building, and at far right the Civic Plaza site.
In this aerial photo taken in 1928 or 1929, the Arizona Biltmore was still under construction. The beautiful resort was built just in time for the Depression by the McArthur brothers—Charles, Warren, and Albert. Albert McArthur was the architect.

Arizona Department of Library and Archives Collection

This is virtually the same view as the full-page photo at the front of the book, only about thirty years later, some time in the 1940s.

In 1970, the Arizona Biltmore is beginning to lose some of its isolation, but none of its elegance. The former Wrigley home is atop hill in the foreground.
THEN AND NOW
Areas
We have seen a great deal of growth and change, but there still is another facet to the Phoenix story. Some would call it urban sprawl. Others might say it is the creation of megalopolis. And yet others would aver that it is the making of a great city.

At any rate, as population streamed into Phoenix, it had to have some place to live. There were two ways to accomplish this: the city could go up, or it could go out. As we all are aware, it went out. Recently, it also has been going up.

In this section, we hope to give the reader some impression of the almost amoeba-like growth of Phoenix. It is truly startling, especially when one pauses to consider that just about all of it happened in the past twenty years.

This is the area between Indian School and Osborn Roads, but looking to the south, with the intersection of Central and Indian School Road at the bottom of the picture. In the 1959 photo, the Guaranty Bank Building was just beginning to rise, but the Rosenzweig Center had not yet begun to replace the old Sciou Ballroom.
In the late 1880's the Osborn School was established way out in the country on the northeast corner of Central and Osborn Road. The original two-story building was built in 1892 by architect J. M. Creighton. Later it was added on to, and its roof flattened. The small structure at right later got two wings and became the cafeteria. The picture of the school before it came down was taken in 1963.
Backing up to an aerial view in 1959, the Central and Osborn area was still quite dormant, but with 20-20 hindsight it is apparent that the school at left center occupied a strategic location.

In these next two aerials, the first in 1965, the dramatic transformation of the Central and Osborn area is strikingly evident. It all has happened in about ten years, and it still is happening.
Here is the west side of Sunnyslope in 1954, and again in 1970. What occurred in those sixteen years is perfectly apparent. The intersection of Central Avenue and Dunlap is at about center of the photos, easily identified by Sunnyslope High School.
This is the east side of Sunnyslope. The early aerial was taken in 1947, the later in 1970. Seventh Street crosses the Arizona Canal at right center in the picture and intersects with Dunlap towards the bottom. The view is to the southeast.
These shots are still of the east side of Sunnyslope, but the view is to the northeast. Twelfth Street runs on the right side of the two little hills to intersect, upper left, with Dunlap. Early photo was taken in 1958.
The view moves to the south along the edge of Squaw Peak. Sixteenth Street and Glendale is the intersection at far left, and Maryland is the street which runs east into the Squaw Peak Water Treatment Plant. Early photo was taken in 1959.
Where these men and boys were inspecting a bull from the Milky Way Hereford Ranch in 1947, today it easily could be in the Food Bazaar of Town and Country shopping center.

The 1956 aerial shows the old Arizona Biltmore entrance at Twenty-fourth Street and Camelback. To the west of Camelback, construction on Town and Country has just begun. In the contemporary photo, the Biltmore entrance has been moved and many of the empty spaces have been filled.
In this 1946 photo of the Arizona Biltmore entrance the view is to the north and to Squaw Peak. The current photo shows the press of the city everywhere, but the famous resort maintains its dignity.
A wagon road was the main arterial at the west end of Camelback Mountain in 1910. By 1949 the situation really hadn't changed that much, a few new houses, but the streets still were dirt. By 1970 hardly a jackrabbit can be found, and target practice against the mountain is discouraged.
These photos are in the same general area as the previous set, but the view is to the north. The empty divided road is probably Forty-eighth Street some time in the 1910's, and the team cutting hay is a little later in the vicinity of Sixty-fourth Street. A citrus grove and Camelback Mountain 1932. The two aerials speak for themselves, the early one having been taken in 1954.
The area around Thirty-sixth Street and Lincoln Drive was beginning to develop in 1960. An area of bon ton ruggedness, it is still growing today.
Camelback Inn was almost alone on the desert between Camelback and Mummy Mountain in 1946. Over the years it has continued to grow, but now it is surrounded by friends and neighbors. The view is to the southwest.
These shots are in the same area, but the view is to the west towards Clearwater Hills residential development. In the 1953 photo, Paradise Valley Country Club had just scraped its golf course out of the desert, and home builders probably viewed the rocky acres with skepticism.
This view is looking west on Camelback above where it intersects Seventh Avenue. We suppose that the folks who owned those two empty patches have been able to afford a good vacation in recent years. The early photo was made in 1955.
These two pictures demonstrate what can happen to a Phoenix area in very few years, in this instance the vicinity around the junction of Camelback with Black Canyon Highway. There are only five years between the photos, the first taken in 1965.
A quiet rural scene would have been an apt description of the area west of Eleventh Avenue – palms in foreground – and Royal Palm Road in 1950. In the ensuing twenty years the area has remained reasonably quiet, but no longer rural.
This is the same area at the same time, but looking to the south, palm-lined Eleventh Avenue on the left.
The early view to the southwest shows the early stages of Maryvale in 1957. The recent view has swung to the left to look due west up Indian School Road and the Arizona Canal, with Thirty-fifth Avenue in the foreground.
In these three photos there is a good example that big things can come from small beginnings. The modest start of Youngtown on the east bank of the seldom wet Agua Fria River is shown in the first photo taken in 1955. By 1960, the senior citizen community idea had caught on, and the Del E. Webb Corporation began Sun City. And look what's happened to Sun City!
This is Litchfield Park in 1958, and this is Litchfield Park in 1970. The view is to the west.
Looking down from about 10,000 feet to the northwest, Paradise Airport, lower right, this was how Deer Valley looked in 1955, and again in 1970.
In 1956, Moon Valley was as empty as a valley on the moon, except for nearby and brand new Turf Paradise Race Track. On a hazy (smoggy?) day in 1960 there was evidence that somebody had plans for the valley. We now know what those plans were.
One of the things we have noted in sorting over so many photographs is that industry can act as a magnet to real estate development. We don't propose that this was a unique discovery, but the facts of the matter do show up starkly in photographs.

Look at these photos of the Deer Valley area bordering on General Electric's information systems plant taken in 1958, 1961 and 1970.
Except for the cultivated fields, in 1956 the area around Black Canyon Highway and Deer Valley Road was empty. By 1959 the Sperry Rand Corporation had established a production facility in the area. By 1970 a lot of other things had been established.
Sometimes the reverse can be true, when population attracts industry. In 1962 Airhaven Airport lay idle near the intersection of the Black Canyon Highway and Indian School Road. By 1970 it had become an industrial park.
Another example of industry moving into populated areas is the vicinity of Black Canyon Highway, Thomas Road and Grand Avenue. The first photo was made in 1958. The second is contemporary.
In 1965, the area south of the Maricopa Freeway and the Twentieth Street interchange is nearly bare, but in the five years since then it has taken on a new look.
Motorola's semiconductor plant at Fifty-second Street and McDowell was a fairly small facility in a sparsely populated area in 1959. By 1970 it is obvious that as Motorola prospered so did the area.
The Publishers

Herb and Dorothy McLaughlin are photographic illustrators. They work independently, as well as a team, doing advertising photography both locally and nationally, editorial photography for many national and foreign publications, and commercial and industrial photography. Their credit line is often seen in Arizona Highways magazine.

Herb got his start back in 1937 doing work for Indiana newspapers while attending Purdue and Indiana Universities. Next, he became a specialist in photographing auto racing, but before long he had branched out into more generalized work. In 1941, he won one of the coveted "Best News Photograph" awards of Editor and Publisher magazine for a picture of firemen engulfed in a fiery explosion, which was published world-wide.

Dorothy's early background had nothing to do with photography. Reared in Manti, Utah, a small town south of Salt Lake City, and a graduate of Snow College, she later found herself, with her late husband Marion Jolley, playing doctor, nurse and surrogate parent to a flock of 20,000 turkeys. In 1945, they moved to Phoenix for her husband's health, but he passed away in 1947.

In 1950 Herb and Dorothy were married, and, soon after, Dorothy took up photography. They have gained national status as one of a half dozen man and wife photographic teams in the United States.

The McLaughlins organized Arizona Photographic Associates in 1955. Herb is noted for his work illustrating the complexities and, yes, the beauties of industry. Dorothy's specialty is the wonder-filled and fragile world of children.

Both are members of the American Society of Magazine Photographers, the Professional Photographers of America and the Phoenix Press Club. Dorothy is a member of and also past president of Soroptimist Club of Phoenix and Inter-Club Council, while Herb is a member of the National Press Photographers Association, the Phoenix Art Directors Club and past president of Sales and Marketing Executives of Phoenix. He also is currently chairman of the Facilities Committee of the Phoenix Chamber of Commerce and is Treasurer of the Rotary Club of Phoenix-West. Between the two of them, they have won three "Best of Show" awards of the Art Directors Club.