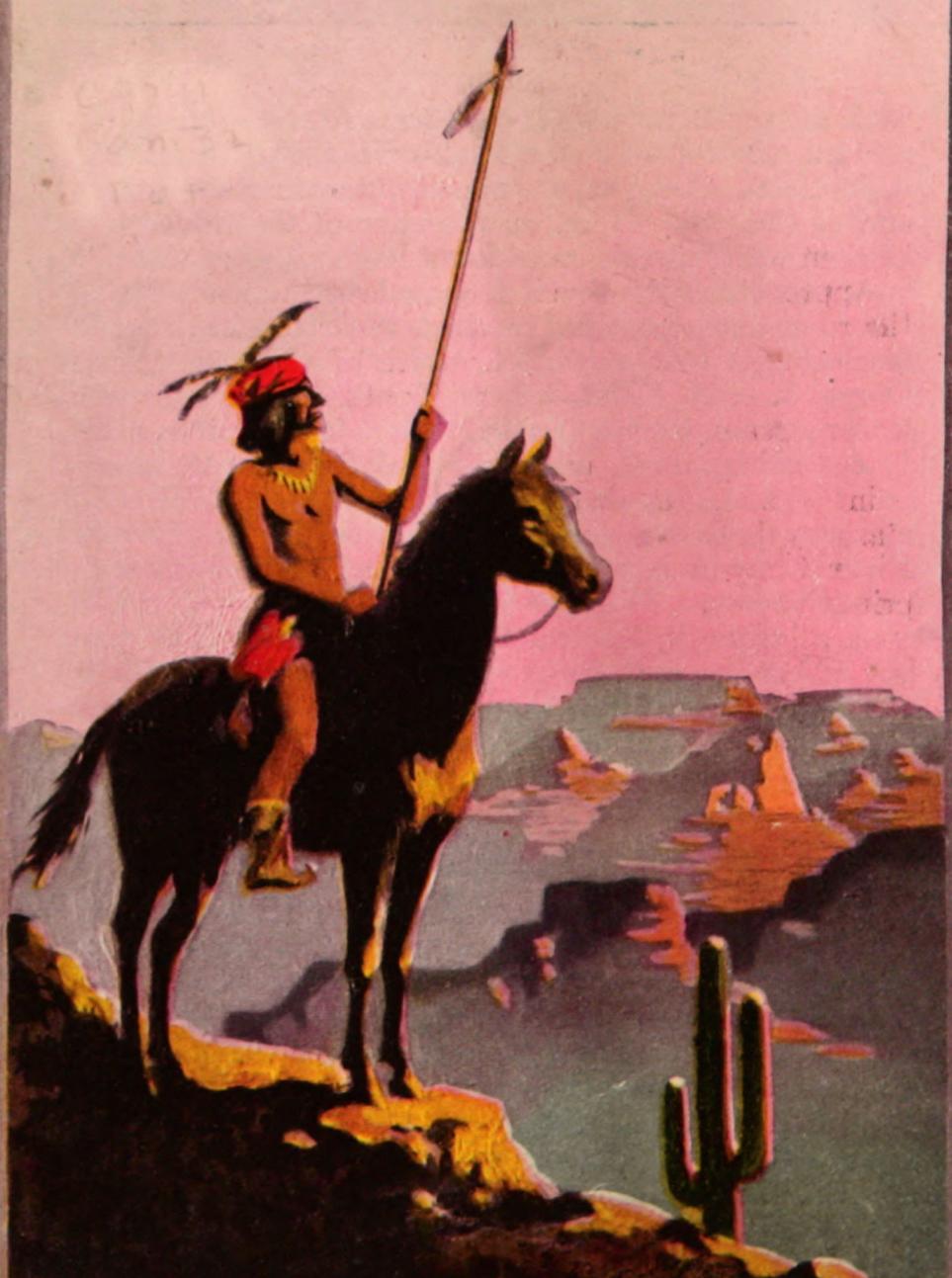


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Pan. 5
(1920)

APACHE TRAIL OF ARIZONA



SOUTHERN PACIFIC

MAHRELL



ROOSEVELT DAM AND LAKE—APACHE LODGE ON PROMONTORY

The Apache Trail Side Trip—Globe to Roosevelt Dam and Return

Travelers over the Southern Pacific between El Paso and Los Angeles, are offered an inexpensive but interesting and instructive *one-day* automobile "Side trip" from Globe, Arizona over an excellent highway to Roosevelt Dam, forty miles—going in the morning and returning in the evening—a drive of two hours in each direction.

This drive, through a previously inaccessible region, was made possible by the United States Government in the construction of a road—at an outlay of \$400,000—to the site of the dam, which was completed February, 1911, and cost \$7,000,000.

Subsequent and recent work has transformed the roadway into a mountain boulevard of a high order and the side trip will prove a novel experience in a transcontinental journey.

Through Pullman Service Between El Paso and Los Angeles via Globe
Also New Automobile Service

At time of purchasing tickets for the Apache Trail Side Trip passengers should secure Pullman accommodations for use in the tri-weekly sleeper carried on "Sunset Limited" between El Paso and Los Angeles via Globe in both directions, leaving El Paso and Los Angeles on Sundays, Tuesdays and Fridays. Passengers in either direction on "Sunset Limited" who have thus secured accommodations in the through sleepers running via Globe, will arrive at Globe at 7:50 a. m. on Mondays, Wednesdays or Saturdays. Breakfast is served at a seasonable hour in the Arizona Eastern restaurant at Globe adjoining the passenger station, and at 9:00 a. m. passengers depart in comfortable 7-passenger

automobiles, reaching the Tonto Cliff Dwellings at 10:30, leaving at 12 and arriving at Roosevelt Dam at 12:30 p. m., where lunch is served at Apache Lodge. On the return trip the automobiles leave Roosevelt Dam at 4:00 p. m. reaching Globe at 6 o'clock. After dinner at the station restaurant passengers return to their Pullman Cars, resuming their journey the same day to Los Angeles or beyond or to the East through El Paso, at 7:20 p. m.; occupying the same Pullman accommodations as on arriving at Globe.

Hand baggage or wraps not required on the auto trip can be left in Pullman Cars at Globe in charge of the porters. The fare for the Side Trip is \$20.00.

The Side Trip

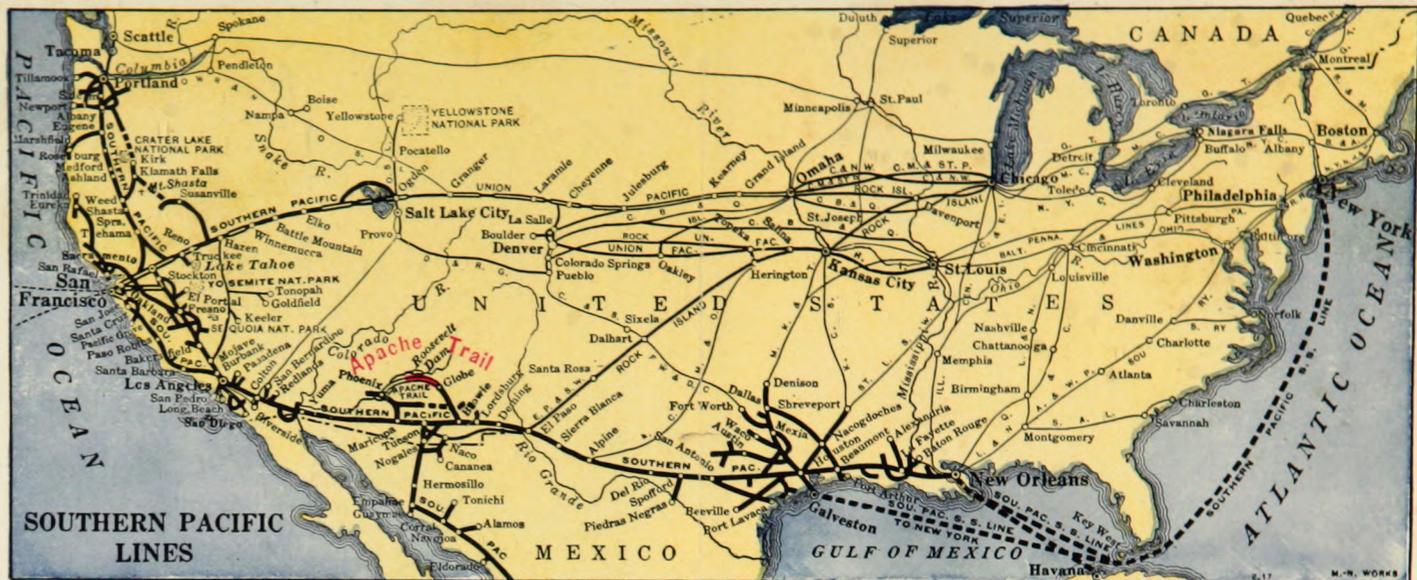
The morning start from Globe is interesting. Globe is a modern western mining town, one of the great copper-producing centers of the world. The Old Dominion Copper Co's famous mine is here, and also its smelter and concentrator. As the automobile winds through the hills over an excellent boulevard and reaches Cemetery Hill, two and a half miles from Globe, the mining town of Miami lies three miles to the south, where are seen the mills of the Miami Copper Co., the smelter of the International Co., and the concentrator of the Inspiration Copper Co. Then for ten miles Pinal Creek is followed, the Apache Mountains lying to the north with Pinal Ridge to the south. The road leaves the stream and winds upwards with the Palisade Ridge on the right. The conical form of Smoke-Signal Peak, where the Tonto Apaches lighted their signal fires, here rises close by.

At an altitude of 3,700 feet a fine panorama of the Sierra Ancha Range spreads to the north—a region for the camper and sportsman where deer and wild turkey are plentiful, and bear and cougar, too, may fall to his gun. The timber for the construction of the Roosevelt Dam was hauled from the great forests in this range, a distance of twenty to thirty miles.

Directly northwest, sixty miles away, Four Peaks in the Mazatzal Range rear their heads 7,500 feet, forming a landmark for the entire country.

Fifteen miles from Globe the Apache Trail crosses the crest at Lakeview Summit, elevation 3,988 feet. It is an amazing view of an immense expanse across the Salt River and Tonto basins. From here the first sight is had of Roosevelt Lake, flashing like a sapphire nearly 2,000 feet below and miles away—suggesting an illusive mirage of the desert. This inspiring disclosure of Arizona's landscape beauties is well worthy of the ten minute stop.

The winding descent of 1,600 feet in seven miles to the floor of the basin again diversifies this phenomenal auto trip, the ever-changing aspect banishing monotony. Pinto Creek and Spring Creek are crossed over long concrete approaches and bridges and a small settlement is passed in the valley. The road thence rises to the opposite level where a straightaway exhilarating run



is made with sweeping views on either hand. In day Ridge, a castellated mountain, is seen to the south, In day being the name by which the Apaches designated themselves.

In spring bright desert flowers and bloom-laden shrubs carpet hillside and mesa—starry-eyed asters, desert acacia, the Palo Verde with yellow blossom like Scotch broom, the Cats Claw with fluffy cream-colored blossoms, and others. Cactus of many varieties are seen along the trail, among them the Yucca Gloriosa or Spanish Bayonet, the Ocotilla or Coach Whip cactus, the sharp needled Cholla (choya) and the Giant Saguara (Sa-whar-a)—most grotesque of plant life. Birds of brilliant plumage are often seen, a Government Bird Reservation being located around the shores of the lake.

Ahead to the left now appear the heights at the entrance to Tonto Canyon, where the Cliff Dwellings in the Tonto National Monument are distinguishable, their adobe walls standing out sharply in the overhanging caverns. A stop of an hour or more at the Cliff Dwellings is included in this side trip, a well made foot-trail from the end of the diverging mile and a half auto road, leading to the first dwelling. This consists of six or more rooms and represents a good example of the unique architecture of an unknown people. These are among the dwellings discovered unoccupied and in partial ruin by the Spanish explorer Francisco Vasquez de Coronado in the year 1540, and so recorded in his writings.

Following this interesting inspection the auto returns to the highway and for several miles closely follows the lake, high above its waters, the deep slopes and surrounding ridges being mirrored in its glass-like surface. Geronimo Mountain rises high near the opposite shore,

with the southern ridge of the Sierra Ancha in the background, the top of Aztec Peak or Lookout Mountain, 8,000 feet in elevation, appearing over the eastern end of the rim. Here, on the edge of the ridge, may be seen white streaks marking a large asbestos mine.

Approaching Roosevelt Dam, midway down the lake, the ruggedness becomes marked, each turn in the road disclosing a new vista. The site of the dam is the Gorge of Salt River, where Tonto Creek joins the larger stream, the impounded waters forming Roosevelt Lake—thirty miles in length and four at its widest point—its man-made aspect long since lost. The solid masonry between the rock-ribbed portals of the Salt River Canyon is modernity in the heart of nature's primitiveness. With its sweeping driveway it might span a lagoon in Central Park, New York. The dam is 1,125 feet across its crest, the auto-drive over it is sixteen feet wide and its curving wall is fifty feet thick at the base. The height from river bed to top is 284 feet; the spillways on either side, at high water, are cataracts higher than Niagara.

Stop-over at Lake—Luncheon at Apache Lodge

After luncheon at Apache Lodge the afternoon may be fully occupied. There are rowboats and motorboats for hire. The lake affords very good fishing for both black bass and salmon. The black bass run unusually large, fish weighing six or eight pounds being taken, and salmon of over ten pounds. A walk may be enjoyed viewing the now very peaceful Apaches around their wickiups on the hillside above the lodge, and the dam can be visited and more closely examined, the view from the parapet down the Salt River Canyon being well worth observation and affords a good subject for the kodak.

The Return Trip to Globe

The start for the return is made at 4:00 p. m., when the pleasure of the morning trip is repeated, with variety of landscape in the reverse outlook, the scenery being viewed in the opposite direction.

The present condition of the highway between Roosevelt Dam and Government Wells, which embraces three-quarters of the journey between the Dam and Phoenix, is so poor that while tickets can be purchased through, the journey promises little comfort for the tourist. It is hoped that this portion of the highway will be put in first class condition within the coming year.

For information regarding passenger fares, time schedules, Pullman reservations, or freight rates and freight service, etc., address the following:

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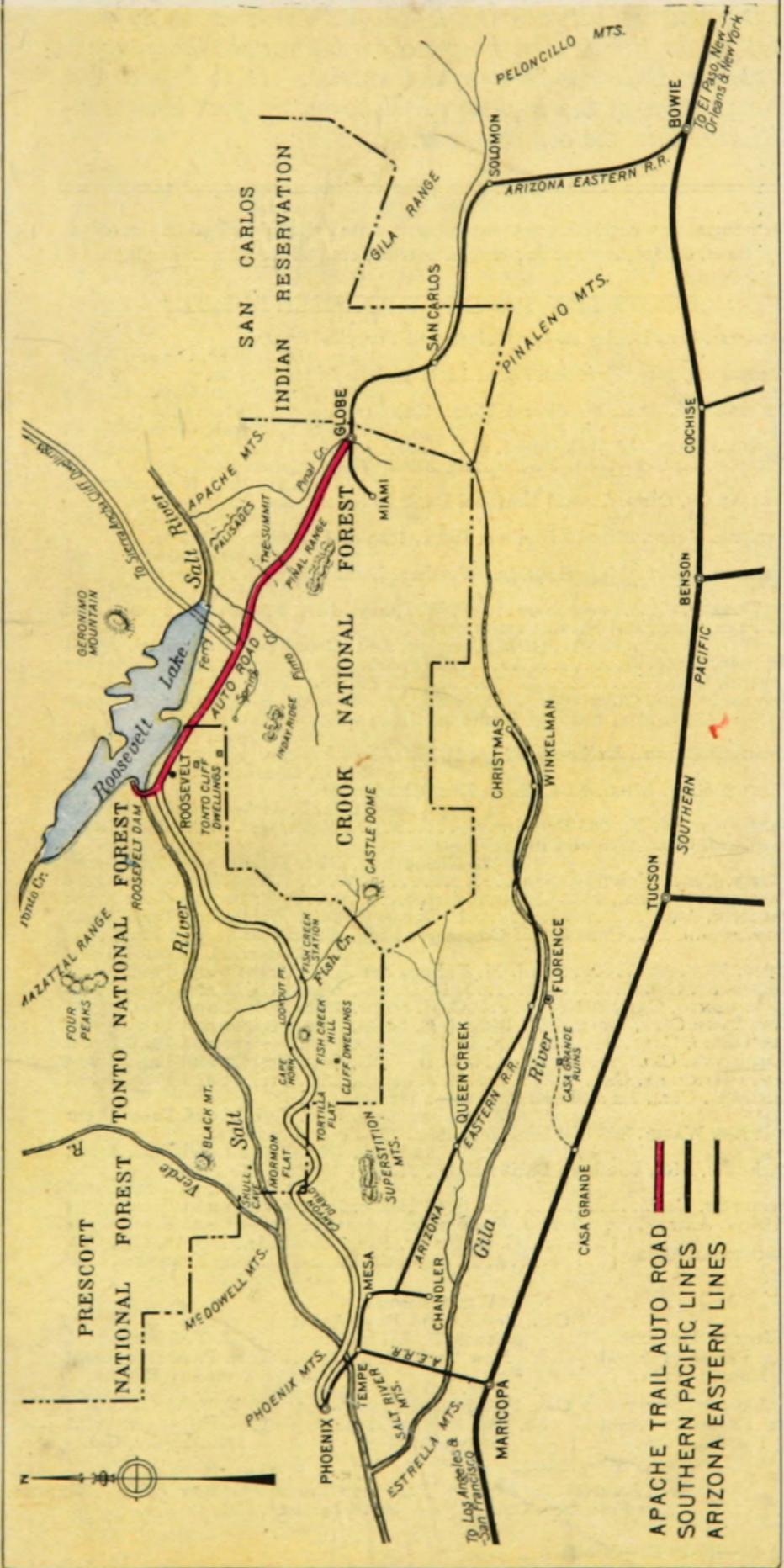
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APACHE TRAIL SIDE TRIP GLOBE TO ROOSEVELT DAM AND RETURN



- APACHE TRAIL AUTO ROAD
- SOUTHERN PACIFIC LINES
- ARIZONA EASTERN LINES