

Historic, Archive Document

Do not assume content reflects current scientific knowledge, policies, or practices.

Reserve
aF817
.Y3B72
1990

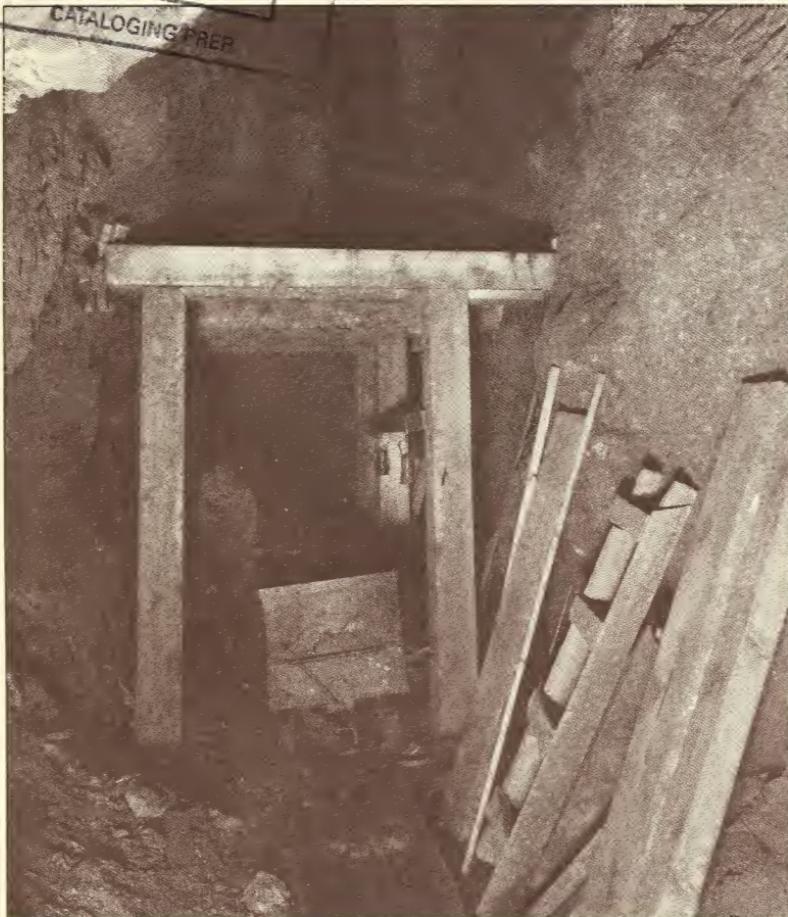
Bradshaw Mountains' Motor Tour

J.S. DEPT. OF AGRICULTURE
NATIONAL AGRICULTURAL LIBRARY
SITES

JUL 28 1990

(High Clearance Vehicles Suggested)

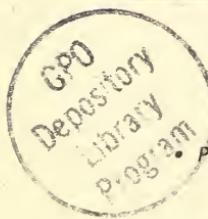
CATALOGING F.R.P.



United States
Department of
Agriculture

PREPARED BY
Forest
Service

Southwestern
Region



Produced in Cooperation with the Prescott Chamber of Commerce •

21 JUL 1990

You're invited on a tour that will take you back in time . . .

to over 100 years ago when the area was teaming with miners hoping to strike it rich.

It all began...

in 1863 when a party of California miners headed by Captain Joseph R. Walker made their way up Haviam Creek to its headwaters where they staked mining claims and established the Walker Prospecting and Mining Company. Because of its ruggedness, lack of water and Indian attacks, it is no wonder that this part of the territory remained unknown and unvisited for so long. The men often traveled in pairs or groups, as prospecting was dangerous and lonely. They were a determined and rugged group relying not only on their knowledge of chemistry, geography, geology and metallurgy but also quite heavily on Lady Luck. By the end of 1864, over 1,600 prospectors were camped in the mountains and along the streams where Yavapai Indians had lived for years before. The name Haviam was later changed to the Spanish pronunciation of Hassayampa.

Yavapai County has long been known as one of the richest mining counties in the world. The actual mineral production of gold, silver, copper, lead and zinc exceeded \$400 million through 1928. This is an amazing fact when one considers that this area is less than 150 square miles.

Placer mining is the oldest method used to extract gold. Placer claims usually used some form of sluice over which a stream of water washed the gravel containing the particles of gold. Panning and dry washing were the most primitive placering methods but are still used in the arid southwest.

Lode claims followed vein-like deposits 100-300 feet in depth with drifts and crosscuts at different levels. The lode gold was recovered by cyanidation, amalgamation, flotation, gravity concentration, and smelting or by a combination of these processes.

Lynx Creek is noted as one of the most productive gold-bearing streams of the state. As recently as the late 1950s, there were still pea-sized nuggets to be found in Lynx Creek. The placer deposits found along its whole course were undoubtedly a result of the erosion of numerous gold-bearing quartz veins contained in the pre-Cambrian rocks of the Walker area.

**United States
Department of
Agriculture**



National Agricultural Library

temperatures. Please consider weather conditions before you restrict your travel.

Protect Our Heritage

We ask that you be courteous and go slow on the narrow roads and of course, be careful with fire. Please take special care to use your ashtrays and we recommend that you park your car in areas clear of vegetation. We also want to remind you that historical sites and artifacts are protected by Federal law. Please leave these areas undisturbed so that others may enjoy these important reminders of the Bradshaw Mountains' history.

Respect Private Property

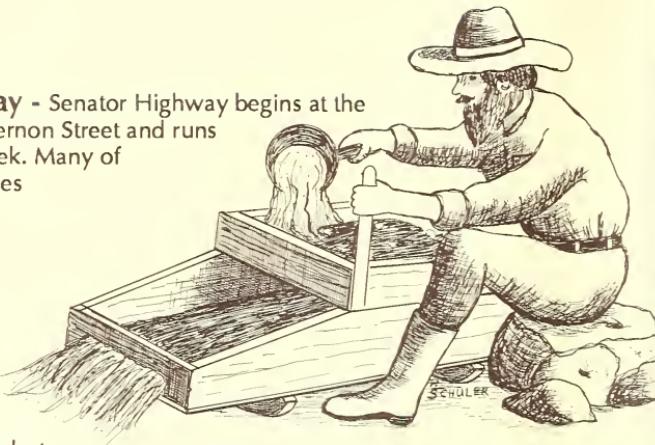
Some of the identified sites are privately owned and are not accessible to the public. These sites are identified on the map by a circle around the number or letter. Please respect the owners' privacy by observing the sites from the roadway.

Enjoy the Tour

Two different routes can be taken on this tour. Both routes start at Senator Highway and go to Walker. Route A branches from Walker Fire Station to Road 197, then onto Highway 69 and back to Prescott. Route B branches from Walker Fire Station to Road 670, then onto Road 261 to Poland Junction. Route A takes about 2-1/2 hours and Route B takes about 3-1/2 hours. The times will vary depending on road conditions.

1 Senator Highway - Senator Highway begins at the south end of Mt. Vernon Street and runs southward past Groom Creek. Many of the beautiful victorian houses along Mt. Vernon were one time homes of miners and territorial officials. The Senator, built in 1866-1867, was the main route for miners and campers in "The City of Mines" at one time. It was extended as miners moved from camp to camp, but

didn't get its name until Senator Mine owner Samuel O. Fredricks cut an extension to his mill in 1875. The first six miles of the highway were originally part of the Prescott & Lynx Toll Road where 25 cents was charged for a horse and rider, and \$1.25 for a wagon. Today's route follows much of the original, passing century-old mining camps and the remains of stage stops and mills.



2 Bridge - This bridge was constructed sometime between 1920 and 1930 and was part of the original Senator Highway. When the Senator was rerouted in the mid-1930s, the bridge was no longer needed but was kept for historical purposes.

3 Mackin Stage Stop - Mackin Stage Stop was bought by Irishman Peter Mackin in the late 1880s when he came to this country from County Armagh, Ireland. The stage stop served as a halfway house for freight wagons running between Prescott and the Senator Mine. There was a blacksmith shop where wagons could be repaired and a saloon to slake the thirst of many a weary traveler. Please respect this private property.

4 Groom Creek School House - Established in 1894, this school educated the children of families living in the Groom Creek area. Boasting an average enrollment of 15 students, there was usually only one teacher for all of the primary grades, but old records show that occasionally two teachers were hired for the job. The Groom Creek Post Office closed in 1919 but the school remained open until 1952.

5 Senator Mine - Senator Mine was established in 1878 and was worked mainly from 1883 to 1899. Enough ore was produced by the Senator Vein alone to warrant a 20-stamp mill on the property. The number of miners living by Senator Mine gave rise to a community by the same name and at one time had a population large enough to warrant its own school. During its peak, the shipping ore of the Senator yielded \$30 to the ton of gold and silver. About .4 mile past the Senator on the left side of the road are old concrete steps which were once part of the general store and post office for the town of Maxton. Please respect this private property.

6 Hassayampa Lake

Hassayampa Lake lies at the headwaters of the Hassayampa River which is the principle drainage for the west side of the Bradshaw Mountains. The lake was built in 1936 by W.P.A. workers to serve as the domestic water supply for Prescott. The maximum depth is 15 feet with a mean depth of 10 feet.

7

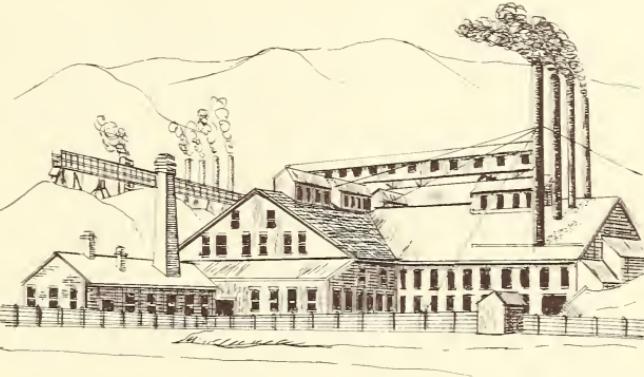
Pickerell

Mill-

Built in

1897, Colonel

A.J. Pickerell's Chicago 10-stamp mill was a thriving business that supported a camp of 100 miners, two saloons, and a store. Part of an old mill frame is all that remains today. Please respect this private property.



8 Lynx Creek -

Placer mining along Lynx Creek began in 1863 by a party of California miners led by Captain Joseph R. Walker. No records of the early day yields are available, but Lynx Creek is noted as one of the most productive gold-bearing streams in Arizona. There are many stories as to how Lynx Creek got its name. One is that Sam Miller, a prospector with the Walker party, found what he thought was a dead lynx lying in the creek. When Miller went to pick it up, the lynx jumped at him and bit his arm. Another story is that the lynx jumped him from behind, whereby Miller grabbed the cat, flung it to the ground and shot it. Some stories report that rather than shooting the cat, Miller kicked it to death. In any event, the party of prospectors named the stream after the wildcat that Miller tangled with.

9

Sheldon Mine - The chief minerals mined here were copper and lead with very small percentages of gold and silver. The Sheldon was in operation until 1931 when the drop in the price of metals forced the mine to close. After a reclamation project, the only evidence of a mine ever having been here is a grassy hill that covers the old tailings pile. Please respect this private property.

10

Mudhole Mine - Although the Mudhole was worked to some extent before 1897, its most productive time was from 1897 to 1903. During that time, it is reported that \$480,000 worth of gold and silver was removed. In 1900 a mill was built for amalgamation and concentration. Please respect this private property.

11

Walker Community - This community was founded by Captain Joseph Reddeford Walker in 1863 as a result of his successful gold prospecting expedition. A post office was established in 1879 and discontinued in 1940. In 1953, people began building vacation homes in this area, and today Walker supports a large community of yearlong residents.

12 Archaeological Test Site

- Although there is nothing visible to draw you to this site, it is interesting to note that this is the first mining site professionally excavated on the Prescott National Forest. In 1987, archaeologists had an opportunity to dig a portion of a small structure that once occupied this spot. They were able to determine that the site was used during the 1880s, at a time when mining was booming in Yavapai County. The vast majority of artifacts recovered here were glass fragments of bottles, jars, and windows.



13 CCC Camp

- Fifty years following abandonment of the town of Howells, the Civilian Conservation Corps (CCC) located a camp in this area. The CCC was a government program instituted in 1933 by President Franklin Delano Roosevelt to provide work for unemployed males during the "Great Depression". The "Tree Army" or "Soil Soldiers", as they were called, planted trees, stocked streams, built dams, fences, and buildings, drilled wells, ran telephone lines, and fought forest fires. Today, all that remains of the camp are the rock-lined paths between the tent areas and a few concrete slabs that were once foundations of the kitchen, mess hall, store house and infirmary.

14 Town of Howells

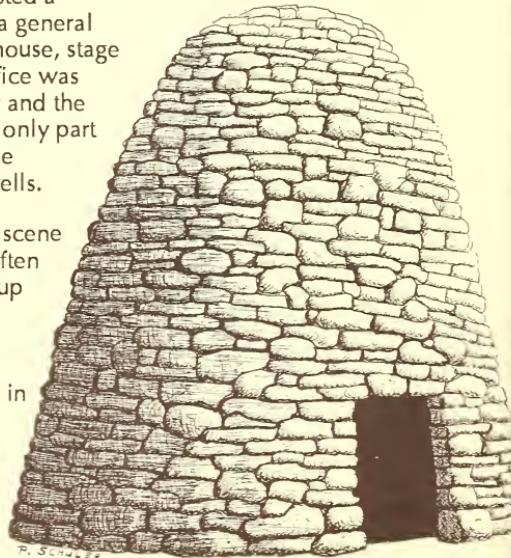
- Built about 1883, this community developed around a 2-stack smelter, quartz mill, and sawmill. It boasted a population of about 200 and supported a general store, post office, blacksmith, boarding house, stage station, and saloon. In 1893, the post office was combined with the post office in Walker and the town was eventually abandoned. Today only part of the smelter remains to remind us of the booming little town that was once Howells.

15 Smelter Hill

- This area is the scene of a busy historical past. It was often typical for a small community to spring-up around a particular mine or smelting operation. Howells was one such community. During its heyday, Howells Smelter was the largest reduction works in the southwest; however, it only lasted about one year.

A Charcoal Kiln

- Built during the 1880s, charcoal was produced in this kiln by burning oak



and reducing the wood to a fuel similar to coke which was used for processing precious metals in the Walker area. It is constructed of native granite and is fitted together without the aid of mortar except in areas where the kiln has been repaired. It is likely that this kiln was active for only two or three years until larger kilns were constructed, but it is the only one still standing today. Please respect the kiln, which is on the National Register of Historic Places.

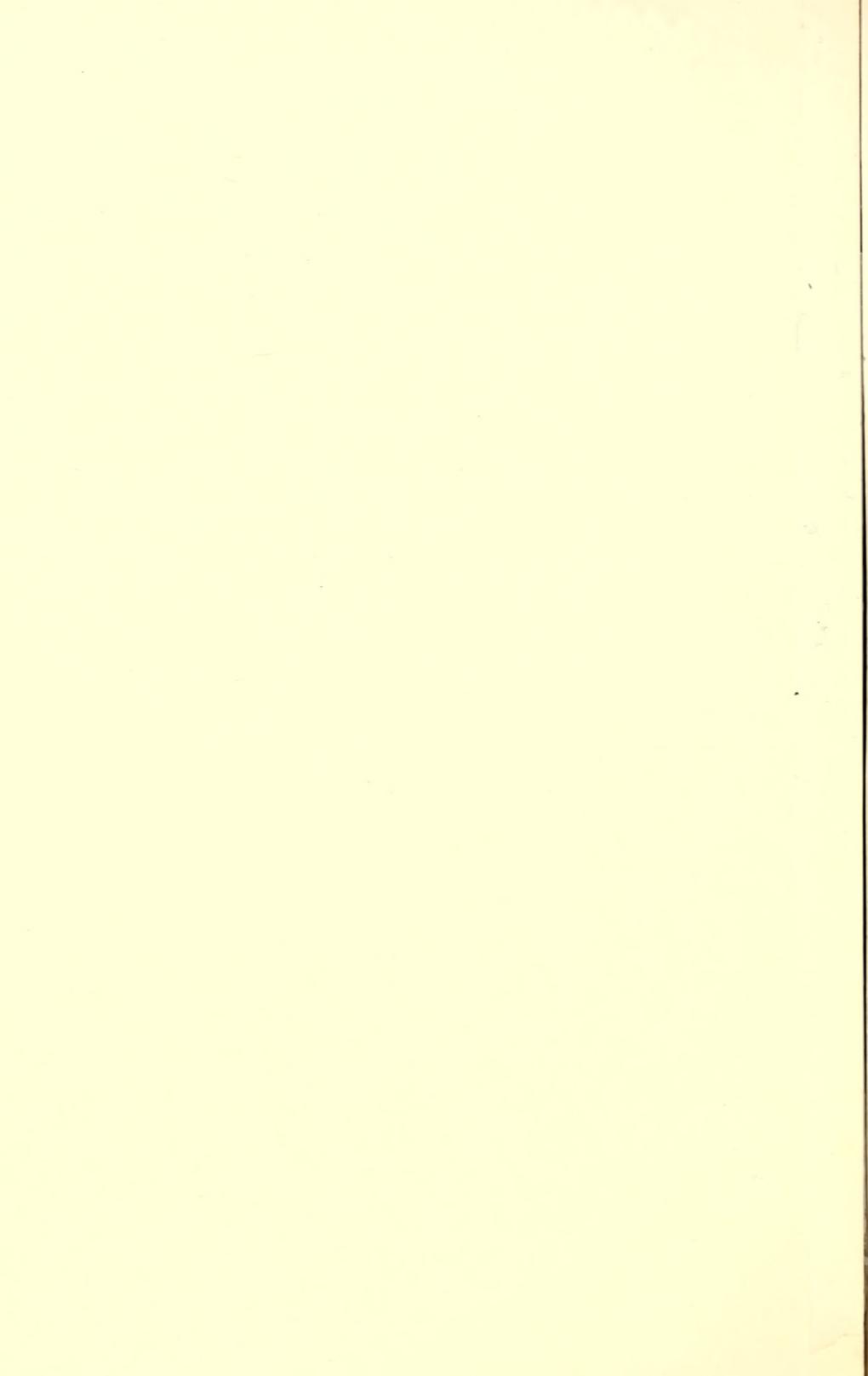
B Train Tunnel - This tunnel was constructed in 1902 and is about 200 feet in length. It was blasted through solid rock to allow the train to make the curve. The road you travel on today was originally the old railway bed for the train. Hundreds of tons of earth were used to construct the roadbed, most of which were moved with horse teams and back-breaking labor. The original road through this area followed Big Bug Creek, an area of much mining activity, but when the railroad went out of business in 1932, the road was re-routed to take advantage of the railway bed. Big Bug Creek was named when a miner came into camp carrying a large bug between two sticks. The bug was a large, dark brown, flying beetle about the size of a walnut and the biggest bug any of the miners had ever seen. And so the name "Big Bug" was given to the creek.



C Windmill Towers - These towers were put up in 1908 and 1909 by The Arizona Power Company (TAPCO) to support the power lines supplying electricity to miners in the Big Bug country. Because of the rugged terrain in this area, steel lattice towers that could be transported in pieces by burros and erected in place were selected over the standard wooden poles. Because no steel towers had been developed for power lines, windmill towers were adapted for this use. These old towers are being replaced with more modern towers and are slated for possible removal in 1993.

D Henrietta Gold Mine - The Henrietta, or Big Bug, was mined from 1867 to 1873. It was one of the more prominent mines in the Big Bug Creek area at that time. It was in operation again from 1914 to 1919. This mine is rather unusual as it was started up again in 1972. Gold, silver, copper, and some lead are still being removed today. Please respect this private property.

E Poland Junction - There was no mining activity near Poland Junction but it served as a base camp for construction crews as they graded the roadbed and spiked rail for the Poland Branch of the railroad. The junction was the scene of much activity until the branch line was completed. After that, Poland Junction quieted and was little more than a switchstand and a sidetrack.



Main Route

From Gurley St., turn south onto Mt. Vernon St. (Mt. Vernon St. becomes Senator Highway at the end of the residential area).

1

Travel about 4 miles. As you cross a small bridge, look to your left—there is an old concrete bridge that was part of the original Senator Highway.

2

Continue for .8 mile to Maripai Road (64). Turn right and take the left fork. Continue on this road until you come to Peter Mackin Road (64A). Take a left onto Peter Mackin Road and go about .1 mile to the Stage Stop (green buildings with tin roofs on the left side of the road).

3

Continue on this same road, passing Friendly Pines Camp and travel 1 mile back to Senator Highway. (This loop brings you back to Senator Highway via Friendly Pines Road.) You will pass the forest workstation on your right before you get back to Senator Highway.

Turn right back onto Senator Highway. Go .3 mile and turn left at the sign to Groom Creek School House. Follow the loop around to the left to return to the Senator.

4

Turn left back onto the Senator and travel 1.1 miles to the end of the pavement.

Once you're on the gravel, take the curve to the left and travel 3.1 miles. The Senator mine and millsite sits to the right and down the side of the hill.

5

About .4 mile past the Senator are the old concrete steps on the left. Go an additional .2 mile and turn left onto Road 197.

Travel about .4 mile to the Hassayampa Lake on your left.

6

After an additional .6 mile, on the right will be an "Isabel Trail" sign. Look to your right to see Pickerell Mill; it's a tailing pile with an old structure on top.

7

Go .2 mile and take the left fork by Potato Patch.

Continue on this road for 1.5 miles; notice the creek running alongside the road. This is Lynx Creek and it meanders from one side of the road to the other.

8

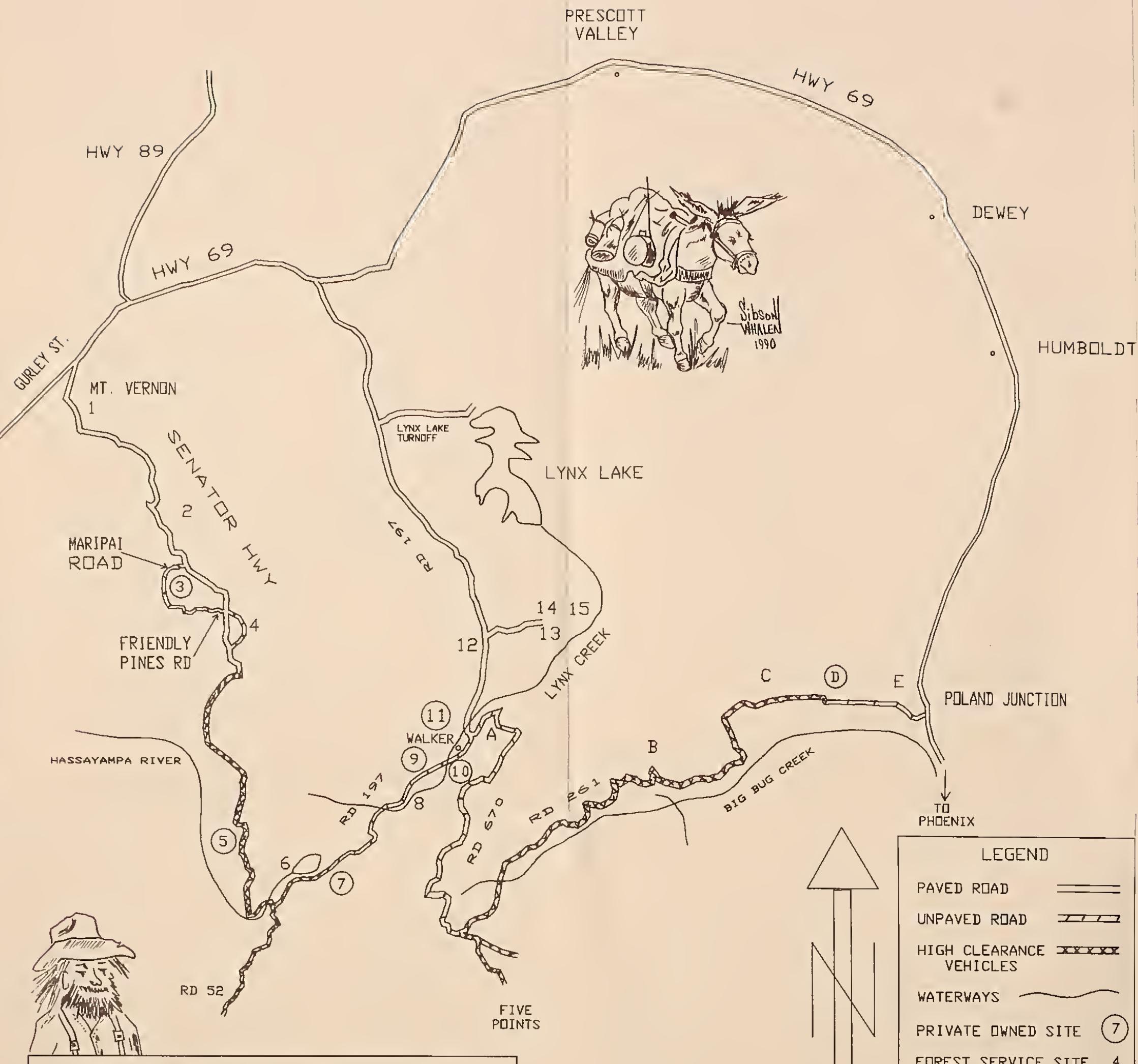
Go about an additional .4 mile and take a sharp left turn by a tree with two signs on it (you may want to pass this turn, turn around, and come at it from the opposite direction because it is so sharp). One sign says "Potato Patch" and the other is a Forest Service shield with "Road 18." Once you've turned onto this road, you will see a "Dead End" sign on your left. Veer right at the 'Y' intersection and you will see a brown Forest Service sign explaining the history of the Sheldon Mine Reclamation Project.

9

Retrace your route back to Road 197, turn left, and go another .35 mile to the Mudhole Mine. On your right is a closed gate that says "No Trespassing". To the right of this gate you will see a large tailing pile left over from this mine.

10

Go .35 mile farther to the Walker intersection. Veer right across the bridge, then take the left fork of the road.



Remember: Sites that are circled indicate private property. Please respect the owner's privacy by observing the sites from the roadway. These old mining areas are extremely dangerous with cave-ins possible from underground drifts.

•PLEASE DO NOT EXPLORE•

11

After .25 mile, you will come to an old pink car on your right. Follow the road to the left.

Go another .4 mile and turn left at the fork.

After another .2 mile, the pavement starts and you will see the Walker Fire Station on your right.

At this point, you can take Route A by following the paved road (Road 197) straight ahead to Highway 69, or you can turn right at Road 670 and take Route B to Highway 69 at Poland Junction.

Route B (Sites A-E)

From Walker Fire Station, go a few feet and turn right onto Big Bug Mesa Road 670. After about .5 mile, look for a "Charcoal Kiln →" sign on your right. Turn right here and keeping left, go .3 mile to a parking area. The trailhead will be marked with a sign. It's about a 3-minute walk down the trail to the kiln.

A

Return to Road 670, turn right, and travel 5.2 miles to 5 points intersection. Turn left onto Road 261. There will be a "Limited Use Road" sign warning that the road is not suited for wet weather or low-clearance vehicles.

Travel about .7 mile and take the right fork in the road.

Continue on this road for 2.7 miles and you will come to a right-hand curve with room to pull off on your left. Pull left and park your vehicle. You will see a sign "Train Tunnel →" showing the drainage. Follow the drainage back about 200 feet to the train tunnel. You will see some large rocks and old timbers right in front of the tunnel. You really can't see the tunnel until you climb over the rocks. The drainage is full of small, flat rocks that are slippery so watch your footing. Do not try to go into the tunnel. There are dangers of snakes, wild animals, and falling rocks.

B

Turn left onto Road 261 and travel 2.9 miles. A good example of a modern-day mine is on the right side of the road.

.6 miles further up the road, look to your left and straight ahead and you will see the windmill towers.

C

Travel 1.1 miles to the Henrietta Mine, found on your left.

D

Continue for 1.6 miles to Poland Junction Substation on the left.

E

.1 mile to Highway 69.

Turn left and travel 20.6 miles back to Prescott on Highway 69.

Route A (Sites 12-15)

From the Walker Fire Station continue straight ahead on Road 197 for .7 mile and look to your left. It was in this area that the Forest Service did an archaeological dig.

12

About .15 mile further up the road, look for a "30 MPH" Speed Limit sign to your right. About 100 feet past this sign you will see a "CCC Campsite →" sign, turn right down a fairly steep road. Go .1 mile down this road and park. In front of you are concrete foundations that were part of the Civilian Conservation Corps camp. Off to your right you can still see some of the rock-lined paths and flat areas for the tents.

13

To the left and up the hill is where the town of Howells used to sit. There are no buildings left, but part of the smelter still remains.

14

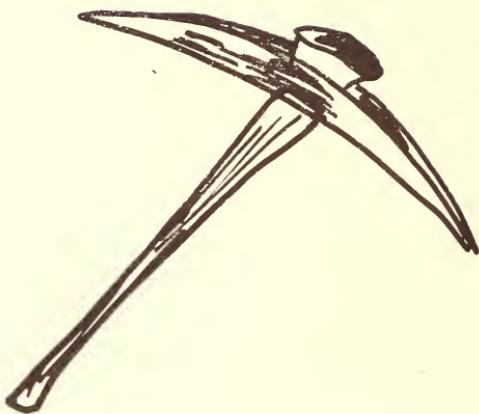
Return to 197, turn right and travel 6.1 miles to Highway 69. Turn left on Highway 69 and travel 3 miles back to Prescott.





1022278240

Journeys End . . .



A special thanks to the employees of the Archives at Sharlot Hall Museum for their help in researching information for this brochure. All photos are courtesy of Sharlot Hall Museum.

Artists: Peggy Schuler and Sibson Whalen.

For More Information . . .

About this and other National Forest treasures, contact:

Prescott National Forest
344 South Cortez Street
Prescott, AZ 86303
(602) 445-1762



Published September 1990 on recycled paper.



U.S. GOVERNMENT PRINTING OFFICE: 776-946 10/90