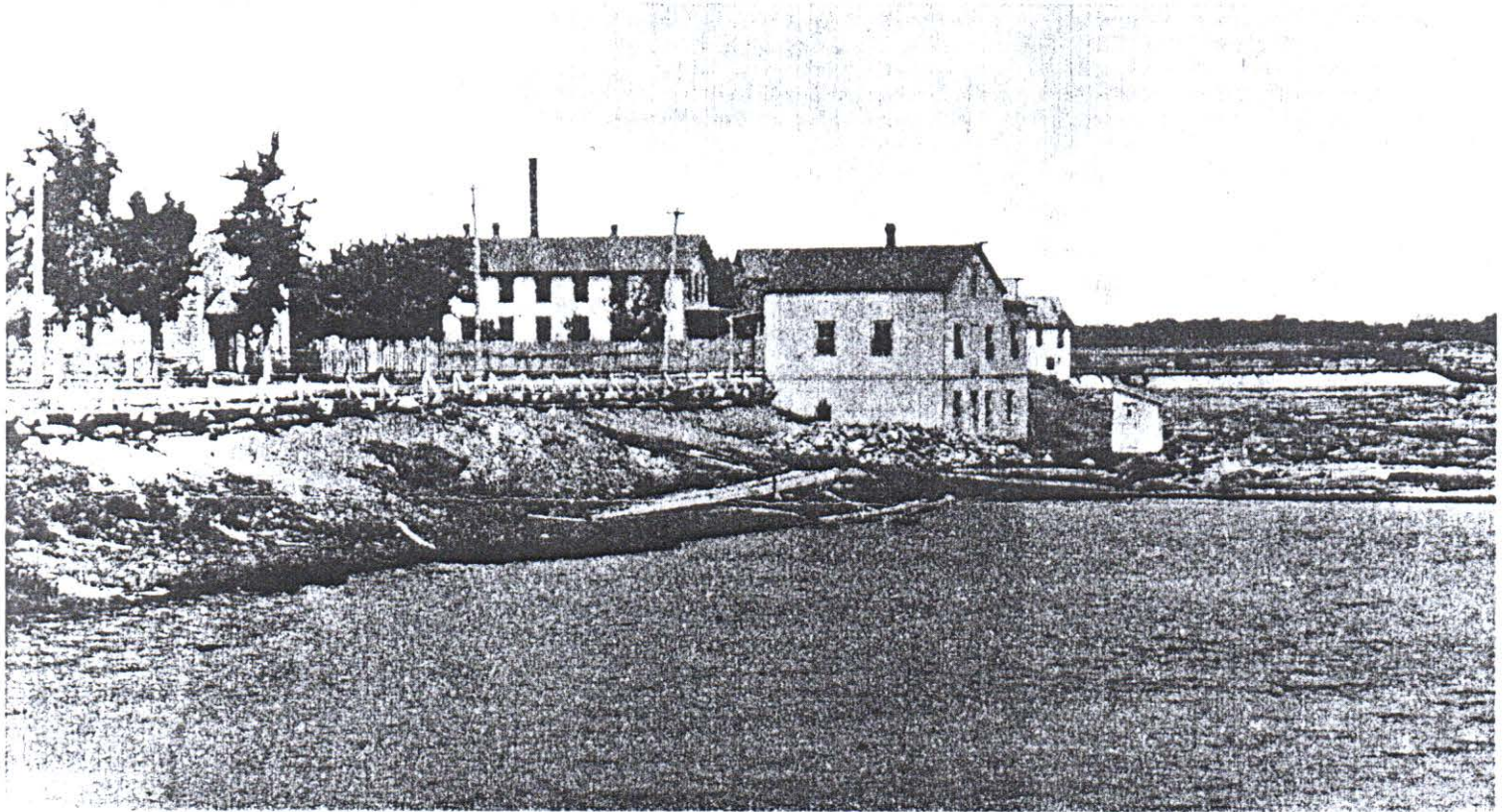


EXCAVATIONS UNCOVER OUR BEGINNINGS FOUNDATIONS OF QUEEN MARINETTE'S TRADING POST

Source/Date ??

VF
MARINETTE



SOURCE/DATE ?

Construction crews installing new sewers on Riverside Avenue in Marinette are believed to have unearthed the remains of the first trading post on the Menominee River. Working in frigid January weather, excavation equipment turned up a series of seven logs laid perpendicular to the river and about seven feet below the present surface.

The logs were about eighteen inches in diameter with cap logs along what was probably the river line when Louis Chappieu, first permanent settler on the Menominee, ran a trading post as agent for John Jacob Astor's American Fur Co.

Spanning 63 feet, the logs were first believed by some persons to have been a remnant of Queen Marinette's home, but her house was made of sawed boards from her husband's sawmill and was located on the south side of Riverside Avenue across from the trading post. It was the first frame house on the river and stood until 1894 when it was razed to make way for a new home built by Fred Carney, Jr. and now occupied by the Jack Marceys.

Chappieu (or Chappie) arrived on the river between 1796 and 1799 to trade. He was replaced as American Fur agent by William Farnsworth, who had recently married Queen Marinette. Evicted from the post by Farnsworth and some friendly Indians, the disgusted Frenchman moved upstream five miles, crossed the river and erected a trading stockade at what is now

known as "Chappee's Rapids." Thereafter, he sold his furs to the British Fur Co.

Farnsworth built a log home for himself, Marinette and her children just south of the trading post after disposing Chappieu, replacing it a few years later with the frame house erected with boards turned out by the first sawmill on the river, built by Farnsworth and his partner, Charles Brush, in the summer of 1831.

After the mill failed, Farnsworth spent more and more time away from home, finally settling at Sheboygan, Wisconsin, where he became its first non-Indian permanent resident. Queen Marinette continued to tend the post, assuming more and more responsibility, with the help of her children.

Queen Marinette's son by her first marriage - John Jacobs, Jr. - bought the trading post site sometime before 1839 and expanded into the fishing business. He moved freely between Marinette and Green Bay, gaining a business reputation in both communities. In the 1850's he owned and operated a sidewheeler steamboat known as the "Queen City," carrying freight and passengers between such ports as Escanaba, Cedar River, Marinette, Oconto and Green Bay. The boat docked at his landing in Marinette nearby.

Ken Black, engineer in charge of the Riverside sewer project, brought the long-buried logs to the attention of local

officials and historians. Thus, he has helped us to learn a little more of our past.

For, nearby, were unearthed a number of other items linked to that pioneer period. In particular, round-bottom bottles used by the French for generations to assure the containers would be stored on their sides for proper care. Old medicine bottles that Queen Marinette may have discarded after treating her family, friends and customers also were salvaged and have been added to the collection at the Marinette County Historical Museum.

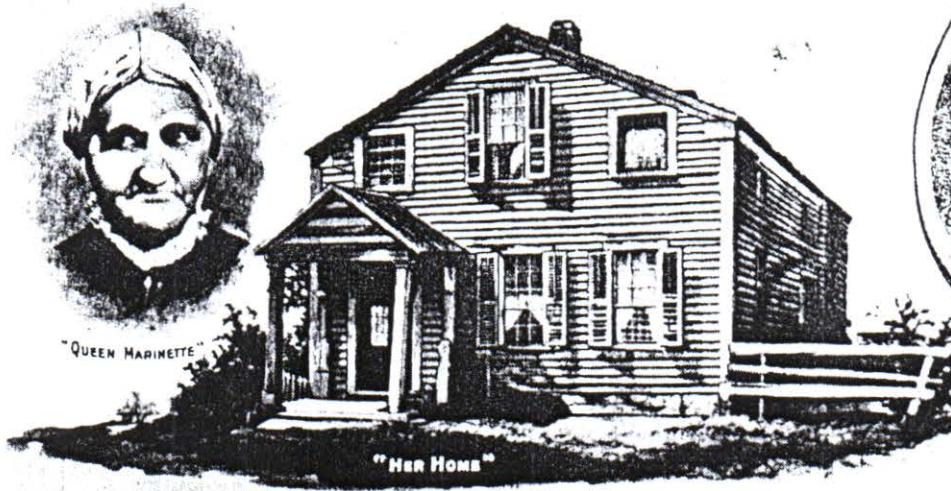
Close by the original trading post after 1871 was the headquarters of the Menominee River Boom Co.

The above photograph shows some of the buildings located on the map.

This was taken in 1892. Far to the left, partially obscured by three trees is Queen Marinette's residence, still standing at that time. The large building on the far side of the road is the Boom Company's Boarding House. The building on the riverbank, is the Trading Post, whose foundations were discovered when storm sewer excavations were made along Riverside Avenue in the Summer of 1983, and early 1984. Portions of the foundations logs will be exhibited in the Marinette County Historical Museum this summer. These foundation logs were provided through the kindness of Ken P.

Continued on Page 4.

MISSINE



"Marinette's Home on Present Riverside Ave."

ORIGIN OF THE NAME, "Marinette"

The Second in a series on Local History

The City and County of Marinette are both named after a very remarkable woman, Marie Antionette Chevalier, daughter of Barthelemi Chevalier, a French Canadian Fur Trader. We do not have a record of her Mother's name, but she was the Granddaughter of Chief Waubashish (Great Martin) a Chippewa. He is said to have lived at both Pelican Lake and Post Lake, a few miles apart. This baby, born at Post Lake was to be known as "Marinette" a possible contraction of "Marie Antionette". It is easily seen how her longer French name was slurred in pronunciation by both Indians and Whites. Again, was it a contraction of "Manon-ette" meaning "little Manon"? Her paternal Grandmother, Marie Francois Alovin was called "Manon" (Little Marie). People of the Menominee nation referred to "Marinette" as "Mon-na-nette". Even today, in the French-Belgian areas of Europe there are girls who are called "Marionette" or "Marinette".

Marinette may have been baptized at Mackinac Island at the same time as a daughter of the family called, in the records, "Marguerette." A list of Baptisms include that of Marguerette Chevalier, noting that she was the daughter of "Barthelemi" Chevalier. The God-father was Jean Baptiste Chevalier, the God-Mother, Madame Bourassea. Baptiste was likely the Father of Barthelemi.

Barthelemi became a partner of John Jacobs Sr. in the Fur Trade, and Jacobs took Marinette as his wife. She later married William Farnsworth, who was in the Fur business at the mouth of the Menominee River.

Marinette's home, on what is now Riverside avenue in Marinette, became a gathering place for both Indians and Whites. Not only was it a fur trading center, it was

a place for social gatherings, participated in by both races. The location's name, "Menominee River Settlement" was a little too long to pronounce. It was easier to say that you were going to "Marinettes' ". She was noted for her ability to promote inter-racial harmony. She was also known for her aid to the impoverished, the sick, and distressed. She was certainly the early day leader of the community. Here business was transacted, mail received, news was retold, people of the frontier came and went.

Marinette was famous in her day, over a wide area, during the years when the forests were yielding to the first inroads of European occupancy.

QUEEN MARINETTE — as she was known died June 3, 1865, at 72 years of age. Some historians believe that she died in Green Bay, because she is buried in the Allouez cemetery there. However, Dr. J. J. Sherman who came on the Menominee River in 1853 and lived here until the time of his death in 1910 wrote (in 1876) that "Marinette lived in her old home here with her children, devoting the latter part of her life to deeds of benevolence and devotion until she quietly passed away on the 3rd of June 1865."

Her remains were first interred in the enclosure near the house where the family had a temporary vault, over which was erected a building composed of cedar logs. In his memoirs, F. C. Burke wrote, "I have been told that the body was later exhumed, taken to Green Bay on the boat "Queen City" (owned by her son John Jacobs) and buried in the family plot in the Allouez cemetery." There is a record of a private burying ground existing on the plot of ground where Marinette's house stood. Dr. Sherman was living here at the time of Marinette's death, so his report should be factual."

THE STORY OF MARINETTE, WISCONSIN
From Marinette Chamber of Commerce

EXCURSION

Wednesday, May 22.

TO

MARINETTE, ARIZONA

The New Town and Orchard Community in The

Salt River Valley

One of the best arguments in favor of your going into the Salt River Valley with us NOW is that hundreds have gone there in the last year from Southern California and we have as yet to hear of one who fails to pronounce it the beauty spot of the West and it is the consensus of opinion, of those who have seen for themselves, that the chances of making money there are the Best in the West.

Why not get into line for your share?

Let us help you do this by showing you Marinette and telling you of the possibilities there are of making money there, where

Early Navel Oranges will pay regularly from \$400 to \$600 per acre. They are ready to ship by Christmas. The quality is far ahead of any other "Early Navels," sweeter, meatier and better colored.

Seedless Grapefruits have paid near Marinette \$100 per acre from 3-year-old trees. Full grown trees will pay from \$700 to \$1000 per acre. Both oranges and grapefruits are free from INSECTS, SCALES and DISEASES. NO SPRAYING, NO FUMIGATING.

Apricots at Marinette ripen three weeks ahead of California and trees begin paying good profits at three years old.

Olives in the Salt River Valley make profits larger and more certain than in any other place in the United States. Groves there, at present prices for olives, are paying from \$80 to \$250 per acre.

Alfalfa in the Salt River Valley, with the abundance of water furnished by the Roosevelt Dam, can't be beat in any section of the United States; in fact it must be seen to be appreciated.

**Two C's Chickens Will
Cantaloupes**

Pay the Bills While Your Trees Grow

You take no chance in making this trip, as our literature is guaranteed against substantial misrepresentation or exaggeration. It is something new. Call and get some of it.

Just remember, it will pay you to see us and it will please us to see you investigate our proposition.

Our latch string is out all the time at

418 North Main St.

Santa Ana, Calif.

CARDEN & SCOTT CO.

418 North Main St. Next to Abstract Title Co.'s office.

VF 30
Marinette

Santa Ana Register 21 May 1912 Page 8

Newspapers.com (From Wikipedia)

From 30th Anniversary Edition Circa 1990

Cotton pickin' days of Sun City

Land was field of dreams long before Del E. Webb

By JACQUE PAPPAS
Daily News-Sun staff

SUN CITY — Long before Del E. Webb developed his 8,600-acre retirement community, Sun City's golf courses and swimming pools were the site of brothels and cotton fields.

In the late 1800s, pioneers began farming land near the west bank of the Agua Fria River.

R.P. Davie, a businessman from Marinette, Wis., was impressed by the growth and potential of the area and bought several thousand acres of land between New River and the Agua Fria.

He named the area after his hometown, but eventually was forced to sell his land in May 1920 to the Southwest Cotton Co. because his sugar beet crops failed.

Southwest dug wells and planted cotton fields on the Marinette site.

Laborers who handpicked the cotton from July to May formed a small community that some remember for its

"house of ill repute."

In 1936, Marinette Ranch was sold to the J.G. Boswell Co., which in turn developed the tract of land into one of the most prosperous cotton plantations in the country.

Residents who occupied the community dwindled as machinery replaced cotton pickers in the fields.

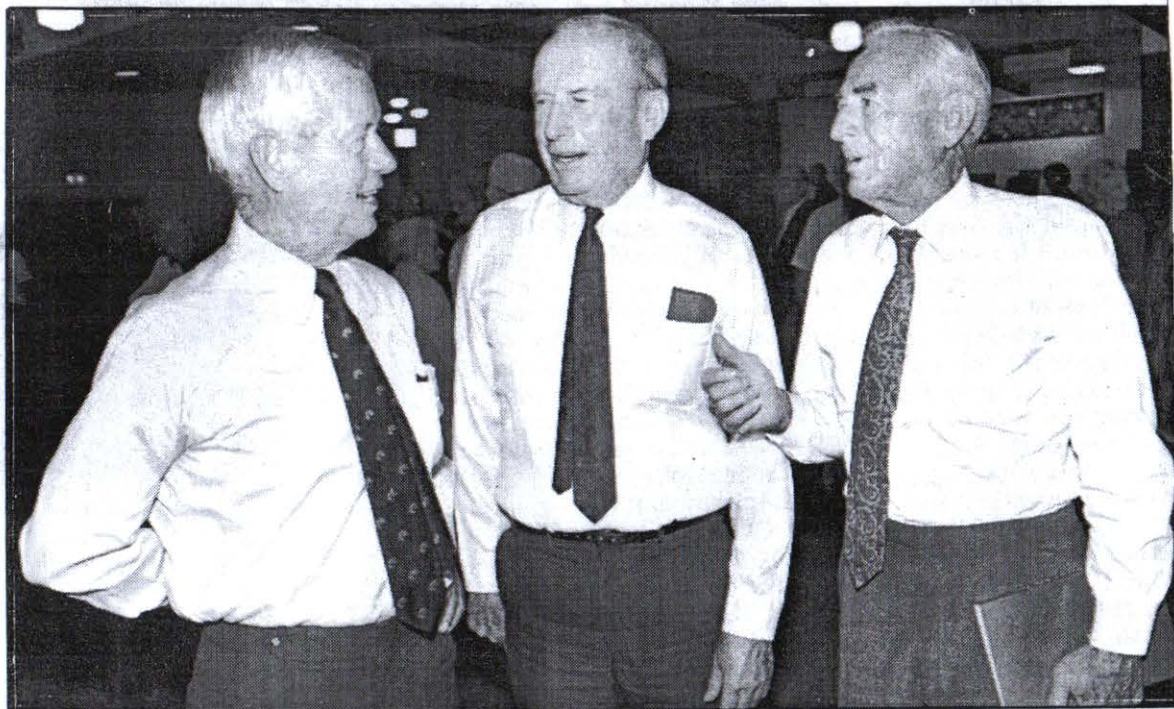
Three men who lived and worked in the area years ago, recently shared their experiences of watching Sun City emerge from the Marinette cotton fields.

They spoke to locals in a forum sponsored by the Sun Cities Area Historical Society.

Hank Raymond moved to the area once known as Marinette in 1928.

"Marinette had anything you wanted in it. A general store, a service station, post office, pool hall and barber shop. We lived near where Sun City Country Club now is," Raymond said.

Raymond started working for the Boswell operation in 1944 and retired as vice pres-



Daily News-Sun photo by Stephen Chern...

THEY WERE THERE — James G. Boswell II, left, Hank Raymond, center, and Bob McMicken all lived and worked in the cotton farming community of Marinette before it was developed into the 8,900 acre master planned adult community of Sun City.

ident and general manager of the operation in 1962.

"I remember them talking about building a motel here (Kings Inn) and I thought they were nuts trying to get anyone to come and eat and sleep in Marinette," Raymond said. "A few years later, a friend asked

me to go eat lunch at the King's Inn and we had to stand in line to get in. It was a hard thing for many of us to do — adjust to the progress. It's been a revelation to me to be part of this great achievement."

Bob McMicken, who now

lives in Kansas, moved to Marinette 71 years ago. His father served as the first general manager of Southwest Cotton Co.

McMicken was vice president of the livestock operations for the Boswell ranches. See Fields, Page 27

WOMAN'S DEPARTMENT, 111 S. FIRST STREET

Phoenix Employment Bureau

E. L. MANNING, MANAGER

HELP

OF ALL KINDS FURNISHED ON SHORT NOTICE
MALE, FEMALE, WHITE, COLORED, MEXICAN OR ASIATIC

PHONE 1775

PHONE SUNDAYS OR EVENINGS 2236

117 SOUTH FIRST STREET

PHOENIX, ARIZONA, April 26th, 1917

Mr. Dwight B. Heard, Chairman,
Arizona Council of Defense,
Phoenix, Arizona.

Dear Sir:-

In regard to the conversation held with you April 24th, we wish to place the following matters before your committee for consideration.

" The peak load for seasonable labor is usually between the first of May up to the first of July. Last year, 1916, we were unable to fill over one-half our orders for men during this time, we were approximately 1000 men short. In 1915 we were short fully 500. This year we will be short from 2,000 to 3,000 men.

" Owing to the late spring (about one month late) the first crop of alfalfa is just starting to be cut and will run well into the grain and grain hay crop. Also, the general work of cleaning ditches by the Reclamation Service and farmers has been held up by the late spring. Owing to the high price of hay and grain, all the threshers and balers will be in strong demand, especially as there is no old hay in the valley. On top of this strong demand, about 40,000 acres of cotton will have to be chopped shortly. This alone will require in connection with cultivating not less than 1,000 extra laborers. Also, according to the ruling of the Reclamation Service, allowing water for about 52,000 acres of vacant land not under the regular service, which we understand is allowed for three years, will require quite a few hundred extra farm laborers, provided it is followed out.

" On top of all this is the tendency on the part of the white labor to leave the valley for cooler places, such as the mines, lumber camps, and coast. This also applies to Mexican laborers, as well, but not to the same extent. The valley even now is in a serious situation for securing labor. We do not wish to unnecessarily alarm the people of the valley, but action should be taken at once. The only offset to the shortage is that all extra railroad work, and extra work for the Reclamation Service, except ditch cleaning on laterals, is now completed.

WOMAN'S DEPARTMENT, 111 S. FIRST STREET

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PHONE 1775

PHONE SUNDAYS OR EVENINGS 2236

117 SOUTH FIRST STREET

Mr. Dwight B. Heard.

-2-

PHOENIX, ARIZONA.

April 26, 1917

Care should be exercised in employing labor in regard to the I.W.W. organization people which we can take up separately. (This part not for public information).

As to our knowledge in these matters, and to whom you can refer if you wish as to our reliability and standing, we respectfully refer as follows:

Mr. W. Ward, U.S. Reclamation Service.
Mr. C. M. Scott, Arizona Eastern R.R. Co.
Mr. E. J. Carrillo, Shattuck-Nemmo Warehouse Co.
→ Mr. Howard Reed, Marinette Land & Canal Co.
Mr. G. R. Vernon, Buckeye Irrigation Co.
Mr. C. W. Peterson, Arlington Cattle Co.
Ralph Murphy, Phoenix Trust Company.
W. S. Stevens and C. T. Hirst, Old Christian Ranch, Arlington.
W. H. Knox, Secretary Cotton Growers' Association.
→ Mr. A. T. Parker or Mr. McDevitt of the Southwest Cotton Company.
Mr. W. S. Goldsworthy of the Santa Fe R.R. Co.

and many others.

We handle practically all the Mexican and white labor of the valley.

// In answer to the question -- What shall we do under the circumstances -- we will say that in the month of February we imported under arrangements with Shattuck and Nemmo Warehouse Company 345 Mexican laborers who proved very satisfactory, and we refer specifically to Mr. Shattuck as to the manner in which we handled this situation.

Captain John C. Greenway informed us last week that we could get about 500 Mexican laborers from Ajo, fare, \$5.30. A certain amount can be secured from Tucson, fare \$4.85 and probably quite a large amount from Nogales, fare, \$8.80. We did better there than anywhere else and where they know and trust us.

An arrangement is now being made with the Southern Pacific Company for a rate of about \$5 from Nogales. Mr. McDevitt of the Southwest Cotton Company has looked into the matter, but at present the rate is not effective. Application was based on parties of not less than 50.

WOMAN'S DEPARTMENT, 111 S. FIRST STREET

Phoenix Employment Bureau

E. L. MANNING, MANAGER

HELP

OF ALL KINDS FURNISHED ON SHORT NOTICE
MALE, FEMALE, WHITE, COLORED, MEXICAN OR ASIATIC

PHONE 1775

PHONE SUNDAYS OR EVENINGS 2236

117 SOUTH FIRST STREET

Mr. Dwight B. Heard.

-3-

PHOENIX, ARIZONA.

April 26, 1917.

" In regard to the wages. We do not believe we can secure men for less than \$1.50 per day and board, and if the shortage is not overcome, probably \$1.75 to \$2.00 and board will have to be paid, more for baler and thresher crews.


" Better arrangements should be made for housing and Mexican families should be included in the people brought in. Fares must be paid, as these people have no money, are practically "Broke" all of the time. Would advise that the payment of fares should not be deducted. We believe that the best method of handling the financial end of the matter should be through the Water Users' Association. Reliance, however, in the Government Labor Bureau for results in getting labor we believe will be so tied up by "red tape" that before you secure the labor, the stress will be over, and time is now the essence.

Thanking you for your courtesy and trusting we may be of service to you, we are,

Yours most respectfully,

PHOENIX EMPLOYMENT BUREAU

By



Manager.

when submarine warfare cut off the supply of long staple cotton from Egypt.

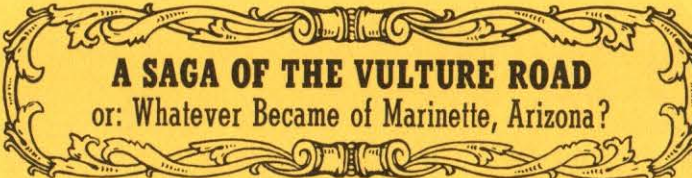
In 1936 the Marinette Ranch was sold to the J. G. Boswell Co., also of Litchfield Park. The Boswells were an old Georgia cotton family. Under this banner Marinette produced as never before, but it produced crops, not people. As machines replaced men in the fields the population of the town dwindled. Finally much of the townsite was planted in cotton and lettuce. Progress had turned Marinette into one of the nation's most prosperous plantations rather than into the city envisioned by its founder.

A newspaper article comparing the Arizona town to Marinette, Wisconsin in the early 1950's said, "Marinette (Arizona) is all but gone now. Progress which built one town from a trading post to a population of 15,000 all but obliterated the other." By 1960, little more remained of the town than the sign on the Santa Fe right-of-way bearing the name, Marinette.

About five miles southwest of Marinette there is a sign on the Luke Air Force Base railroad spur bearing the name "Webb." Webb, Arizona was a construction camp established in 1941 by a young builder from Phoenix when he was awarded the contract to construct Luke Air Field for the U. S. Army Air Force. Since activation in March, 1941, over 18,000 fighter pilots have been trained at Luke, named in honor of Lieutenant Frank Luke, Jr. of Phoenix who, during World War I, was posthumously awarded the first Congressional Medal of Honor in the history of the Air Force. Today Luke Air Force Base provides advanced fighter pilot training for the United States and West Germany. It is the largest facility of its type in the world.

While Del E. Webb was constructing a new community at Luke, he was building an organization that would master the art of community development. This was to have a profound influence upon the history of Marinette where, in 1959, the Boswells released cotton acreage to Webb to build a motel, shopping center, medical clinic, recreational complex with craft shops and art studios and a model home show. Orders were taken for four hundred houses and apartments during the opening month, January, 1960. The history of Marinette began to reverse itself.

Whatever became of Marinette, Arizona? It became Sun City, Arizona - America's Most Famous Resort-Retirement Community.



A SAGA OF THE VULTURE ROAD or: Whatever Became of Marinette, Arizona?

Grand Avenue generally follows the route taken by the eight-mule teams that hauled freight from Phoenix to Wickenburg in the 19th Century. This desert freighting trail was called the Vulture Road.

In 1863, the German minerologist, Henry Wickenburg was prospecting in the hills overlooking the Hassayampa River. He decided it was time to move on but his little "Arizona Nightingale" (burro) had other ideas. Wickenburg muttered into his grizzled beard, "Maybe a well placed rock will change your mind, or, at least attract your attention!" He let one fly, then another, but both fell short of their mark. He picked up another rock and noticed that it was unusually heavy for its size . . . heavy with gold! As he staked his claim, a lone vulture eyed him from a nearby perch. Thus, the greatest gold discovery in Arizona came to be called the Vulture Mine.

The first town in Maricopa County mushroomed on the west bank of the Hassayampa where arrastras were set up to crush the ore from the Vulture. In October, 1864, this settlement was officially named Wickenburg, Territory of Arizona and by 1866 it was one of the largest cities in Arizona and missed being chosen as the capital by only two votes.

In 1864, John Y. T. Smith set up a hay camp in the Salt River Valley to supply the Cavalry at Camp McDowell. Jack Swilling, a Confederate soldier turned prospector, visited the camp in 1867. The idea of using the prehistoric Hohokam Canal System to support agriculture in the Valley struck Swilling. He organized the Swilling Irrigation Canal Co. and convinced Wickenburg miners to invest in the project which would lower their food and forage prices. Henry Wickenburg "blazed" the 54-mile Vulture Road in 1867, hauling men and supplies to the canals. Within a year wagons laden with produce were rolling to Wickenburg.

Among the canal builders was the English scholar-adventurer-inebriate, "Lord" Darrel Duppa. Commenting upon the ancient ruins and canals in the Salt River Valley, he said, "A city will rise phoenix-like, new and more beautiful

from these ashes of the past." Thus, a gold mine named after a vulture led to the founding, in 1867, of Phoenix, named after the bird which symbolized resurrection in Egyptian mythology.

Other canal companies were established. By 1882, the Grand Canal was supporting a flourishing agricultural industry on the reclaimed desert east of Phoenix. Inspired by this success, the Arizona Canal Co. was formed to construct a waterway from Granite Reef, north of Mesa, to the arid plain west of Phoenix. William J. Murphy, who had just completed a stretch of the Atlantic and Pacific Railway (now the Santa Fe) in northern Arizona agreed to construct the Arizona Canal in exchange for proceeds from any water rights he could sell. He completed the 32-mile waterway and its 20 laterals in 1885 (the work took three years); then headed east to entice Illinois farmers to settle the new 38,000-acre irrigation district.

Delos S. Brown and J. B. Greenhut, wealthy residents of Peoria, Illinois immediately obtained four sections of the newly irrigated land, fourteen miles northwest of Phoenix. Their ranches flanked the Vulture Road, which now carried the tri-weekly stage to Wickenburg. Brown platted 80 acres of his ranch for business and residential lots and named the locality Peoria, in honor of his hometown. The desert freighters soon began stopping at the town well to take on water for the dry trek westward.

In 1894, the Greenhut Ranch was sold to the newly-wed Chauncey Clarke, a handsome young prospector from Peoria, Illinois whose prospects had improved dramatically when he married Maria Rankin, whose father owned the Santa Maria Gold Mine (thirty miles west of Congress). Before moving on to found a ranching and oil barony in California, the Clarkes enlarged the Greenhut ranch house, making it the most imposing residence in the Valley. In July, 1965, its kitchen no longer needed to feed canal crews, railroad gangs and cowboys; its elaborate "general assembly room" better suited for a more gracious era, this handsome Territorial Landmark was demolished to make way for the Wagoner Plaza Shopping Center.

The Arizona climate started to attract winter vacationers from the east in 1896 when "snow birds" started the migration to Castle Hot Springs. There, centuries before, the Tonto Apaches had discovered hot "medicine waters" flow-

ing from a mountainside. The venerable spa operates to this day on the site of the winter residence of the Territorial Governor, 24 miles east of Morristown.

By 1909, the Vulture Road had become a "grand avenue." The Santa Fe now carried freight to Wickenburg, Flagstaff and points east. The Greenhut-Clarke-Wagoner Ranch was one of the largest shippers of cattle in the Valley. Peoria farmers were prospering. A few of them were beginning to experiment with cotton, a crop the Indians had cultivated by primitive means. The Agua Fria Water and Land Co. was developing 40,000 acres on the west bank of the Agua Fria River. This project was to bring about the construction of Carl Pleasant Dam 18 years later.

It was incredible to think that in 1858, the Congress of the United States had accepted a report about the Arizona desert which said, "The region is altogether valueless. After entering it, there is nothing to do but leave."

R. P. Davie, a business adventurer from Marinette, Wisconsin was impressed by the growth and the potential of the area. He bought and leased thousands of acres between the New River and the Agua Fria and developed a deep well pumping system to irrigate his acreage which lay just beyond the end of the Arizona Canal. Following the example of the founders of Peoria, he platted a townsite named after his home town. Davie envisioned a city of industrious farmers and tradesmen when he wrote, "The men in charge of the destinies of Marinette are master craftsmen when it comes to the making of prosperous communities. We know how to take good soil, good water rights and good climate; get good people there; get the people united and busy. We are doing this at Marinette." Soon Marinette could boast a store, a boarding house and a few homes. The United States Post Office, Marinette, Arizona opened the year that the Territory achieved statehood, 1912.

Davie made his only mistake in 1918 when he gambled the future of Marinette on the sugar beet. By 1920 it was decided that the soil could not produce a sweet enough beet and Davie lost heavily. He sold his holdings May 14, 1920 to the Southwest Cotton Co. (a subsidiary of Goodyear Tire and Rubber Co.) for one million dollars, and the town of Marinette became a company compound. The affairs of Marinette were administered from Litchfield Park, seat of the Goodyear Cotton empire which had been established in 1916

April 10, 2010

Here's the story of the founding of Marinette as I've learned it with the help of Arizona land records and Marinette, WI newspapers.

In 1892, Andrew C. Merryman – a wealthy lumber mill owner – and John J. Casson – a mill engineer – obtained adjacent 640-acre land grants in the area lying in the area to the west of today's 99th Ave., and north of Grand Ave.

About the same time, the newly formed Santa Fe, Prescott, and Phoenix Railroad was obtaining right-of-way for its route between Prescott and Phoenix. We can only surmise that a deal was struck whereby the railroad promised a water stop on the Wisconsin men's holdings in return for right-of-way.

The first mention of "Marinette" appears in a Building Record of the SFPP RR. It lists a Marinette stop with a Pump House and Water Tank built in 1894. The railroad reached Phoenix in early 1895, and the first railroad time table shows trains stopping in Marinette for the first time on March 14, 1895. There were two trains a day in each direction: the southbound trains arrived at 3:45 PM (mixed second class) and 11:27 PM (Passenger First Class); Northbound trains stopped at 4:13 AM (Passenger First Class) and 8:40 AM (mixed second class).

There is no record of the Marinette men ever settling in the area. In 1897, a Marinette business partner of Merryman's, Herbert Hamilton, obtained a half-section of land southwest of today's 59th & Northern Avenues, and built a house on it the same year. It is now known as Manistee Ranch, so named by its second owner who hailed from Manistee, Michigan.

In 1903, Hamilton moved to California – perhaps to reconnect with his friend Andrew Merryman. Rather than coming to Arizona, Merryman invested in California orange groves, and got several of his Marinette associates to do the same. At one point, they owned 5,000 acres. The Marinette newspaper

reported that a big event each year was the arrival of a boxcar of fresh oranges from California.

R. P. Davie never lived in Wisconsin, and can't be given credit for naming Marinette. He is an interesting character, selling stock in at least two mining companies, plus owning a land & water company, olive company, and extensive land holdings. One of them consisted of 10,000 acres down near Gila Bend.

Davie also invested in Florida land in the early 1900s – how he learned of that opportunity would be interesting to learn! He founded the town of Zona, Florida, which became popular with workers returning from working on the Panama Canal. A few years later, the townspeople renamed their city “Davie” in R.P.’s honor. It still there today and is a city of 80,000.

Davie bought up tracts and accumulated enough land to plat the Orchard Town of Marinette in 1912. The central section – Thunderbird to Alabama, 103rd to 107th – was divided up into 25-foot lots. I’d estimate there are 2400 lots in that small area.

The lots didn’t sell, and Davie reverted to agriculture. The story of his growing sugar beets and losing his shirt may be true. Regardless, he sold his Marinette-area holdings in 1920 to the Southwest Cotton Company.

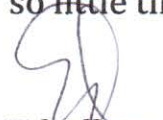
One other correction to our story of the area. Goodyear decided to get out of the cotton business in the mid 1930s, and leased their Marinette and North Santa Fe holdings to the Boswells. I believe the Boswells also took over running all the cotton gins for Goodyear, including those in Litchfield and Goodyear. It wasn’t until about 1943 that the Boswells bought the acreage from Goodyear.

That’s the story as I’ve unraveled it to date. How the Marinette men learned about the Arizona land is unknown. We do know that various land and water companies published attractive brochures to send to prospective investors in the Midwest and east, and maybe that’s how they learned. The area between the New and Agua Fria Rivers, however, was not part of a land & water company to my knowledge – which may explain the need for wells to irrigate that acreage.

William Beardsley headed the Agua Fria Water and Land Company, but the area covered by his company lay a mile to the west of Marinette. Similarly, the Arizona Improvement Company – an outgrowth of the Arizona Canal project – covered land east of the New River. That canal ended at Skunk Creek just east of its confluence with the New River at about 75th Ave., a few blocks south of Bell Rd.

Another interesting element is the 900-acre Heading Ranch that Webb bought from the Boswells along with the 8,100 (not 10,000) Marinette Ranch. Apparently, the Boswells had 10 or 12 wells drilled on the northern property, and dug a ditch to bring water down to laterals serving the Marinette Ranch cotton fields. That was known as the Marinette Canal, which we have a photo of in our Marinette exhibit.

I'll keep you posted on the "rest of the story" as I learn it. So much to discover, so little time...



Ed Allen

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THE MULLIN-KILLE

MARINETTE

ARIZONA

TELEPHONE STREET GUIDE

AND

Householders' Directory

1957



Containing the names and locations of all streets, alphabetically arranged, with the names of householders as they appear upon each street, together with the telephone numbers of each house and designation of home ownership.

COPYRIGHT 1957 BY ROBERT MORTON BALDWIN

MARINETTE

(No Named Streets)

Barbee W A

Boswell J G Co cotton gin—ΔYE 7-9803

Boswell J G Co ranch ofc—ΔYE 7-4421

Bounds Mack

Bounds R R

Clayton Max Mobil Prods—ΔYE 7-8785

Durand R J

Gilmore J R Jr

COPPER STATE AMUSEMENTS

COIN OPERATED
MUSIC and GAMES

YE 7-6411

Glendale

COPPER STATE INDUSTRIES

RUBBER STAMP MFGRS.
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MARINETTE (Cont'd)

Good Tidings Ch
Hartman I E
Jones E M
Main Homer
Monreal Oswald @
Moody L H
Niblett E D
Occhiline J K
Padgett R F—ΔYE 7-8484
Price W W—ΔYE 7-8659
Rodriques Yelario
Simpson J T
Smith J W

Talley Alf
Talley J F
Talley O L
Taylor R L
Valdez M M
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Wallis Geo
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DEDICATION OF MARINETTE MEMORIAL

THE QUESTORS HAVE ASKED ME TO OUTLINE THE HISTORY OF MARINETTE AND I AM HANORED TO DO SO. MARINETTE WAS A "COMPANY TOWN" THAT WAS ESTABLISHED BY THE SOUTHWEST COTTON COMPANY - A SUBSIDIERY OF THE GOODYEAR TIRE COMPANY. THEY CAME HERE DURING WORLD WAR ONE TO GROW THE COTTON NEEDED FOR THEIR TIRES. THEY FARMED THOUSANDS OF ACRES IN THE VALLEY AND IN THIS AREA THEY SET UP THEIR OPERATIONS RIGHT HERE. WHERE WE NOW STAND WAS THE GENERAL STORE AND THE POST OFFICE.

WEST OF US WERE TWO SMALL SCHOOL BUILDINGS ABOUT WHERE THE KING'S INN NOW STANDS THAT TAUGHT PRIMARY GRADES ONLY - AFTER THAT CHILDREN HAD TO GO TO PEORIA. AT ABOUT WHERE 111TH AVENUE JOINS GRAND AVENUE THERE WAS A "BOARDING HOUSE" AND NEAR OAKMONT WERE COMPANY HOUSES FOR ABOUT 500 WORKERS. ANOTHER 500 SEASONAL WORKERS LIVED IN TENTS DURING THE PICKING SEASON.

EAST OF THE GENERAL STORE WAS A POOL HALL, A BARBERSHOP, AND A LUNCH ROOM. WHERE THE SUN VALLEY LODGE NOW STANDS WERE TWO COTTON GINS. TO THE SOUTH OF OAKMONT AT ONE TIME WAS A YARD FOR 500 MULES AND A BLACKSMITH SHOP.

THE GENERAL STORE WAS MANAGED BY MERCHANTS WHO WERE ALSO APPOINTED AS POSTMASTERS FOR THE UNINCORPORATED TOWN. THIS GENERAL STORE WAS THE CENTER OF THE TOWN IN EVERY SENSE. IT WAS A TWO-STORY BUILDING AND EVERY ITEM NECESSARY FOR DAILY LIVING WAS SOLD THERE. EVERYONE CAME THERE TO GET THEIR MAIL AND DO THEIR SHOPPING, AS WELL AS TO GET THE LATEST NEWS ABOUT THEIR NEIGHBORS.

EDWARD HALSEY WAS THE FIRST RECORDED POSTMASTER HAVING BEEN APPOINTED IN 1912. HE PROBABLY BUILT THE GENERAL STORE. OSWALD MONREAL BECAME THE PROPRIETOR IN 1930 AND HIS WIFE ISABEL WAS APPOINTED POSTMASTER. THEIR DAUGHTER - AMANDA MONREAL DURANT - IS HERE TODAY. SHE REMEMBERS PLAYING IN THE YARD OF THE STORE AS A LITTLE GIRL. IF YOU WANT DETAILS OF LIFE IN THAT SIMPLER BUT HAPPIER TIME, YOU MUST ASK HER.

IN 1957 THE POSTOFFICE WAS MOVED TO YOUNGTOWN AND THE DECLINE OF MARINETTE BEGAN. IN 1951 THE J G. BOSWELL COMPANY HAD PURCHASED MUCH OF THE LAND AND MACHINERY REPLACED THE MULES AND HAND-PICKERS. IN 1959 THE DEL E. WEBB COMPANY PURCHASED THE FIRST 1000 ACRES FOR A REPORTED \$22,000 AND CHANGED THE FACE OF THIS SLEEPY LITTLE COTTON-GROWING CENTER TO THE BUSTLING ACTIVE HOME OF THE GREATEST RETIREMENT CENTER IN THE WORLD (OPINION OF THE AUTHOR).

ARIZONA IS INDEED FORTUNATE TO HAVE SUCH A DEDICATED GROUP AS THE QUESTERS TO SEARCH OUT AND MARK THE INTERESTING AND INFORMATIVE FOUNDATIONS OF OUR EXISTENCE. THIS MARKER IS ONE OF MANY EXAMPLES OF THE CONCERN OF THIS ORGANIZATION FOR OUR HERITAGE. I AM AWARE THAT I AM TALKING TO A GROUP OF ALREADY CONVERTED "QUESTERS" SO I SHALL SAY NO MORE EXCEPT THAT AS A REPRESENTATIVE OF THE COMMUNITY I THANK YOU FOR YOUR DEDICATION AND I HOPE THAT ALL OF YOU LIVE AS LONG AS THIS MARKER.

COLONEL PAUL M. MORRILL

FRIDAY - OCTOBER 18TH 1985



Duppa stage stopover, once located on Agua Fria River bank south of what is now Grand Avenue, has been duplicated at Pioneer Arizona living museum.

Stage coach operator pioneered Sun City site

By historical record, the first resident and the man who might have claimed title as founder of Sun City was Brian P.D. "Darrell" Duppa, a hard-drinking pioneer Arizonan whose homesite and old stage station the modern community now effaces.

Duppa, who named Phoenix, convincing the early citizens that Pumpkinville lacked sophistication, established his stage station in 1871 on the banks of the Agua Fria River, south of the modern Phoenix-Wickenburg highway.

The location was subject not only to heat, wind, dust, and water shortages common to the area, but also to unfriendly visits by the local Apache and Pima Indians.

AS A stopover for passengers, it offered few comforts—a blanket to sleep on the dirt floor, a menu consisting chiefly of whiskey and beans, and perhaps a caution from Duppa against scorpions and other nightcrawlers.

An exact reconstruction of the stage station Duppa operated has been built at

Pioneer Arizona, a living history museum 12 miles north of Bell Rd. on I-17. The station stands among the 25 authentically reconstructed buildings at the museum as a testimony to the spirit which built the state.

DONATIONS to support the museum can be made to Mrs. Ruth Fitzpatrick, 10637 Snead Dr., who is heading the Sun City membership drive.

On Duppa's character, Capt. J.G. Bourke, an early chronicler of the southwest, writes:

"Duppa was credited with being the wild, harem-scarum son of an English family of respectability . . . born in Marseilles . . . Rumor had it that Duppa spoke several languages . . . that he understood the classics, and that when sober, he used faultless English."

MARINETTE

A New District Tributary to Glendale

The Marinette District is tributary to the Glendale District, and is about nine miles northwest. About 10,000 acres of choice land are being brought into cultivation in this district, and will add to the business of Glendale.

The Marinette lands will be irrigated from three sources; the surplus water from the Arizona canal; the Agua Fria River and wells on the land. The syphon for carrying the surplus from the Arizona canal has already been built over Skunk Creek. The headgates in the Agua Fria river have been installed at a cost of \$25,000, nine wells are now in and delivering water and nine more have been contracted for.

The land in this district which will be

orchard of deciduous fruits in the Valley.

Development work in the Marinette district is being done by Montgomery and Schrader who will operate most of the three thousand acres which they will put into cultivation this season. The table varies from 30 to 80 feet, and as the power for operating the pumps is obtained from electricity developed from the Roosevelt irrigation project and transmitted by means of power lines, the cost of pumping water will be relatively low as a large amount of water for irrigation will be obtained from gravity water. This will be unquestionably the most attractive development proposition in the state.

It is noteworthy that more than one-tenth of the land developed this year will be put into alfalfa. In this connection it might be mentioned that the soil of this section was recently examined by a soil chemist who stated that "if the soil had been prepared in a laboratory it could not have been made more ideally adapted for alfalfa, except for the lack of nitrogen." On the 350 acre tract which will be put into alfalfa the experiment will be tried of innoculating the soil with a special bacteria, which it is believed will result in causing the plants to gather more nitrogen from the air and a consequently heavier growth.

GLENDALE NEWS June 29, 1920

Marinette Store Robbed of Silk

Displaying a nifty taste in the selection of silk shirts, some thief or thieves Monday night broke into the merchandise store of Charles K. Pishon, at Marinette, and carried off merchandise valued at more than \$1000. No effort apparently was made to crack the safe in which there was a considerable sum of money.

Silk shirts seemed to be the main article of wearing apparel sought by the burglar, a number of these being taken, together with bolts of silk dress goods, silk hose, shoes, watches, cheap jewelry and like articles.

The robbery was reported to the sheriff's office but at the time this was written no clue to the robbers had been obtained.

Marker installed to commemorate Marinette

By HELEN ALLEN
Staff Writer

The former community of Marinette, where Sun City's Phase I is now situated, was recognized by the Arizona State Questers Friday with the dedication of a historical marker.

Questers is a national organization which encourages the preservation of historical landmarks.

A plaque, designating the location of Marinette, was installed by the Arizona Questers in a landscaped area of the Century Bank parking lot at 105th and Grand avenues at the urging of Sun City's Marinette Chapter.

The actual date the unincorporated community came into being is lost in history, but it is known that a Post Office was opened in Marinette in 1912.

According to research material provided by the Questers, the townsite was platted by R.P. Davie and named after his hometown, Marinette, Wis.

Davie, who had purchased and leased land between New River and the Agua Fria for farming, was then following an example already set by the founders of near-by Peoria. Marinette, built alongside the old Vulture Road (now Grand Avenue), soon consisted of a store, a boarding house and a few homes.

The 54-mile long Vulture Road, linking a newly founded Phoenix with gold mines in Wickenburg, was "blazed" by Henry Wickenburg in 1867. The original purpose of the road was to haul food and forage supplies from farms developing in Phoenix to mine workers in Wicken-

burg.

Davie eventually suffered a financial setback and sold his holds in 1920 to Southwest Cotton Co., a subsidiary of Goodyear Tire & Rubber Co. Marinette then became a company town, administered by the Goodyear firm from its offices in Litchfield Park.

Goodyear began its farming operation in the West Valley in 1916 when German submarines cut off Egyptian supplies of long staple cotton used in manufacturing tires.

By 1927, Marinette had about 500 permanent residents, most of whom were living in company owned houses.

The town was located on the south side of Grand Avenue, between 99th and 107th avenues. In the center of the community

was a two-story building which housed a general store and post office.

Nearby were two primary school houses, a pool hall, a barber shop, a lunch room, Arizona Public Service Co. well pumps, two cotton gins and a blacksmith shop.

Marinette Ranch was again sold in 1936 to the J.G. Boswell Co., also of Litchfield Park. The population of Marinette began to dwindle as farm machines replaced field workers.

The Marinette Post Office was moved to Youngtown in 1956.

Four years later, the Del E. Webb Co. purchased 1,000 acres of the Marinette Ranch for the start of Sun City.

All that remained of Marinette by 1960 was a sign on the Santa Fe Railroad right of way. *over*



Paul Morrill, past president of the Sun City Art Museum, speaks at dedication ceremonies Friday of a marker at the site of the former town of Marinette. The marker is located at Century Bank, 105th and Grand Ave. (News-Sun photo by Stephen Cherek)



JAMES E. COOK
Republic
Columnist

Old trails followed routes distant from today's

An old road was always looking for a better way, an object lesson for people afraid of trying something different.

Wanting to know where old roads went is a particular obsession of some amateur historians, and the search frequently is humbling. As soon as we decide where a road went, someone finds a map that shows another route in another year. Fellow map junkies thought a September column about the Vulture Road, predecessor to Grand Avenue, did not go far enough in explaining early routes through the Salt River Valley.

Road missed Phoenix

During the 1860s and 1870s, when the Vulture Road evolved between Phoenix and Wickenburg, the more important road from Tucson to Prescott missed Phoenix, passing well to the west of the young farming town.

Phoenix was an unlikely candidate for becoming Arizona's biggest city. It started later than some other Arizona towns, had no transcontinental railroad until 1926 and little mineral wealth. Phoenix became the territorial capital in

1889 and has been accumulating wealth and population ever since.

When Prescott and Tucson still were swapping the territorial capital back and forth, the road between them followed the historic Gila Trail north to Maricopa Wells. That vanished place, south of South Mountain, was a vital station on the old transcontinental stagecoach route, which turned west there toward Gila Bend and Yuma.

The road to Prescott diverged at Maricopa Wells and came north between South Mountain and the Estrellas, where St. John's Mission is today. It passed what are now Laveen and Greater Cashion.

The road continued through present-day Wittmann, where the upstart Vulture Road joined it.

As Phoenix grew, it attracted roads around the other end of South Mountain from Maricopa Wells and from Florence. During the next 100 years, the Tucson-Phoenix routes were replaced by Interstate 10 and U.S. 89.

If you want to read more detailed yarns of those old roads, you'll find them

in Charles D. Lauer's two recent books of frontier lore, *Tales of Arizona Territory* and *Old West Adventures in Arizona* (Golden West Books, \$5 each).

Track of the Vulture

An 1887 map, provided by the Glendale Historical Society, tells how the Vulture Road left Phoenix in that year.

At Seventh Avenue and the Grand Canal, just below Camelback, two stagecoach routes split. The Black Canyon Road (eventually Interstate 17 and Arizona 69) continued north, bending west to skirt the Phoenix Mountains.

The Vulture Road angled northwest. At this point, it was about three miles east of Grand Avenue, which would open in 1888.

The Vulture Road crossed the future route of 35th Avenue between Glendale Avenue and Bethany Home Road. It passed through the site of Glendale Community College, 59th Avenue and Olive, at this point less than two miles east of Grand. The roads converged just beyond Peoria.

Lauer devotes a chapter to that road in

Tales of Arizona Territory. He calls it the Wickenburg Stage Road, as accurate a description as Vulture Road.

A succession of companies provided stage service between Phoenix and Prescott, some going by way of Wickenburg and some by way of Black Canyon.

Travelers had a choice

In 1893, the Phoenix & Prescott Stage Line gave travelers a choice, according to a newspaper advertisement. For \$12.50, they could travel the Black Canyon Road, reaching Prescott 26 hours after leaving Phoenix.

For \$15, they could go by way of Vulture, Wickenburg and Congress, arriving in Prescott 34 hours after leaving Phoenix.

Incidentally, there were ads in that edition of *The Arizona Republican* for six other stage lines, which took people to some places the railroads did not yet go, and some places they did: Mesa, Tempe, Globe, Fort Thomas, Solomonville, Casa Grande, Florence and the new White Hills mining district northwest of Kingman.

Daily News-Sun, Sun City, Ariz. Tuesday, March 1, 1988

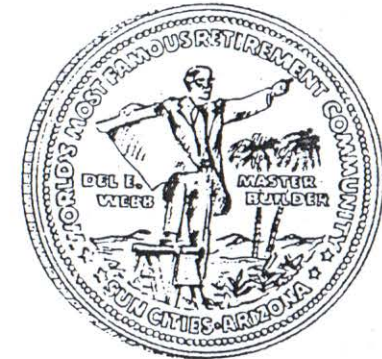
Birthdays
Geographic
Lotteries
WeatherF1
F2
F3
F3

F1



MISPLACED PHOTO — When Sun City celebrated its 25th anniversary in 1985, this photo taken by J.R. Kring was misplaced and never appeared in the News-Sun anniversary edition. It shows the 1920 flood in front of the Marinette Store where young Kring sold groceries. The general store, owned by three Phoenicians, was located in the area now the

parking lot north of Boswell Memorial Hospital where 105th Avenue would have crossed Grand Avenue. A second store was built on the south side of Grand Avenue, and is now marked by a plaque put up in a bank parking lot by the Questers. Kring lived in northern Arizona and the Verde Valley before moving to Sun City 12 years ago. (J.R. Kring photo)



Would-be towns suffered

Walking into the Sun-towner Coffee Shop in Sun City for a breakfast meeting, I was startled to see the name of the banquet room:

• "Marinette Room."

• I remembered the settlement of Marinette but didn't expect it to be memorialized.

• A pamphlet beside the Sun-towner's cash register addresses the question: "Whatever became of Marinette, Arizona?"

• Let's combine that with documents sent by readers and deal with a broader question: Whatever became of Arizona?

• The pamphlet starts with Henry Wickenburg's discovery of the Vulture Mine in 1863. The Vulture Road, which connected the town of Wickenburg and the farms that became Phoenix, was the root of today's Grand Avenue.

• The Santa Fe, Prescott & Phoenix Railroad was built through the region in 1893. Much of the area was promoted as farmland.

• R.P. Davie of Marinette, Wis., acquired thousands of acres in the delta between the New River and



James E. Cook
Republic
Columnist

the Agua Fria. He developed deep irrigation wells and platted a town-site.

Following the lead of farmers in nearby Peoria, who had come from Illinois, he decided to name the town for his home city.

"The men in charge of the destinies of Marinette are master craftsmen when it comes to the making of prosperous communities," Davie wrote. "We know how to take good soil, good water rights and good climate; get good people there; get the people united and busy."

Neither the pamphlet nor the 1960 edition of *Arizona Place Names* gives a date for the town's

founding, but it obtained a post office in 1912.

Davie lost his shirt in 1918, when he planted heavily in sugar beets. In 1920, he had to sell his holdings to Southwest Cotton Co., a subsidiary of Goodyear Tire and Rubber Co. Goodyear had come to Arizona in 1916 to grow cotton for tire cords.

In 1936, Marinette Ranch was sold to the J.G. Boswell Co.

As machines replaced men in the fields, the population of the town dwindled. By 1960, there wasn't much there except a sign on the Santa Fe siding.

But in 1959, Del Webb bought some of the property from Boswell. Sun City opened in 1960, about where Marinette used to be.

D.E. Burton of Phoenix gave me an intriguing book that shows Marinette's population as 576 sometime in the 1930s.

Bob Tshudy of Scottsdale and

undignified ends

George Blanco of Globe sent maps that reveal the shape of Arizona in earlier days.

Burton's tattered book is the *Arizona Catholic Directory*. The latest date in the text is 1935, and I'd guess the book was published at least 50 years ago.

The directory lists many towns I never heard of.

One is Plenty, about 10 miles southwest of Concho. It had its own post office and 35 residents, according to the Catholic registry.

To play this game, I spread out Burton's book, the maps from Tshudy and Blanco, the current state highway map and three or four reference books.

Aha! Plenty was where Floy now appears as a tiny square, a "site or settlement" according to the legend on the modern road map.

Arizona Place Names says it was named Floy for Floy Greer, one of the girls of the village. But the post office was frequently confused with

that of Eloy, half a state away, so the name was changed to Plenty.

Plenty hasn't had a post office since 1937, but the place called Floy is still on the map.

You say that this is all very interesting, but you don't know where Concho is?

It's in Apache County, in the triangle between Show Low, Holbrook and St. Johns. It is literally a crossroads.

Mexicans who settled there in the 1860s named it Concho. A few years later, Mormon settlers called their village Erastus, after church leader Erastus Snow.

The post office was established as Erastus in 1881 but changed to Concho in 1890.

Blanco sent the 1914 edition of Clason's Guide Map of Arizona.

It also shows many places I never heard of.

In horseback days, communities tended to be tiny but numerous.

Settlers lived on the land.

Stagecoach stops had to be fairly close together to provide water, feed and fresh horses. Many of them spawned hamlets.

As automobiles became more common, people congregated in fewer, larger towns. Many settlements were abandoned.

The 1914 road map shows that many of today's major highways did not exist then, even in crude form.

But the old Black Canyon Road was an important route between Phoenix and northern Arizona.

Tshudy sent a copy of the 1939 Arizona road map, published within my lifetime. Several modern highways (not counting interstates) are on that map.

It is surprising how many of them remained unpaved in 1939, U.S. 93 from Phoenix to Kingman did not yet exist; there was a network of rambling dirt roads, but that would not have been the smart way to travel.

Years, area bring Sun Citian full circle



J.E. KRING

By P. ATWOOD WILLIAMS
Staff Writer

Sun Citian Jim Kring has come full circle.

Sixty-five years ago he sold groceries in The Marinette Store, a two-story building now buried under one of Boswell Hospital's parking lots.

It was on the north side of the tracks where 105th Avenue would have crossed Grand Avenue, had it been cut through at that time.

HIS COUSIN, C.L. Sparks, from the Corpus Christi area of Texas, had found a job with the people who operated the mer-

cantile store for the cotton company in Litchfield. Sparks was transferred to their Marinette store.

In 1920 pickers were getting 4 cents a pound for cotton and they shopped for Arbuckle Coffee—ground fresh in the store—green beans in bulk and Silver Leaf lard.

"C.L. could really speak Spanish well, and I learned enough to understand what their shopping needs were," said Kring in an interview.

Kring remembers the winter of 1920, when he first went to work there—there was snow on the Bradshaw Mountains all winter.

WHEN HE arrived by stage, the Agua Fria River bridge had been partially taken out by flooding. Kring had to take his luggage and walk across the bridge, where he was met by another stage.

The Marinette Store had a large main room with counters. It contained a postal station and housed drygoods, ready-made clothes and groceries. Kring picked up meat in Litchfield and carried it in a 1920 Hudson to the Marinette store.

* Years, A10

—From A9

To the left of the store was a pool hall, where a barber had his chair. There were gas pumps in front.

C.L. had moved his family into the upstairs apartment when he got the job managing the store.

"**I HAD** taken my baby daughter home to meet my folks and when I came back to Arizona we were living upstairs over the store," said Sparks' wife, the former Ethel Barnes, now of Glendale.

"We had a terrible time moving her piano up the stairs with its 90-degree turn and into that apartment," recalls Kring with a laugh.

Mrs. Sparks, who had lived in Litchfield as a bride, recalls that laundry was done behind the Marinette store. Water was heated outdoors in tubs and clothes were line-dried. There was never a shortage of water as there was a pumping station nearby and block ice was used to keep food cold.

"The men played card games downstairs at night, sometimes all night," she remembered.

THE SPARKS family had a garden and also raised produce. In the 1930s, her father and brother, Jack, rented land near the store's site and

Percy, managed the Boswell Farms in Marinette.

C.L. and Ethel Sparks moved to Glendale where C.L. was in the retail grocery business.

He developed handbills in Spanish which Ethel and her daughter, Ruth, delivered to the sometimes muddy cotton camps north of Grand Avenue—where Sun City now is.

Sparks later went on to become county assessor and councilman, dying in 1976 at age 82.

"**I REMEMBER** as a teenager, getting on the train in Glendale and stopping at Marinette to visit members of the family," said Ruth Sparks Byrne, also of Glendale. "It cost 15 cents for the train, which stopped at Peoria and Marinette. The conductor used to complain about the cost of stopping the train."

Then she walked to her grandmother's and stayed overnight with that family at the Southwest Cotton Co.

The cotton firm was sold in 1919 to Goodyear farms and later to Boswell Farms.

The Marinette Store, owned by three Phoenicians, was abandoned when cotton dropped from \$1 to 19 cents a pound in the early 1920s.

—From A10

IT STOOD as a derelict for many years. Mrs. Byrne remembers passing it on her way to Prescott in the late 1920s.

Kring lived in Northern Arizona on the Navajo Indian Reservation at Page Springs, retiring to Phoenix. He moved to the Verde Valley.

However, when he and his wife were in poor health in 1976, they moved to Sun City

and now live only a few miles from Kring's original job site, The Marinette Store.

A group of Questers, a statewide organization interested in preservation and restoration of old relics, artifacts and antiques, has announced plans to put up a marker this fall at the site of the second store, on the south side of Grand Avenue where Century Bank is.

She's lived here all her life? Impossible!

By SUE MEULENDYK
Staff Writer

Many long-time Arizona residents resent the development of agricultural land into housing developments.

However, one person in particular sees the rise of Sun City from cotton fields as a boon for the northwest area.

Amanda Monreal Durand grew up in Marinette, a small community in the midst of 11,000 acres of cotton.

AND SHE saw that land change as it became the nation's first active retirement center.

"I was worried at first because I wondered what would happen to the fieldworkers," she said.

But the workers, mostly Mexican or of Mexican descent, took the initiative to improve their lot.

They started their own landscaping maintenance services and other businesses, learned construction trades and took up house-cleaning for \$12 an hour with a four-hour mini-

mum.

"I COULD see progress. I wasn't going to feel badly. The first time we ran into this was in 1961," she said.

Mrs. Durand told a story of one man who had a job pouring cement for Del E. Webb Development Co.(Devco).

He finished work for Devco at 3 p.m. and after work would use his new skill to extend residents' patios. He told friends he never went home (to El Mirage) with less than \$50 in his pocket.

"Now ask me, am I sorry to see the farming go? Sun City is like a big job market."

BEFORE THE advent of Sun City, the cotton fields provided jobs for hundreds of field workers, many from Mexico.

"Eleven thousand acres of cotton takes a lot of hand power," she said, and the cotton was picked by hand until 1951. "It took forever to pick."

As a child, Mrs. Durand weighed cotton in the company store her father operated and

OVER * She's, A8



Ethel Sparks, left, and her daughter, Ruth Sparks Byrne, remember the early days of life in Marinette and the surrounding desert. (Story, A9)

*She's lived in Sun City all her life?

—From A6

where her mother worked as postmaster.

Workers harvested cotton from July to April and brought in their day's pick to be weighed. They were given receipts that entitled them to their pay, most spent at the store.

THOUGH MANY workers returned to Mexico from April to September, there never was a slow season, she said. Between harvests, there were fields to be cultivated and irrigated.

As workers returned, they often brought brothers, uncles, wives and children.

"That's how the Phoenix area grew," she said.

Tent cities sprang up around the wells and from the wells the small communities took their names: El Norte (north of Grand Avenue), El Verde, Las Botas (the boots), Sal Si Puedes (come out if you can), Hollywood (where a number of pretty girls lived) or Las Peochas, named for the chinaberry trees nearby.

DESPITE THE sun-up to

sun-down hours, Mrs. Durand said the workers found ample time and energy to celebrate several times a week—birthdays, saints' days, baptisms, weddings.

"They were a joyous people," she said. "At the drop of a hat you'd have a party."

The few houses in the vicinity of 105th Avenue and what was to be Coggins Drive, she said, were wooden structures well spaced because of the danger of fire spreading.

There was a house built of rocks in the vicinity of 105th

Avenue near what now is North Golf Course.

Grand Avenue, or the Wick-enburg Highway, formed a natural divider even then, since it was raised far above grade level to prevent flooding.

LIKE other people she mentions, Mrs. Durand, of Italian descent, expanded her horizons beyond the cotton fields and tent cities of Marinette.

"One day I grew up and went to work for J.G. Boswell Co. in Litchfield Park," Mrs. Durand said, adding her work-

ing was over her father's protests.

Through reading and working for several local companies, she became an agricultural specialist.

Later, however, she went to Glendale Community College and Lamson Business College.

MRS. DURAND now lives in Sun City, where she sells real estate.

"People ask me how long I've lived in Sun City. I tell them, 'All my life,' and they say 'That's impossible.'"

Marinette stood, then crumbled where Sun City grew

Long before Del Webb gambled on a retirement community between the Agua Fria and New River channels, other men had gambled on crops here—sometimes winning, sometimes losing.

Long before Lawrence Welk performed in the Sun Bowl, fine orchestras played in a grand hotel ballroom in pre-Depression days—but the hotel burned down.

Long before bubblers and sprinklers greened the golf courses, the rivers here ran with water nearly all year and mules were hitched to walk in slow circles so wells could be dug—many of them still gurgle up clear water.

Long before Santa Fe trains shrieked cautiously past flashing boulevard signals, locomotives stopped here to take on water from the landmark tank—people welcomed the tracks then, now they are an unremoveable hazard.

Long before Cadillacs and Buicks, golf cars and adult tricycles watched out for each other, children roller-skated with free abandon on Grand Avenue—after school or church, or before the game on the sandlot baseball diamond.

Long before this was Sun City, it was Marinette.

The name rings a bell; that's the name of a banquet room at the Suntowner restaurant, the name of Sun City's newest recreation center, the name of several clubs, the name on a water utility pumping station on 107th off Grand. It's also the name of a city in Wisconsin.

But this Marinette is gone: it is not even a ghost town, for nothing of it remains except a few frame houses which were moved to El Mirage and Surprise when the bulldozers came,

some rusting pipes protruding from abandoned wells, some bruised bits of concrete and rock which may have been foundations of the general store or the supervisors' houses or other structures from the "hub" of Marinette, between 105th and 100th, between Grand and Coggins.

What happened in those last few years to the agricultural community that proclaims itself with its own spanking new post office in 1912 is a memory to former Marinette residents who scattered to Glendale, Litchfield Park, El Mirage and beyond.

Marinette started out as a copy-cat to nearby Peoria, much like Sun City began with the same concept as Youngtown.

History repeats itself. But never exactly.

The same year that Wickenburg was officially named and began its "gold growth," the old Hohokam canals of the Salt River Valley were being rebuilt. As the possibilities of agriculture in this seemingly barren land broadened, other canal companies were established and one of these waterway developers—who had just brought water to a 38,000-acre irrigation district west of Phoenix—went back to Illinois to entice farmers to move here.

The proposal must have seemed economically sound, for two wealthy residents of Peoria, Ill., purchased the land and water rights and the town of Peoria, Arizona, was born in the late 1800s.

By the early 1900s, Peoria farmers were prospering in cattle and starting to experiment with cotton, a crop the Indians had cultivated successfully.

This potential impressed a businessman from Marinette, Wis., twin city of Menominee, Mich., locat-

ed on Lake Michigan's Green Bay.

Like so many Wisconsin towns, Marinette was named from Indian legend—a Menominee princess. Perhaps this was a charm to R.P. Davie, who bought and leased acreage between the Agua Fria and New River on either side of the Vulture Road—the "grand avenue" between Phoenix and Wickenburg and the prospering Vulture Mine beyond.

This land differed from the Peoria development however, in that there were no modern canals extending out here from the east.

So Davie hired a contractor with 200 mules to clear the entire area between 99th and 111th avenues of the mesquite and sagebrush, then drilled 10 wells by mule-power.

In 1912, Marinette, Arizona, became official.

Perhaps because he had no experience in cotton-growing, Davie did not turn to this as a cash crop.

Some historical references note that he gambled on sugar beets and lost because the soil wouldn't produce a sweet enough beet. Whatever the reason was for his failure after investing so much money and time in the land, he sold his holdings in 1920 to the Southwest Cotton Co., a subsidiary of Goodyear Tire and Rubber.

They, too, gambled with this land at first, trying to cultivate Yuli, a type of sagebrush whose roots produced a white sticky substance the company believed could form a rubber-like base for a type of synthetic tire.

Mrs. Mandy Durand, a Marinette resident as a child who moved to Glendale and then, at retirement, to Sun City, remembers seeing these bushes in 1928 when her family, the Monreals of Phoe-

nix, came to establish and run the mercantile store in Marinette.

"It was planted from Nevada Avenue north to Grand Avenue. I learned later that another tire and rubber company had planted the bush in an area south of Tucson and lost an estimated \$14 million on the venture."

But Southwest Cotton knew cotton.

They planted more fields, dug more wells and administered the "company compound" at Marinette from the main offices in Litchfield Park.

Thus, Marinette never had a chance to grow as Peoria had. She could not even become a second-place stopping point for travelers between Phoenix and Wickenburg and points beyond, for most trains and travelers rested in prosperous Peoria.

Since all of Marinette's population worked for Southwest, she was a town of labor and sweat—a distinctive contrast to today.

But the Mexican-Americans were not transient laborers since cotton was hand-picked from mid-July to the last part of May. There were celebrations for baptisms, marriages, Saints Days; there was music and dancing, especially in the "tent cities" which clustered around the scattered wells.

The town itself experienced an influx of people in the mid-'30s, as folks from Oklahoma, Arkansas, Missouri and Texas deserted the Dust Bowl and bent their backs with the cotton ginning operation.

(The gin was located where the Sun City Medical Building is now.)

But, ironic as it sounds, progress stopped Marinette again.

In 1936, the ranch was sold to the J. G. Boswell Co., also of

Litchfield Park and the old Georgia cotton family—with the know-how and fresh money—replaced the mules and field workers with machines.

The crops flourished but the people dwindled. The gin and its operation was transported to Litchfield Park; sections of the land were subleased; crops diversified into lettuce and alfalfa.

World War II brought destiny to the area, but not in the form of renewed prosperity for Marinette.

In 1941, Del Webb's construction company was awarded the contract to build Luke Air Force Base and, though it would be only speculation whether or not Webb even noticed the dusty wide spot in the road called Marinette by its remaining 25 post-war residents, something of its potential for other than agricultural use might have remained.

The land had water, a main railroad line, and a main highway which led right into (and out of) the capital city of Phoenix.

In 1955 when Youngtown and the concept of a retirement community caught the public's eye, the Marinette that R.P. Davie had hoped would prosper was only a shell of his vision.

And the impact of synthetic fibers in the commercial market was not giving that shell much warmth for hatching in the eyes of the Boswell Company either.

Yet the circumstances, the speculation, the ideas came together, and in 1959, Boswell released the acreage to Webb who fertilized the land between the Agua Fria and New River dry beds with slump block, asphalt, nails, glass, and talent—and there emerged something even more striking than the mythical Phoenix bird, the very real Sun City.

Marinette almost became ghost town

By Val BEMBENEK
Staff Writer

Long before Del Webb gambled on a retirement community between the Agua Fria and New River channels, other men had gambled on crops here—sometimes winning, sometimes losing.

Long before Lawrence Welk performed at the Sun Bowl, fine orchestras played in a grand hotel ballroom in pre-Depression days—but the hotel burned down.

Long before bubblers and sprinklers greened the golf courses, the rivers here ran with water nearly all year and mules were hitched to walk in slow circles so wells could be dug—many of them still gurgle up clear water.

LONG BEFORE Santa Fe trains shrieked cautiously past flashing boulevard signals, locomotives stopped here to take on water from the landmark tank and later engines stopped on a spur to load freshly picked cotton to take to the gin in Litchfield Park—people welcomed the tracks then, now they are an unremoveable hazard.

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What happened in those last few years to the agricultural community that proclaimed itself with its own spanking new post office in 1912 is a memory to former Marinette residents who scattered to Glendale, Litchfield Park, El Mirage and beyond.

TWO FORMER residents, however, came back. Mandy and John Durand, who left in the '50s when the raising and

reaping of cotton had become so mechanized that field workers were eliminated and office personnel and gin operators were consolidated into the Boswell operations at Litchfield Park. They moved to Glendale and came back five years ago; John still is active with the Boswell Co.

Marinette started out as a copy-cat to nearby Peoria, much like Sun City began with the same concept as Youngtown. History repeats itself—but never exactly.

The same year that Wickenburg was officially named and began its "gold growth," the old Hohokam canals of the Salt River Valley were being rebuilt. As the possibilities of agriculture in this seemingly barren land broadened, other canal companies were established and one of these waterway developers—who had just brought water to a 38,000-acre irrigation district west of Phoenix—went back to Illinois to entice farmers to move here.

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cattle and starting to experiment with cotton, a crop the Indians had cultivated successfully.

This potential impressed a businessman from Marinette, Wis., twin city of Menominee, Mich., located on Lake Michigan's Green Bay. Like so many Wisconsin towns, Marinette was named from Indian legend—a Menominee princess. Perhaps this was a charm to R. P. Davie, who bought and leased acreage between the Agua Fria and New River on either side of the Vulture Road—the "grand avenue" between Phoenix and Wickenburg and the prospering Vulture Mine beyond.

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vesting so much money and time in the land, he sold his holdings in 1920 to the Southwest Cotton Co., a subsidiary of Goodyear Tire and Rubber.

They, too, gambled, with this land at first, trying to cultivate Yuli, a type of sagebrush whose roots produced a white sticky substance the company believed could form a rubber-like base for a type of synthetic tire.

Mrs. Durand remembers seeing these bushes in 1928 when her family, the Monreals of Phoenix, came to establish and run the mercantile store in Marinette. "It was planted from Nevada Avenue north to Grand Avenue. I learned later that another tire and rubber company had planted the bush in an area south of Tucson and lost an estimated \$14 million on the venture."

BUT Southwest Cotton knew cotton. They planted more fields, dug more wells and administered the "company compound" at Marinette from the main offices in Litchfield Park.

Thus, Marinette never had a chance to grow as Peoria had. She could not even become a second-place stopping point for travelers between Phoenix and Wickenburg and points beyond, for most trains and travelers rested in prosperous Peoria—why should they stop again only a few miles away? OVER

Since all of Marinette's population worked for Southwest, she was a town of labor and sweat—a distinctive contrast to today. But she was pleasant. The Mexican-Americans were not transient laborers since cotton was hand-picked from mid-July to the last part of May. There were celebrations for baptisms, marriages, Saints Days; there was music and dancing, especially in the "tent cities" which clustered around the scattered wells.

THE TOWN itself experienced an influx of people in the mid-'30s, as folks from Oklahoma, Arkansas, Missouri, and Texas deserted the Dust Bowl and bent their backs with the cotton ginning operation. (The gin was located where the Sun City Medical Building is now.)

But, ironic as it sounds, progress stopped Marinette again.

In 1936 the ranch was sold to the J. G. Boswell Co., also of Litchfield Park and the old Georgia cotton family—with the know-how and fresh money—replaced the mules and field workers with machines. The crops flourished but the people dwindled. The gin and its operation was transported to Litchfield Park; sections of the land were subleased; crops diversified into lettuce and alfalfa.

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IN 1941, Del Webb's organization was awarded the contract to build Luke Air Force Base and though it would be only speculation whether or not Webb even noticed the dusty wide spot in the road called Marinette by its 25 or so post-war residents, something of its potential for other than agricultural use must have remained. The land had water, a main railroad line, and a main highway which led right into (and out of) the capital city of Phoenix.

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Yet the circumstances, the speculation, the ideas came together and in 1959, Boswell released the acreage to the Phoenix builder-developer who fertilized the land between the Agua Fria and New River dry beds with slump block, asphalt, nails, glass, and talent—and there emerged something even more striking than the mythical Phoenix bird, the very real Sun City.

The town before Sun City

Physical traces remain, but memories are clearer

By VAL BEMBENEK
Women's Editor

There are landmarks here, buried beneath the rock lawns, concrete curbs, residential foundations, and golf courses.

Perhaps the roots of ornamental shrubs or dwarf citrus are winding around artifacts of Marinette right now.

Perhaps a new Sun Citian, digging a hole to put in a recirculating fountain has found a simple relic—abit of wood, a rusted screw, a scrap of mule harness leather—but it could not tell him its story, so he tossed it in his sunken garbage can.

THERE ARE even Sun City Pioneers, people who drove the seemingly long distance from Phoenix in January, 1960, saw the recreation hall, shopping center, and hotel, and immediately put money down on one of the model homes. Some of them knew about Marinette, but it was soon forgotten.

Marinette, a thriving part of the cotton-growing industry (one of the three C's Arizona was built upon—copper, cotton, and cattle), had become a ghost town, but the land, or rather the location, was too valuable to return to the growth of mesquite, ironwood and sagebrush so carefully cleared around 1915 by a man from Marinette, Wis.

So it became Sun City.

But there are two people listed in the homeowners directory who give their hometown as Marinette, Ariz. Mr. and Mrs. John Durand, 14244 Sarabande Way, moved "back" to Marinette, Ariz., four years ago. They had grown up here, played together as youngsters along the dusty old "Vulture Road" and talked to the wagon drivers who stopped to pick up ice on the way to thriving Wickenburg and the Vulture Mine beyond.

"MANDY" Monreal Durand can recount much of the history of this land even though her family didn't move here until 1928, when they owned and managed

the mercantile-post office-butcher shop-dry goods-sundries store. "But that's another story," she says. "Let me tell you about Marinette. It will show you how much history repeats itself."

The first "repeat" was actually more a copy-cat idea than an original. The same year (1864) that Wickenburg was officially named and began its "gold growth," the old Hohokam canals of the Salt River Valley were being rebuilt. As the possibilities of agriculture broadened, other canal companies were established and one of these waterway developers—who had just brought water to a 38,000-acre irrigation district west of Phoenix—went back to Illinois to entice farmers here. Two wealthy residents of Peoria, Ill., purchased and the town of Peoria, Ariz., was born in the late 1880s.

BY THE EARLY 1900s, Peoria farmers were prospering in cattle and starting to experiment with cotton. A crop the Indians had cultivated.

This potential impressed a businessman from Marinette, Wis., R. P. Davie, who bought and leased thousands of acres of land between the Agua Fria and New River on either side of the Vulture Road—the "grand avenue" between Phoenix and Wickenburg.

"His land was beyond the Peoria canal development, and although he found traces of canals up around Beardsley Road which had followed the Agua Fria River down, they had all but disappeared where he needed them," she explained.

So Davie hired a contractor with 200 mules and the entire land area between 99th and 111th avenues was cleared of brush; 10 of the first wells were drilled by mules walking round and round in a circle.

"**THERE WERE** no bridges over the rivers either," Mrs. Durand related. "So two or four mules were kept there to pull the cars across—the rivers ran more often."

In 1912, the year of Arizona statehood, the U.S. Post Office at Marinette opened to serve a growing agricultural community.

There are some who say that Davie gambled on sugar beets and lost because the soil couldn't produce a sweet enough beet. Whatever it was, he sold his holdings in 1920 to the Southwest Cotton Co., a subsidiary of Goodyear Tire and Rubber.

"They gambled on a crop, too, and one might suspect they lost a considerable amount," related Mrs. Durand. But their success with cotton overshadowed a possible misfortune with "Yuli"—a type of sagebrush whose roots produced a white sticky substance the firm believed could form a rubber-like base for a type of synthetic tire.

"**I REMEMBER** seeing some of these in 1928 when our family came. They were planted from Nevada Avenue north to Grand Avenue. I later learned another tire and rubber company planted the bush in an area south of Tucson—they had dropped \$14 million in that venture in 1918."

But Southwest Cotton Co. continued in cotton, planting more fields, digging more wells, and administering the "company compound" at Marinette from its main offices in Litchfield Park. Thus, it did not grow in the diversified manner as Peoria.

There was the general mercantile store with restaurant and post office adjacent. There were six homes built behind that where the managers and supervisors lived. There was the two-story company executive building and the two-story hotel. There was the cotton gin and processing area, and about 60 one-room cottages and an assortment of tents and temporary shelters scattered between 105th and 100 avenues, immediately south of Grand Avenue.

"**THAT WAS** the center of town," Mrs. Durand recalled. "It also included a water tank for the railroad, a revival-type church, a two-room school which taught only first through third grade (where Kings Inn now stands), barber shop, poolroom, and other assorted buildings."

"And the Sun City Saints weren't the first baseball team from here—we had our own sandlot team, playing about where the North Golf course follows Oakmont Drive today," she said.

(Continued on Page 5)

OVER

Marinette stores clustered on Grand, too

(Continued from Page 1)

BUT THE PEOPLE who really made up the population of Marinette were Mexicans who lived in "tent cities" clustered around the wells. They were more permanent residents than field workers today since cotton was hand-picked from mid-July to the last part of May.

"There was a great deal of happiness—celebrations for baptisms, marriages, Saints' days; I remember one of the families at the north camp (in the area where St. Clement's is building now) formed their own orchestra and hired out in the evenings for socials. It wasn't just a couple guitars either, they played good brass. In fact I think they're still playing somewhere in California now."

THE PASSING years brought progress. In her growing-up years, Mandy recalled the arrival of a refrigeration unit in the 30s, which meant the store stocked ice cream; she remembers that Lee Garrison, the man who handled the mules from his "rock house" far south of town, kept all his money in a nail keg; she remembers the influx of people from Oklahoma, Arkansas, Missouri, and

Texas who deserted the Dust Bowl in the mid 30s; and she remembers roller skating down the paved Grand Avenue in the mid-40s.

The passing years also brought a change in ownership, followed by economic changes in the cotton industry itself which could not help but affect Marinette. In 1936, the ranch was sold to the J. G. Boswell Co., also of Litchfield Park.

THE OLD GEORGIA cotton family had the know-how and soon the mule teams didn't have to come out at daybreak—machines were replacing them. The crops flourished but the people dwindled.

"The cotton was shipped to Litchfield Park for processing and our gin mill (which had been located where the Sun City Medical Building is now and connected with the Santa Fe by a spur that crossed Grand Avenue near 103rd) was moved there. Sections of the land were subleased; crops diversified into lettuce and alfalfa, and mechanization continued.

"People who had lived here found better places to live even though they still worked here and by the end of the war practically everybody was gone except

maybe 25 scattered residents living in the original six two-bedroom cottages and smaller houses with lean-to's added on." Mandy and John, both employees of the Boswell Co., stayed on until nearly the end, then moved to Glendale. He is still employed with Boswell in their cotton gin operation.

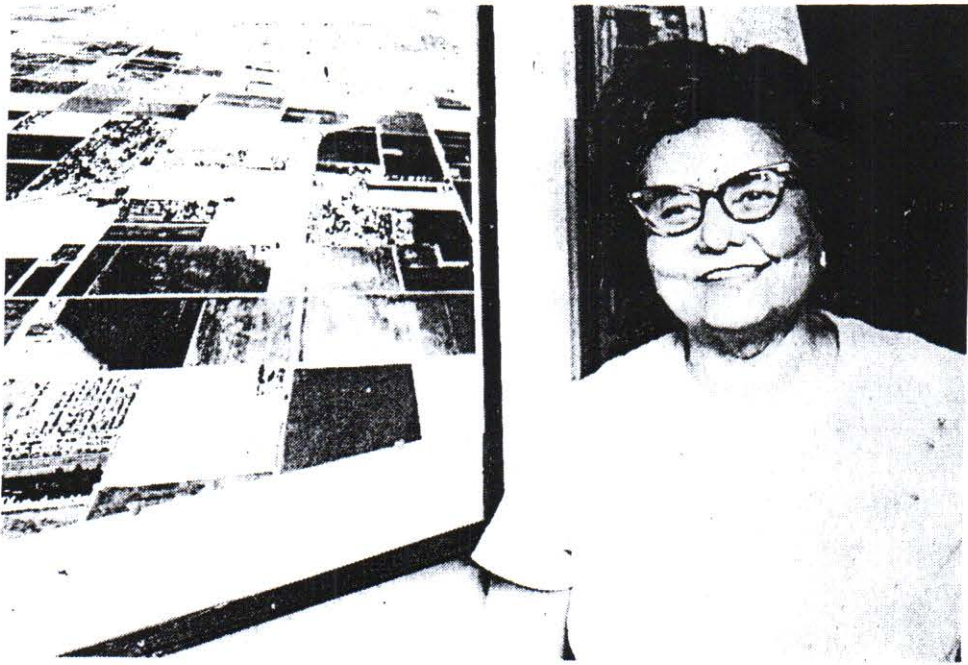
IN 1959, **BOSWELL** released acreage to the Phoenix builder whose organization was awarded the contract in 1941 to construct Luke Air Force Base, Del E. Webb. This land's "history" from that point on is well known.

There is no bitterness in Mrs. Durand's voice when she tells of the bulldozer leveling of Marinette.

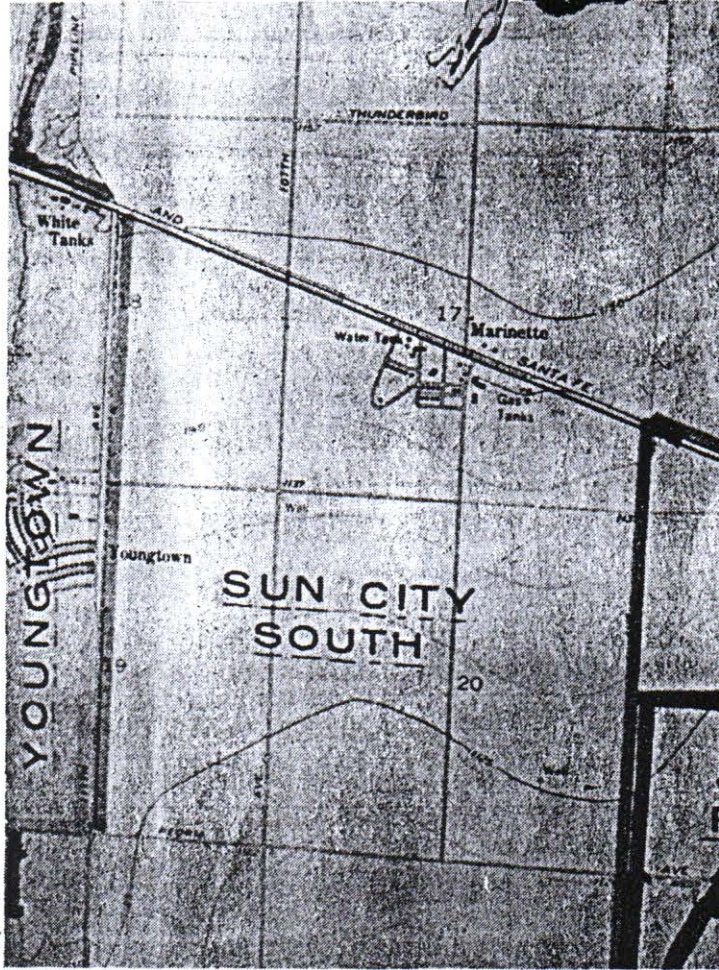
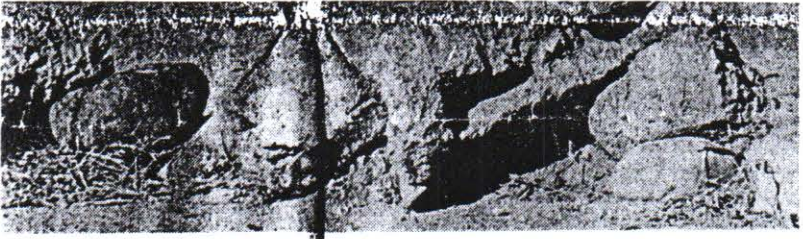
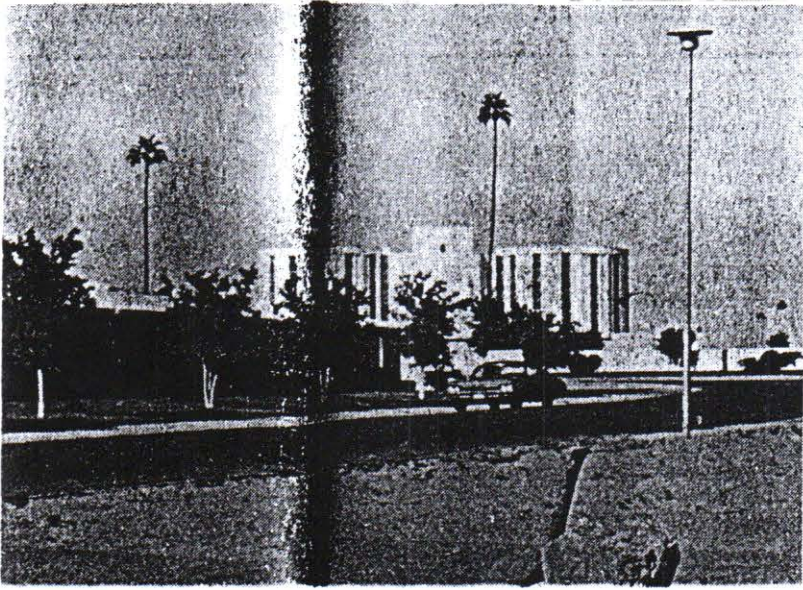
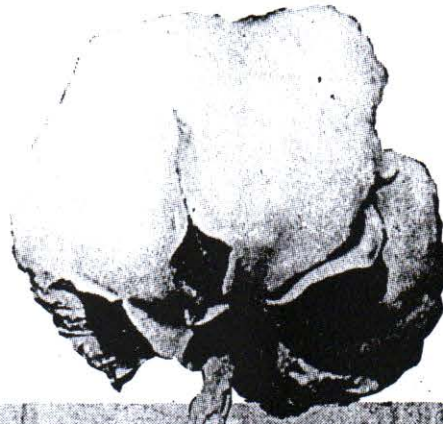
"Most of the buildings and houses were either ready to fall or had been burned already. Even in 1928, a large hotel which had a grand ballroom on the first floor

where fine orchestras had played was condemned after a blaze ripped through the structure," she remembered. "When these places were built, there was one electrical lead-in and they were seldom re-wired for increased use of electricity—thus the fires. A couple houses were moved to El Mirage and Surprise and still stand today."

"I BELIEVE Sun City was the best thing that could have happened to Marinette and its people. The jobs brought economic security; the city replaces a near-ghost town; and the loss of cotton and agricultural acreage isn't as significant as some might suspect—what with synthetic fibers and government control of land use." And she is still involved with the land on which she grew up—as a real estate counselor for a local firm.

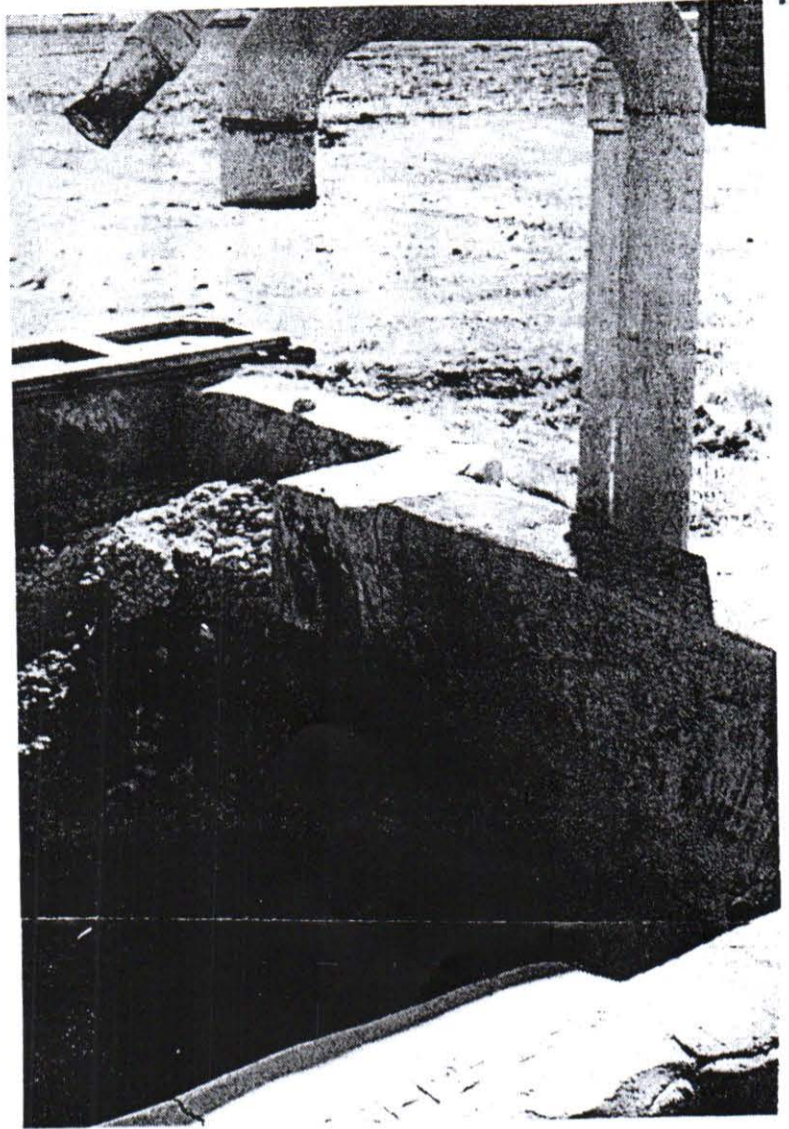


Mandy Monreal Durand came "home" four years ago; she and her husband, John, are only residents of Sun City who grew up in Marinette, Ariz. Back then, she helped arrange agricultural land sales, now she "hobbies" in local residential property for Ed Thirkhill office.



Above, map of the area shows it was no more than a smattering of stores, and sectional notations of wells. Left, the corner of 105th and Coggins is ironically still vacant except a small heap of rusted pipes, chipped concrete blocks—perhaps all that remains of Marinette homes. The hospital's namesake, Walter O. Boswell, was a member of Boswell family which sold acreage to Del Webb.

Two pipes emerge from an unused irrigation basin next to the water company pumping station on south corner of 101st and Grand. Another last reminder of earlier days, last repairs on fieldstone sunken cubicle date to 1950, ten years before Sun City opened. Below, sign for Marinette room at Sunowner, may evoke casual conversation about pre-Sun City. There was a sign along Santa Fe tracks with old name, but it was removed during repairs earlier this year.



Just as the Phoenix bird rose more beautifully from its own ashes—just as the city of Phoenix rose from a canal network built by the Hohokams—Sun City rose from productive cotton fields, becoming economically more productive, more beautiful, and more populated than a man from Marinette, Wis., would ever have imagined.

1960

metro

PHOENIX

STREET ATLAS

FIRST NATIONAL

APACHE JUNCTION
AVONDALE
CACTUS
CHANDLER
EL MIRAGE
GILBERT
GLENDALE
GOODYEAR
GUADALUPE
LITCHFIELD PARK
MARINETTE

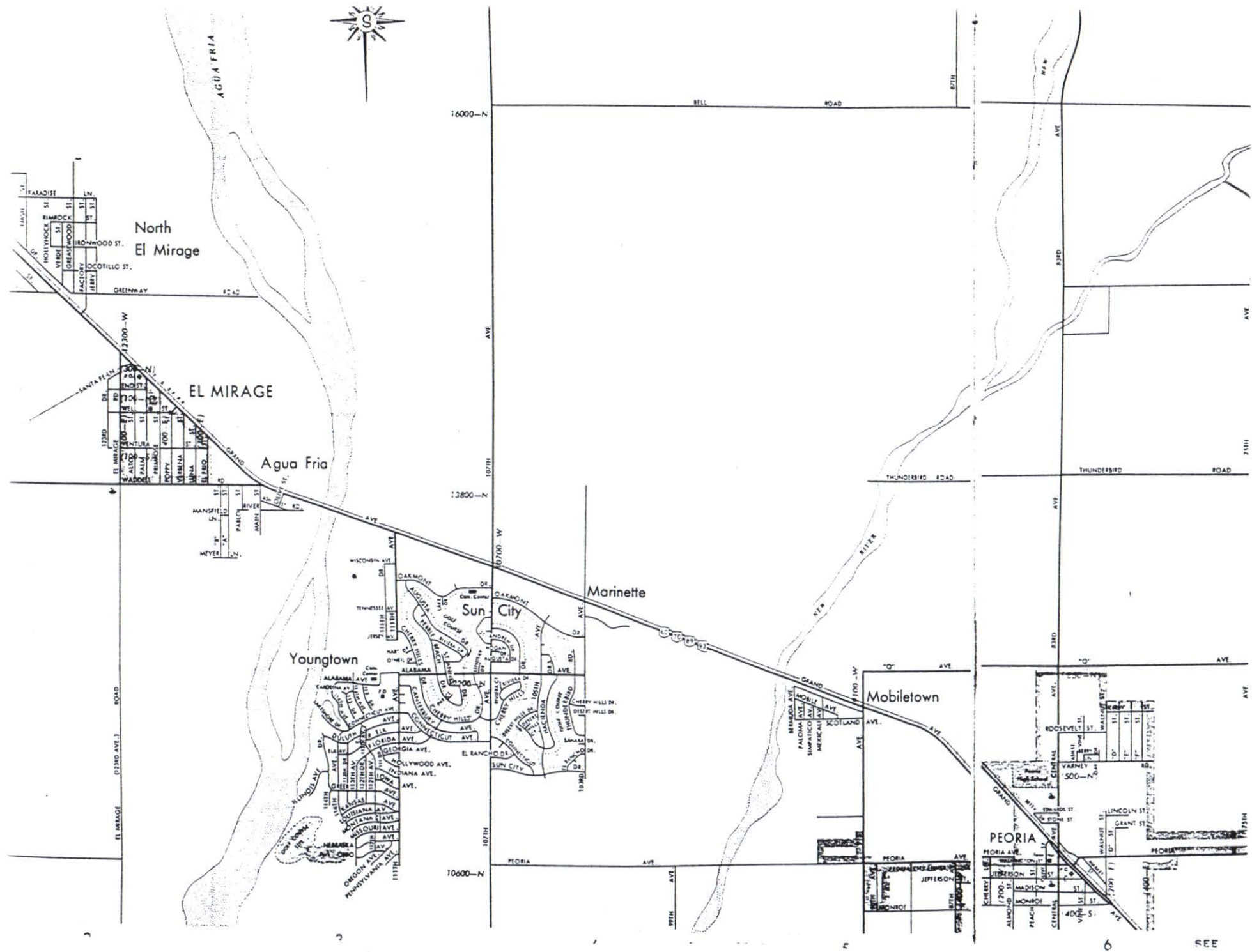
MARYVALE
MESA
PEORIA
PHOENIX
SCOTTSDALE
SOUTH PHOENIX
SUN CITY
SUNNYSLOPE
TEMPE
TOLLESON
YOUNGTOWN



PORTION OF SOUTHEAST MURAL, MAIN OFFICE, PHOENIX



SCENE FROM NORTHWEST MURAL, MAIN OFFICE, PHOENIX



- OVER -

Museum Highlights

By Juanita Trask

Marinette And The Beautiful, Redoubtable Morning Glory

Following close on the heels of the founding of Peoria, the little town of Marinette was developed in the early 1900s, and a U.S. Post Office opened in 1912, the year the Territory of Arizona joined the Union and became a State.

R.P. Davie, a business entrepreneur from Marinette, Wisconsin, had purchased 20,000 acres of farmland situated from Olive Avenue on the south to Bell Road on the north, and from just west of New River to just east of the Agua Fria River. The property lay beyond the newly constructed canal system, and Davie developed deep well pumping systems to irrigate his acreage. Headquarters for Marinette Ranch quickly became a small village of a few houses, a store and a boarding house.

Davie envisioned a city of industrious farmers and tradesmen, but in 1918 he invested his capital in growing sugar beets. The soil was not favorable for producing good sugar content in beets, and the crop was a failure. His gamble had not paid off, and in 1920 Davie sold his holdings to the Southwest Cotton Company, a subsidiary of Goodyear Tire and Rubber Company. Marinette became a company compound and a town of sweat and labor where everyone who lived there worked for the Company, picking cotton by hand from mid July to the following May. "Tent cities" sprang up, sometimes overnight, clustered around the various irrigation wells. Since

the population all labored for the Southwest Cotton Company, they formed a stable community and held celebrations for baptisms, marriages and Saints Days, with much music and dancing.

Frank Osuna, a retired Presbyterian minister and long time resident of Peoria, moved from Bisbee, Arizona to Marinette with his family in 1932 at the age of eight. The family lived in a tent, and immediately began picking cotton. A satellite school was provided at Marinette by the Peoria School system. Osuna was a student there, but he did not complete any scheduled calendar term, as work in the cotton fields always took precedence. He later attended the Peoria Central School.

Morning Glory (Trompillo, in Spanish) was a beautiful flower blooming in profusion throughout the area. It grew thick and copiously creating cooling shade from the desert scorching sun. It was death, however, to the cotton fields. Like the tentacles of an Octopus, the vines reach out and wrap tightly around anything in its path whether it be an inanimate object or a living organism. Therefore, strict rules were enforced in the community of cotton pickers. The beauty of the Trompillo became a terror to desperate farm workers in old Marinette. Any family caught growing Trompillo at home was immediately fired and expelled from Marinette. The mule caretaker would come early in the morning and park a team of mules hitched to a wagon. The family had until sundown to load their meager belongings, leave and return the wagon and animals by sundown. Seeing a family leave in this fashion was rare. It didn't need to be repeated often.

In the fields the pickers worked with great care in order to insure a field free of the

dreaded Trompillo plant. A missed blossom or vine would earn the worker a day off without pay. If by chance one of the Morning Glory plants had been missed and not weeded out, the vines eventually would intertwine between the rows of growing cotton. Depending on the number and the thickness of the vines "body bull dozing" might need to be implemented. It was a chore the picker feared and took every precaution to avoid. It was a hard, slow process, and if the vines were coiled around the cotton bolls when they were still green they had to be pulled from the vines. Eliminating the Morning Glory was mutually beneficial to the company and the workers, and by the end of the nineteen-thirties, it appeared to have been eradicated from the area.

In 1936 the Marinette Ranch was sold to the J.G. Boswell Company from Georgia. Manual labor was rapidly being replaced by machines, causing the agricultural population to dwindle. Eventually much of the original townsite was planted in cotton and lettuce. In the early fifties Boswell made a land deal with the Del Webb Company. Little Marinette was destined to resurrect as the cities of Youngtown and Sun City, which today are thriving retirement communities.

Many thanks to Frank Osuna and the Sun Cities Area Historical Society for information for this article

Southernisms

"My cow died last night so I don't need your bull."

"Well, butter my butt and call me a biscuit."

Marinette Bears Name Of A Queen

By PETE MARINOVICH

MARINETTE—Traveling about 2 miles west out of Peoria on U.S.-60-70-80-89, you come upon a sign reading "Marinette."

There are two towns in the United States with this name. The other is in Wisconsin. The two are directly related. Marinette, Ariz., was named after Marinette, Wis.

At the mouth of the Menominee River, which empties into Green Bay, lies Marinette, Wis. It was named after Queen Marinette, a woman of Indian descent, who did a great deal in furthering trade between the Menominee tribe and the French centuries ago.



Queen Marinette

Marinette's father was Bartel-emi Chevallier. She was born in 1784 in Mackinac, baptized Marguerite and called Marinette, a diminutive of the popular French Marie Antoinette.

About 1909, R. P. Davie, a business adventurer, came to Arizona from Marinette, Wis. He

bought and leased thousands of acres of land west of Peoria. Davie selected a townsite, and named it Marinette, after his home town.

Soon there was a store, a boarding house, and a few homes. A post office was opened there April 25, 1912, with E. J. Halsley as postmaster. It closed Nov. 14, 1956.

In 1918, Davie attempted to grow sugar beets. But by 1920 it was decided the soil could not produce a sweet enough beet and Davie lost heavily. Davie sold his holdings May 14, 1920, to the Southwest Cotton Co. for approximately \$1 million.

Marinette is all but gone now. Progress, which built one town from a trading post to a population of 15,000, all but obliterated the other.

Marinette Lives Under Assumed Name In West

PESHTIGO — Among fugitives from Middle West cold who have colonized Sun City, Ariz., are a number from the Tri-City area.

Mrs. Lawrence Peterson of Thompson St., former owner and operator of a Peshtigo gift and food shop, reported her discovery of this migration upon her recent return here from a Sun City vacation. She learned that many of these Wisconsin expatriates have retired from their career employment and now prefer Arizona's moderation of the invigorating climate they left behind in Wisconsin.

While visiting her sister-in-law, Mrs. E. W. Laskey, in Sun City, Mrs. Peterson received a brochure recounting the rise and eventual extinction of Marinette's namesake in Arizona. The founding of Marinette, Ariz., was credited to R. P. Davie, described as a business adventurer from the Wisconsin city, who bought and leased thousands of acres between the New River and Agua Fria. He was said to have developed a deep well pumping system to irrigate his acreage which lay just beyond the end of the Arizona Canal.

He platted a homesite which he named after his Wisconsin hometown and with the optimism then prevalent he envisioned a city of industrious

farmers and tradesmen. The bright outlook he had in view prompted him to write, "The men in charge of Marinette (Ariz.) are master craftsmen when it comes to making of prosperous communities." The United States Post Office of Marinette, Ariz., opened in 1912, the year that Arizona territory achieved statehood.

The brochure recounted how Davie's enterprise failed when he concentrated his financial resources on what looked like a sure thing only to discover too late that he had made a mistake. His venture into sugar beet production in 1918 became a financial disaster two years later when it was determined that Arizona soil failed to produce a beet that was sweet enough to make sugar refining profitable.

He sold his holdings May 14, 1920, to the Southwest Cotton Company, a subsidiary of Goodyear Tire and Rubber Company, for \$1 million. The community that had been known as Marinette became a company compound. The tract known as Marinette Ranch was sold in 1936 to the J. G. Boswell Company of Litchfield Park. The Boswells were an old Georgia cotton family and under this banner Marinette congregated crops instead of inhabitants. As machines replaced people in the fields, the community

population dwindled and finally much of the municipal site was planted to cotton and lettuce. This course of progress converted what had been Marinette into one of the nation's most prosperous plantations instead of the city its founder envisioned.

There was a melancholy touch of nostalgia in a newspaper article which compared Marinette, Ariz., early in the 1950s to the Wisconsin community from which its name was derived. It said that progress which carried the Wisconsin community from pioneer trading post to a city of 15,000 took a reverse turn in the West and all but obliterated the Arizona community.

An about-face move occurred in 1959 when the Boswells released cotton acreage to a Phoenix builder, Del E. Webb, and he erected a motel, shopping center, medical clinic, recreational complex with craft shops, art studios and a model home show. Orders were taken in January, 1960, for 400 houses and apartments. But the name, Marinette, was not to be perpetuated in the new development. It became instead Sun City, Ariz., touted in promotional material as America's most famous resort-retirement community. Five miles away is Lake Air Force Base which Webb built in 1941.

Jun 20, 1973

Vulture Road

It was incredible to think that in 1858, the Congress of the United States had accepted a report about the Arizona desert which said, "The region is altogether valueless. After entering it, there is nothing to do but leave."

R. P. Davie, a business adventurer from Marinette, Wisconsin was impressed by the growth and the potential of the area. He bought and leased thousands of acres between the New River and the Agua Fria and developed a deep well pumping system to irrigate his acreage which lay just beyond the end of the Arizona Canal. Following the example of the founders of Peoria, he platted a townsite named after his home town. Davie envisioned a city of industrious farmers and tradesmen when he wrote, "The men in charge of the destinies of Marinette are master craftsmen when it comes to the making of prosperous communities. We know how to take good soil, good water rights and good climate; get good people there; get the people united and busy. We are doing this at Marinette." Soon Marinette could boast a store, a boarding house and a few homes. The United States Post Office, Marinette, Arizona opened the year that the Territory achieved statehood, 1912.

Davie made his only mistake in 1918 when he gambled the future of Marinette on the sugar beet. By 1920 it was decided that the soil could not produce a sweet enough beet and Davie lost heavily. He sold his holdings May 14, 1920 to the Southwest Cotton Co. (a subsidiary of Goodyear Tire and Rubber Co.) for one million dollars, and the town of Marinette became a company compound. The affairs of Marinette were administered from Litchfield Park, seat of the Goodyear Cotton empire which had been established in 1916 when submarine warfare cut off the supply of long staple cotton from Egypt.

In 1936 the Marinette Ranch was sold to the J. G. Boswell Co., also of Litchfield Park. Under this banner Marinette produced as never before, but it produced crops, not people. As machines replaced men in the fields the population of the town dwindled. Finally much of the townsite was planted in cotton and lettuce. Progress had turned Marinette into one of the nation's most prosperous plantations rather than into the city envisioned by its founder.

A newspaper article comparing the Arizona town to Marinette, Wisconsin in the early 1950's said, "Marinette (Arizona) is all but gone now. Progress which built one town from a trading post to a population of 15,000 all but obliterated the other." By 1960, little more remained of the town than the sign on the Santa Fe right-of-way bearing the name, Marinette.

About five miles southwest of Marinette there is a sign on the Luke Air Force Base railroad spur bearing the name "Webb." Webb, Arizona was a construction camp established in 1941 by a young builder from Phoenix when he was awarded the contract to construct Luke Air Field for the U.S. Army Air Force. Today Luke Air Force Base is the largest facility of its type in the world.

While Del E. Webb was constructing a new community at Luke, he was building an organization that would master the art of community development. This was to have a profound influence upon the history of Marinette where, in 1959, the Boswells released cotton acreage to Webb to build a motel, shopping center, medical clinic, recreational complex with craft shops and art studios and a model home show. Orders were taken for four hundred homes and apartments during the opening month, January, 1960.

Whatever became of Marinette, Arizona? It became Sun City, Arizona — America's Most Famous Resort-Retirement Community. □ □ □



Thursday, June 12, 2003 THE WESTER Page 3

Early residents of area recall Marinette cotton fields

Amanda Durand and Nancy Watson O'Neal shared their memories of Marinette, the town that preceded Sun City, in a special presentation at the Sun Cities Area Historical Society called, "Growing Up in Marinette."

The pair recalled cotton fields, cotton gins, mule teams and tent cities--- a far cry from today's retirement community. Marinette displays can be viewed at the Society's headquarters, 10801

Oakmont Drive in Sun City. Summer hours are 10 a.m. to Noon, Friday and Saturday or by appointment. For more information, call the Society at 623-974-2568.



Gregory Harris/Daily News-Sun

Around 75 people attended the Marinette reunion at Le Rhone restaurant in Peoria on Saturday.

Erstwhile residents recall town of yore

By JANICE TARLETON
Staff writer

John and Amanda Durand's 50th anniversary celebration Saturday turned out to be a reunion of sorts.

The Saturday party at Le Rhone restaurant was perhaps the largest gathering of Marinette townfolk in years.

Marinette was the rural farming community located here B.S.C. — Before Sun City.

Amanda Durand introduced most of the 75 guests, weaving them into a historical narrative of "cotton-pickin' times," the town's rise, fall and eventual sale to Del E. Webb in 1959.

The story began in 1900, when R.P. Davie, a Wisconsin businessman, leased thousands of acres, dug a well and planted sugar beets. Like the folks who founded neighboring Peoria, he named the area after his hometown, Marinette.

By 1920 he "lost his shirt," and sold to the Southwest Cotton Co., a subsidiary of Goodyear Tire & Rubber Co., which was using cotton fiber in the production of its new pneu-

matic tires, and Marinette became a company town, Amanda Durand said.

Her father, Oswaldo "Ozzie" Monreal, first came to the area in 1907, driving a delivery wagon and later a truck from downtown Phoenix to the Wagoner Farm. After gaining some merchandising experience working for Ike Diamond (Diamond's later sold to Dillard's), Monreal married Isabel Gay, and began managing the company store in Marinette. Isabel Monreal served as postmaster starting in 1930, and transferring to Youngtown in the mid-1950s.

Located where Furr's Cafeteria now stands, the store was the centerpiece of the town. Amanda Durand and other partygoers recalled the rough wood floor, getting pop out of a rustic machine, and watching train engineers leaning from their locomotives to grab the mailbag dangling from a pole as they rushed through town on nearby tracks.

She recalls the day in 1936 when two "gentlemen" walked into the store, bought some milk, coffee and bread. One was Col. Walter O. Bos-

► See Marinette townfolk, A5

Marinette townfolk reunite

◀ From A1

well, who asked her father to keep a look out for his brother, J.G., who would be arriving by train from Los Angeles.

The Boswells, an old Georgia cotton family, purchased the Marinette Ranch and turned it into a prosperous plantation.

In 1944, Amanda Durand went to work for the Boswell Company, weighing cotton at a gin, and in 1947 married John. The Durands had moved to Marinette in 1930 and the couple had attended school together in a little red brick school house near 107th and Grand avenues.

She recalls the day she first met Durand, a 13-year-old boy who arrived at the store on a shiny bicycle and wearing "beautiful" black, tailored trousers, a white shirt, red tie and gray Stetson hat. "He came to buy a candy bar," Amanda Durand said.

She admits she noticed the 1936 model bicycle first — "a beautiful new bike with mud guards and mirrors."

While collecting his money, Amanda asked his name and permission to ride the bike. He said no.

The couple still have the bike in the garage of their Sun City home.

It wasn't until Dec. 4, 1947, that the couple married in a formal ceremony. Amanda's brother, Oscar Monreal, and her sister, Henrietta Jacobs, who served as the best man and maid of honor, were present at Saturday's party.

In 1959, the Boswells sold the farm to Del E. Webb and Sun City was born. "I didn't cry," Amanda Durand told J.G. Boswell's son, J.G. "Jim" Boswell II, who flew in from Idaho for the anniversary party. Instead, she thanked him for his family's contribution to the area. "If it were not for J.G. Boswell Co. and Del Webb, none of us would be here," she said.

Other former Marinette residents at the party included Richard Gomez, a retired Peoria city official; Jewel Wood, wife of R.R. Wood, and her children, sons Kenneth and Pug, and daughter Margaret Carl; Angel Calzada, a postal worker for 38 years, who still delivers mail in the 99th Avenue and Bell Road area; Neil McLeod, son of Marinette school teacher, Mrs. McLeod; Frank Valencia, son of Ignacio Valencia, who taught Marinette children poetry and dancing; and Robert McMicken, son of Kenneth McMicken, who managed the dry lot cattle feeding for Boswell worldwide. McMicken Dam is named after him.

This summer, Durand, who once picked and ginned cotton from the Marinette fields, gathered cotton once again, this time for Amanda, his wife of 50 years, who arranged them in golden bowls. Just as cotton had been a main ingredient in life of the Durands and Marinette, it was featured in the centerpiece arrangements at their anniversary party.

Historical Society remembers Marinette

ERIN REEP
DAILY NEWS-SUN

Although she was only a baby at the time, Nancy Watson O'Neal still recalls moments of her early childhood in Marinette, the town once located on land that is now part of Sun City.

"I was lying on a cotton sack, and my mother was picking cotton," O'Neal said. "And my brother was playing in the cotton rows."

O'Neal estimates she was just a year old at the time, but recalls the vivid blue of the sky. The memory is distinctive in her mind, she said.

O'Neal and another native of Marinette, Amanda Durand, shared their memories of the days before Del Webb at a special presentation Saturday at the Sun Cities Area Historical Society.

"Growing up in Marinette" featured the two women sharing their memories with residents, in addition to photo displays. The event was meant to reach out to the community, allowing people to get a glimpse inside the Historical Society and to learn the history of the area, said board member Phyllis Street.

"We just wanted some special events that show people the history," she said.

O'Neal sat in the front room, pointing out black and white photographs on a display, while Durand shared her memories in a larger back room filled with guests.

O'Neal was born in Marinette in 1932. She pointed to photos of her original home and her family's car.

"This is my family. We came here from Louisiana in 1917," she said. O'Neal was one of nine cousins born in Marinette.

O'Neal's father — Elzer "Slim" Watson — was a mechanic, who later worked as a foreman on the Marinette Cotton Ranch. O'Neal pointed to photographs of large tractors and construction equipment used in clearing the land.

Photos of O'Neal's family home showed heavy canvas hanging over the windows, which could be rolled up to let light in. "This is how they kept cool," she said.

Marinette was located south of the Santa Fe Railroad,

approximately halfway between 99th and 107th avenues, according to Historical Society research. R.P. Davie, a businessman from Marinette, Wis., bought and leased thousands of acres between New River and the Agua Fria River, according to the society. The town was named after Davie's native town in the Midwest.

Durand, whose family moved to Marinette from Phoenix in 1928, recalled how people kept cool despite the lack of air conditioning: They wrapped themselves in wet sheets and slept outside.

"We slept on canvas, cotton cots, or on Army cots," she said.

The wet sheets also caused pneumonia, she recalled. "August was known for pneumonia — on account of wrapping ourselves in the sheets, with the moisture," Durand said.

It wasn't as hot in those days as it is now, and cotton fields were irrigated, she said. Flooding happened occasionally, but the houses were built on stilts and the water didn't get into the houses.

Davie developed deep well-pumping systems to irrigate the crops, according to the Historical Society. He took a risk by trying growth of sugar beets in the area, but the soil was not suited for it. Davie sold his holdings to Southwest Cotton Co. in 1920 and the town became a company compound, the information said.

In 1936, the Marinette Ranch was sold to the J.G. Boswell Co., cotton farmers from Georgia, according to the society. By the late 1950s, Del E. Webb Development Co. was beginning to develop its first master-planned retirement community, Sun City, and Marinette began to die.

Durand now lives in Sun City, which she moved into as it was being built. She has worked as a real estate agent in the area. O'Neal lived in California and Oregon before returning to the Northwest Valley in 2001. She is a licensed psychiatric nurse and lives in Glendale. As one of few in the area with memories of the early days in Marinette, O'Neal feels close ties to the society.

"I've kind of adopted Sun Cities Area Historical Society as my own," she said.



Nancy Watson O'Neal, left, talks with visitors about her childhood in Marinette before there was a Sun City, at the Sun Cities Area Historical Society Saturday.

MARINETTE CENTENNIAL

June 26 - July 5

Welcome to Marinette, a "river city" which is celebrating 100 years as a chartered city.

Marinette is midway between the equator and North Pole, but many natives believe that in January, Marinette seems to be closer to the North Pole!

A city is the sum of its past... in its spirit, its physical setting, its history.

Marinette is located on the Menominee River, ancestral home of the Menominee Indians who lived on the river for centuries before the coming of white men. The Menominee river served as the main artery of commerce in the region until the middle of the last century.

Indians and fur traders moved their furs down the river in canoes, portaging at the rapids where two dams now stand. The first white man to live on the river, Stanislaus Chappeau (Chappee) had a fur trading post on the river until he lost his post to more aggressive fur traders, Marinette, a French Indian woman, and her partner, William Farnsworth, who also was the region's first lumberman.

Farnsworth was not successful in his new enterprise, but others who followed him became some of the wealthiest lumbermen in Wisconsin.

As a monument to their new-found affluence, they built impressive Victorian homes on Riverside Avenue, where they could watch their wealth in the form of white pine logs float past their homes.

Near the Interstate Bridge, the logs were sorted, scaled, sawed and converted into lumber, then shipped to Chicago by way of Green Bay and Lake Michigan.

During the quarter century after the Civil War, 7.3 billion board feet of lumber passed through the scaling gap of the Menominee Boom Co. In spite of the construction of 40 dams, remnants of which still can be found up river, log jams sometimes occurred.

In the spring of 1893, logs were backed up river for 18 miles above Marinette. The last drive occurred in 1917, ending a fabulous career on one of Wisconsin's and Michigan's most important lumbering rivers.

What was Marinette like 100 years ago? The city had eight lumber companies... a race track... 20 grocery stores... a roller-skating rink... half of the Twin Cities' 13 barbershops... nine restaurants... a Chinese laundry... innumerable secret and benevolent societies... an opera house... 16 hotels, including Dunlap House... six livery stables... eight doctors... nine lawyers... two hospitals... two newspapers... four schools—three public and one Catholic... an abstinence society... and 29 saloons.

According to the assessor's report in 1890, the city's 11,500 citizens owned 786 houses, 232 cows and 664 wagons, carriages or sleighs. Watches were owned by 6.5. Marinette had 140 pianos or organs, and there were more than 100 residential and business telephones.

By 1890, Marinette had a population of 11,550 and was similar in size to Appleton and Superior. It was smaller than Madison and Fond du Lac, but larger than Green Bay before it annexed Fort Howard, Manitowoc and Kenosha.

Unlike the 19th century when the city was almost totally dependent on the lumber industry, Marinette today has a diversified industrial base. A number of industries have taken the place of the old lumber companies along the river. The successors of the sawmills manufacture paper products, fire chemicals, ships, automotive parts and a variety of other items.

Among local points of interest are the University of Wisconsin-Marquette Center, home of year-round Theatre on the Bay productions... and the Marinette County Historical Museum on Stephenson Island at the Interstate Bridge. The museum houses many collections from pioneer families, Indian artifacts and items from the lumbering era including a model lumber camp. There is a minimal museum admission fee.

—Carl Krog, UW Center-Marquette

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Marinette Store Robbed of Silk

Displaying a nifty taste in the selection of silk shirts, some thief or thieves Monday night broke into the merchandise store of Charles K. Pishon, at Marinette, and carried off merchandise valued at more than \$1000. No effort apparently was made to crack the safe in which there was a considerable sum of money.

Silk shirts seemed to be the main article of wearing apparel sought by the burglar, a number of these being taken, together with bolts of silk dress goods, silk hose, shoes, watches, cheap jewelry and like articles.

The robbery was reported to the sheriff's office but at the time this was written no clue to the robbers had been obtained.





Mrs. Oswald Monreal, for 27 years postmaster at Marinette, recently took down her shingle there. But it wasn't down for long. The next day she became postmaster at Youngtown.

LEAVES MARINETTE

Postmaster Shifts To Youngtown Office

By THELMA HEATWOLE
Gazette Correspondent

GLENDALÉ, Nov. 20—After 27 years as postmaster in Marinette, Mrs. Oswald Monreal took down her shingle.

But the next day she was back in the postal business in Youngtown, 2 miles away.

As Youngtown, a community chiefly of retired people, developed, its 125 families constituted a majority of the patronage of the old Marinette Post Office.

THE NEW quarters are in Youngtown's only business building, which also houses a grocery store. Some 1,000 square feet are devoted to the post office.

A native Phoenician, Mrs. Monreal originally became postmaster in line with helping her husband operate Marinette's only grocery store. Through the busy years, she found time not only to rear her own 19-year-old daughter, Jiovie, but three adopted children, now married and in homes of their own.

The most exciting event in connection with her postal duties was a devastating fire in 1939 which destroyed the post office and grocery store.

Christmas rush with the Marinette Post Office never presented much of a problem. But with growing Youngtown, Marinette, and surrounding farm area, the fourth-class office now serves some 200 families. Mrs. Monreal predicted with pride that the post office would soon go into a third-class rating.

WILLIAM MASON, Phoenix district postal manager, said, "We are happy to accommodate the patrons in the area with the new post office."

He said that when Youngtown residents petitioned to have the post office moved to their community all patrons were advised of the change and given an opportunity to voice objections. Not one objection was received, Mason said.

MARINETTE PHOTOS ARE THE GIFTS OF

AMANDA MONREAL DURAND

Amanda grew up in Marinette, the daughter of Mr. and Mrs. Oswald Monreal. Her parents owned and operated the Marinette General Mercantile Store. In 1930, Senator Hayden appointed Mrs. Monreal as postmistress and the post office became part of the store. Mr. Monreal served as Assistant Postmaster.

The photos are dated in the early 1930's and depict scenes of the Southwest Cotton Company.

GOODYEAR BUYING ● NEW COTTON LANDS

Purchase of the town of Marinette, Arizona, fourteen miles northwest of Phoenix, and 7,800 acres of land adjacent for cotton growing, has just been made by the Southwest Cotton company, a subsidiary of the Goodyear Tire and Rubber company.

By the completion of this deal, the total amount of land owned by the company for raising long-staple cotton to be used in fabric for automobile tires has been increased to 36,000 acres. More than 20,000 acres additional have been leased for future needs. Of the 56,000 acres controlled, about 30,000 are under cultivation and producing many thousands of bales of cotton annually.

Homes similar to those built by the company for its 2,000 employes in the towns of Litchfield and Goodyear in the Salt River Valley will be erected in Marinette for employes on the new plantation.

To celebrate the acquisition of this new tract, a barbecue was given recently by the company to allow its employes to become acquainted with the people of Marinette.

The pioneer work done by this company in irrigating portions of the Salt River Valley and starting the cultivation of cotton in the heart of an Arizona desert marks one of its most brilliant achievements. Besides owning cotton gins and other equipment in Arizona, another Goodyear subsidiary has gone into the Imperial Valley of California and arranged to take large portions of the cotton yield in that fertile region.

While the cultivated cotton does not begin to supply the company's present needs, the project has been developed to care for future requirements.

VF 5C Marinette