

meadview monitor

Box 2499 Meadview Rt. Dolan Springs, Az. 86441

ADDRESS CORRECTION
REQUESTED;
FORWARDING AND
RETURN POSTAGE
GUARANTEED

BULK RATE
U. S. POSTAGE
PAID
LAS VEGAS, NEVADA
PERMIT NO. 371

VOLUME 15 NUMBER 1

Meadview, Arizona

JANUARY/FEBRUARY 1978

MT. TIPTON SCHOOL CONSTRUCTION UNDERWAY

At long last construction is under way at the Mt. Tipton Elementary School in Dolan Springs, where our Meadview grade school age children attend school. Construction of the addition and much-needed school rooms and facilities

was delayed for some time due to the need for easements for drainage and utilities along the south and east sides of the school property, and because of a State requirement which states that contractors must provide a performance

bond in accord with State school standards.

Easements had to be obtained from both private land owners and from the State of Arizona. These easements have now been obtained, and Contractor B.B. Bonner, Jr., of Flag-

staff, Ariz., is in the process of leveling and preparing the building site.

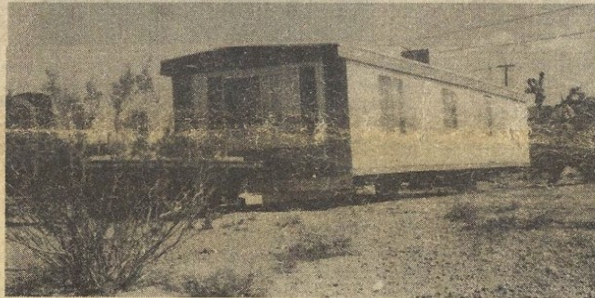
As for the Performance Bond requirement, it was necessary for the School Board to advertise for new bids for the building construction since the original bids did not include cost of such bonds. Bids are in the process of being advertised and are expected to be opened on December 28th. The contract will then be awarded for the job, according to Max Dearing, principal.

Some preliminary work, such as moving fences and water lines and some lot leveling has been completed.

In an election held on Tuesday, March 29, 1977, voters in the Chloride School District 11, of which Mt. Tipton Elementary school is a part, approved a bond issue of \$250,000 to be added to the school district's general fund, which had a balance of \$250,000 on hand. This \$500,000 is to cover the cost of adding

Continued on page 2

HAPPY NEW YEAR!!!



Alpha Dunlop had this mobile home set up in the Terrace and is now a full-time resident of Meadview. Alpha moved here from Antlers, Okla.



This 12'x60' Broadmore Expando mobile home is being set up in The Knolls by Monarch Trailer Sales of Bullhead City, Ariz., for the Edward L. Binns, of Camarillo, Calif.

Building slow down in county

Federal floodplain regulation compliance is causing a slow-down in Mohave County construction. We found out about it when we stopped by the County Health Department office to determine the reason for

delay in the approval of a septic tank permit for one of our Meadview property owners.

Under the floodplain regulations, all requests for building permits must be checked out to ascertain if

the property on which the building is to be placed is located within an area shown to be flood prone on the floodplain maps furnished by the Federal Government. Under flood-

Continued on page 2

New road supervisor

Mr. E.R. "Bob" Crabtree was appointed Mohave County Road Superintendent by the Mohave County Board of Supervisors on November 14th. He replaces Mr. Harry Coffman, who has held the job since January of this year.

Mr. Crabtree has been an employee of the County Road Department since last October. He has had extensive experience in road construction and engineering in the State of California, according to the Supervisors' office. He has lived in Arizona for the past year and a half.

In California Mr. Crabtree owned and operated the E.R. Crabtree Contracting Company, located in the city of Orange. His firm, which he operated for six years, did road construction work. He is a licensed engineer in California.

Mr. Harry Coffman took the Road Superintendent job on a temporary basis last January. His resignation came at the request of two of the three County Supervisors, Mr. Ray Wells and Mrs. Mabel Bailey. The third member of the board, Mr. Jim Sterling, opposed accepting Mr. Coffman's

Continued on page 2

Trio killed on Pierce Ferry Road

An automobile accident on Pierce Ferry Road the night of October 27th, took the lives of three Kingman, Ariz. people and left a fourth seriously injured.

Killed outright were Robert Agoglia, 25, and Kenneth Meeker, 26. Debra Ann Agoglia was found some distance from the wreckage, some reports say 40 ft., others say 80 ft. She was alive when found, but died before an ambulance arrived.

Christine Holloway was pinned beneath the wreckage in a semi-conscious state when found and was taken to Mohave General Hospital in Kingman suffering from multiple injuries

including a broken pelvis and collarbone and head injuries. She is now reported fully recovered.

All the victims were from Kingman, Ariz. Robert Agoglia was an automobile mechanic for Kinsel Datsun; he was also a member of the Arizona National Guard. Kenneth Meeker was employed by Husky Truck Terminal as a driver and mechanic.

The car had been traveling north on Pierce Ferry Road toward Meadview when it skidded and ran off the road into a wash, about 5 miles from Dolan Springs. It ended up about 100 ft. from the highway. All four

Continued on page 2

Notice

Dogs running loose have once again become a nuisance in Meadview. Owners are reminded that restrictions require pets to be fenced or leashed at all times.

meadview monitor



PUBLISHED FOR AND BY
THE RESIDENTS AND OWNERS OF

MEADVIEW

BY MEADVIEW CIVIC ASSOCIATION, INC.
Box 2499 Meadview Rt.
Dolan Springs, Az. 86441

MCA Director's Report

BY BILL ROUSEY

As of October 31, 1977, the Meadview Civic Association had collected \$67,700 in assessments, Active and Associate membership dues, interest income on money deposited in Time Deposit Certificates (TDCs), and miscellaneous income. Expenditures through that date amounted to \$52,000.

Expenditures included \$7,500 paid on principal of Civic Center mortgage; \$1,600 in interest paid on same; \$14,300 in salaries; \$7,600 for computer and accounting services; \$5,100 for MEADVIEW MONITOR expenses; \$1,900 for postage, \$2,600 for repairs, maintenance, solar heater, etc.; \$5,036 for utilities; \$918 for taxes; \$2,025 for insurance, and approximately \$3,400 for miscellaneous items such as secretarial costs, activities, office expense.

The mortgage, including interest, still due on the Civic Center facility amounts to \$18,394. We will have 19 more payments of \$910 per month, plus a final payment of \$1,104.

At the December 3, 1977, Board of Governors meeting, a decision was reached to hold the M.C.A. annual assessment for the year 1979 to the same \$20.00 per year Int. as it is currently. It is anticipated that the developer, Landex, will begin a sales program sometime next year. Their sales of property will bring M.C.A. initial assessments of \$25 for each lot sold. With receipt of those initial assessments and the resulting annual assessment from these new members, we anticipate we will be able to meet expenses without increasing the assessment amount.

The Christmas and New Years holiday season is rapidly approaching. We hope many of you will join us in celebrating the arrival of the New Year, 1978. We'll do it with a dance on Saturday night, December 31st. The very popular Three Kings orchestra will provide music for us.

To all our members, the Board of Governors of your Association and myself as Association Director, wish you and yours a Very Merry Christmas and a happy, healthy, and very prosperous New Year.

Please come see us.

Canadian visitors

Mr. and Mrs. Clayton Crawford, of Davidson, Sask., Canada, and Mr. and Mrs. Harry Beblow, of Regina, Sask., were Meadview visitors in November. The Crawfords own and

operate a General Motors dealership in Davidson. They sell Chevrolet cars and trucks and Oldsmobiles. They have a General Service Garage in conjunction with the sales agency.



L. to R: Clayton and Gladys Crawford, Carol and Harry Beblow



Citizens Utilities Telephone Company building goes up.

---New school

Continued from page 1
17,381 sq. ft. of space more to the overcrowded school.

To be included in the added space will be a multi-purpose room which will be used for a combination cafeteria and auditorium (to be called cafeteria), office space, stage and gymnasium with showers and lockers. Also, there will be 3,840 sq. ft. of added class rooms to help alleviate the overcrowded conditions at the school.

Three-quarters of the tax revenue to repay the school bond issue will come from the Duval Mining Company, the school district's largest tax source.

At present 111 students are enrolled in the school, with new students arriving from time to time as the communities of Meadview, Dolan Springs, Lake Mead City, and Willow Beach continue to grow.

The school has 23 employees at present. There are eight teachers, four of them from Meadview. Other employees include bus drivers, maintenance men, and kitchen staff.

Road supervisor

Continued from page 1
resignation, stating that Mr. Coffman had "done a good job."

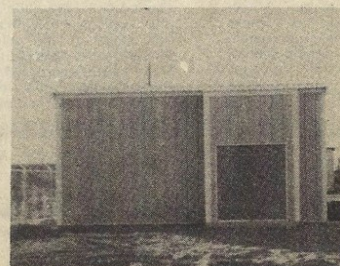
Supervisor Bailey made the motion that Mr. Crabtree be appointed, and the motion was seconded by Mr. Wells. In the final vote to accept Mr. Coffman's resignation and to appoint Mr. Crabtree, Mr. Wells and Mrs. Bailey voted for, and Mr. Sterling voted against, the move.

---Trio killed

Continued from page 1
occupants were thrown from the vehicle, with one being pinned beneath it. The engine was reportedly torn out of the car in the impact.

It is estimated that the accident occurred about 10:00 p.m. Thursday, October 27, but the wreckage was not discovered until about 11:00 a.m. the next day when Mr. and Mrs. Roy Kreger of Dolan Springs made the discovery.

The group had stopped at the Ranch Club in Dolan Springs for coffee prior to the accident.



This picture is of the completed 21 ft. x 25 ft. telephone company building on which we reported in our last issue. We're still awaiting word on what is to be installed in the building.

---County building down

Continued from page 1
plain regulations, building permit approval must comply with federal insurance regulations requirements of the act.

If the property to which the building permit application applies is not within one of the so-called flood prone areas, permits will be issued as usual. Requests for building permits which prove to be within the flood prone area will be processed as rapidly as individual sites can be inspected.

The County Board of Supervisors, the Planning and Zoning Department, Health Department, and

County Engineering Department have adopted a set of procedures to be followed in the course of checking and approving permits in accord with the floodplain requirements. Planning and Zoning said any delays in issuing permits for building in the flood prone areas would be of a temporary nature.

A check of the maps at the County Engineer's office reveals that Meadview is NOT within a flood prone area, and we were assured that Meadview permits would be approved without undue delay.

THANK YOU

Our "THANK YOU" which was to have appeared in the last issue of the "Monitor" was inadvertently omitted, and we regret this.

We want to thank everyone who helped in any way with our part in the Art's and Crafts Show and Sale, both a Labor Day and the Thanksgiving Weekend. We are grateful to donors of foods, miscellaneous items, money, and time, and to those who supported us with purchases of food, beverages, and craft items.

THANK YOU, EVERYONE
MEADVIEW COMMUNITY CHURCH
THE PRISCILLAS

The Meadview Civic Association wishes to advise all members that interest at the rate of 8% per annum will be added to all delinquent accounts in accordance with Article II, Section 9 of the M.C.A. By-Laws. Accounts become delinquent on January 30th of each year.

In addition to interest charges, if the Association finds it necessary to file a lien against any lot, a charge of \$2.00 is made for each lot for recording the lien and a \$10.00 charge for release of the lien.

Medical Exam ends plans for crop dusting!

BY BILL ROUSEY

Back in the midwest again, and still undecided as to what I wanted to do, I purchased a membership in a flying club in order to have an airplane to fly when I wished to do so. I thought perhaps a good field to get into might be crop dusting, using an airplane to do the job. With thousands of acres of corn and grain, etc., in the midwest, the potential for this sort of business looked very good. I had met and talked to a number of pilots who were active in this line, and all seemed to be doing quite well at it. After researching the possibilities a bit, I placed an order for an airplane especially equipped for dusting.

As the time for my annual flight physical was nearing, I made an appointment with the CAA medical examiner.

The examination took much longer than usual, and though I'd had electrocardiograms (EKGs) a couple of times in the past when taking the flight physical, this one seemed to be much more comprehensive than any I'd taken before. The doctor had me exercise, doing knee bends, jumping up and down, etc., then took a reading. Next he had me lie down for 30 minutes, and ran the EKG again. This procedure was repeated three or four times. The machine was spewing out an awful lot of graph paper, it seemed, and the doctor was scrutinizing each run closely. A nurse had started the series, but had called the doctor, who took over after the first run.

At long last the tests were completed, and the doctor took me into his office. I was really concerned by this time, partly due to the extensive testing and partly due to the grave expression on the doctor's face. His words hit me like a hammer blow. He said that he could not pass me, based on the results of the examination. Something was wrong with my heart, he told me, something serious enough that it would be unsafe for me to fly an airplane, even as a private pilot, and certainly not as a commercial pilot. Back in 1931 when I was 17 years old, I had had a bout with rheumatic fever which had left me with a heart murmur. I had experienced some difficulty in passing flight physicals in the past, but always passed OK after

an EKG was run. Now it seemed the condition had worsened.

Immediately after that I went to my own doctor for checkup to see what I needed to do. He felt my condition was no worse than it had been prior to my joining the Air Corps some years before. He said he couldn't understand why the medical examiner had turned me down. In just a few days I received a letter from the Civil Aeronautics Authority (CAA) stating that I could no longer fly as a pilot. Based on my doctor's report, I filed an appeal to CAA, to no avail. I received the darnedest run-around one could imagine, and eventually gave up the fight.

Right after failing the physical I cancelled the order for the crop duster.

The next few months were sheer hell. The sight or sound of an airplane nearly drove me up the wall. I found that just being near an airplane would leave me down in the dumps for weeks, so I quit going anywhere near one. I contacted TWA, advising them of the medical exam and notifying them that I would not go to Ethiopia. That decision was much easier after failing the physical. Before that, I'd sort of felt that I'd probably go back sometime before my leave of absence ran out. Now that I could not fly, the prospects of sitting on the ground, watching someone else having fun didn't appeal.

A family friend in a small town in Illinois owned and operated a lumber yard. He suggested that I start a sash and door manufacturing business and said he would take the full output of the shop. Windows and doors were next to impossible to obtain at the time. A retired cabinet maker in the town provided the know-how to get started and to learn the business.

We purchased a 10-acre plot of ground just outside town and started to build a shop and a home. We'd dreamed of building a home of our own, with our own hands, but this was the start of a project which was to become a sort of nightmare. Murphy's Law, the one which states, "If anything can possibly go wrong, it will" certainly held true for us.

The first thing we needed was a water supply; however, we were outside the charter boundary of the local water company.

Water was easily obtained in most of this part of the state by merely driving down a well point to a depth of 12 to 15 feet, pumping out the water and sand until the sand cleared, when you had an unending and excellent source of supply.

Most everywhere in the state, that is, except our 10 acres and the immediate vicinity. I went to the local plumbing supply store, operated by another family friend, to purchase the pipe and well point. Al asked if I intended driving it down at the place I'd purchased.

When I replied in the affirmative, he showed me a chart that had been made at the time the local water company was testing the area for the company well. It showed a clay deposit running from about 5 ft. below the surface to around 75 feet. He explained that the clay soil would plug the openings in the well point, so that even if it were possible to drive through the clay to the sandy soil below, the point still would not allow water to come through.

With that bit of unpleasant information, we hired a well driller to drill us a well. The accuracy of the charts was proven when the driller hit clay at about 5 ft. and ran out of it at about 85 ft. Eventually, at 700 ft., he struck a good vein, and we had enough water to supply a small town.

We dug a well pit to house the pump and pressure system, and excavated for a tunnel to carry water lines to the buildings. The cement was poured into the forms, but after about a week of testing, determined that the cement would not "set," except in a few spots. The whole batch of cement was bad. The dealer who sold it to us, as well as other dealers in the area, had received a shipment, none of which was any good.

The well pit had been poured to give an underground room 6' x 6' by 8' high in size. We tried to remove the mess, but finally had to give up and set new forms inside the old, pouring a new batch, which gave a finished room about 5'x5' by 7' high.

We built the house without a basement under it, then later decided we needed one. A local contractor came over with his bulldozer and dug out under the house for the desired cellar. Right about the middle of the

excavation, he opened a live spring. We were forced to operate a small pump 24 hours per day to pump the water out. This, after drilling the well!

However, before the basement was finished, it had to be excavated three times. The property was located on a gently sloping hillside, with freshly plowed farm land uphill from it. Before the forms could be set and cement poured for the walls and floor, we experienced a cloudburst which carried debris from the uphill area into the excavation, completely filling it. Again it was dug out, only to have the same thing happen again. After the third try we finally got the walls and floor in, and the drain pump installed.

All through the building phase, which took well over a year due to operating the woodworking business while trying to build, everything seemed to go wrong. By the time the house was finished, we both hated the sight of it.

The spring after it was completed, lightning struck the corner of the house near the kitchen, traveled through an electrical outlet in the wall, and set fire to the adjacent window curtains. This despite the excellent grounding system used.

The same pattern of misfortunes dogged us throughout our tenure there. A severe back injury, the result of a fall, required extensive medical treatment and the wearing of a back brace, with the doctor finally advising that I move to a warmer climate to see if that might relieve the suffering.

Our last winter in Illinois was a dilly. It started snowing Thanksgiving Day, and by evening you could not see the street in front of the house because of a 10 ft. high snowdrift. We were not to see the street from the house again until after the first of April the following spring.

Our driveway extended along the south side of a strip of timber. It snowed

nearly every day it seemed, and the wind would whip the snow over the trees and dump it into the driveway, necessitating plowing it out each day so we could get out and customers could get in.

I was eligible for schooling under the GI Bill of Rights, and in late winter the decision was made to go to school somewhere on the west coast. The final decision was to enter an electrical trade school in Los Angeles.

This decided upon, we put the place up for sale, made the sale, and then made ready to move as soon as the children were out of school.

While attending trade school I became involved in a machine shop. After graduation I continued to work at the shop for three more years and began studying Business Management and Electrical Engineering at USC and UCLA.

In the meantime, due to the climate and to the excellent care of a doctor, my back healed and the braces were thrown away.

Some time later I went to work for Collins Radio Company, where I spent the next 15 years as an Engineer, Department Manager, and finally as Administrative Manager of Engineering. After early retirement in 1971, we moved to Meadview.

I've had a wonderful assortment of experiences in my lifetime. After undergoing open heart surgery a year ago, I feel that I'll have many more interesting and enjoyable experiences before time comes to leave this good earth behind. (And you know something else? Since that heart surgery, no more heart murmur, either! Even though it was for something completely different.)

With this installment of "Reminiscing," I'm winding up a series that has run in the MONITOR for the past four and a half years. I hope it hasn't been too boring.

LETTERS TO THE
EDITOR
ARE WELCOME

OLD CEMETERIES IN

BY ROMAN MALACH
Mohave County has 13,000 square miles of land, and much of it belongs to the public domain. The County is divided into two parts by the Colorado River, and one-third of the county land is north of the river, called the Arizona Strip. Twenty old cemeteries are known south of the river part of Mohave County. Those cemeteries were abandoned, only three of them. In Chloride, Hackberry and Sandy, show signs of recent care.

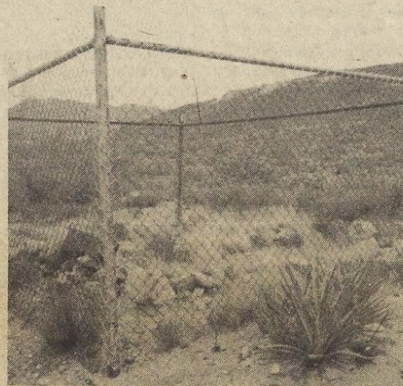
Each of those cemeteries tells a story of life, hardship, and also about simple and happy days.

In the past few years, as county historian, I "ramped" with a camera, visited, and photographed over one hundred sites of historic value, and among them were the old cemeteries in Mohave County. Some of those cemeteries were vandalized, and the remains of the graves carried away.

The White Hills mining camp counted a number of silver mines, which flourished before and after the turn of the century. It had three cemeteries, and two of them show that almost every grave was dug out; then nature took over, erasing the traces of those graves, and only shallow holes remained. Hal Brown, developer of the Golden Horseshoe Ranchos, near the White Hills site, showed me the third cemetery. Luckily it is located in a remote part of the White Hills area, and the vandals have not discovered it. Last time, I photographed it, there were still the remnants of a picket fence or two, but no grave markers.



The Cemetery in White Hills



At the foot of Silver Hill are two graves fenced in, supposedly of the two men killed in the Indian raid in 1866, when the men were working in the mines.

Chloride is the oldest mining town in continuous existence starting in the 1860's. It has had no mining from the days of the last world war, but, more or

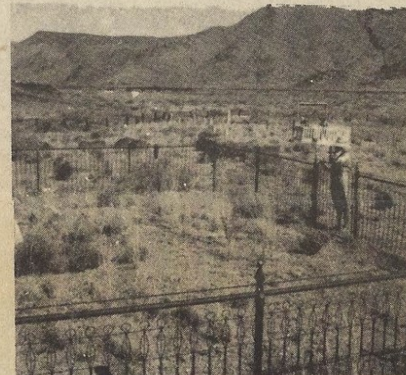
less, two hundred people call it their home now. It all started in the Chloride area, one can say, when we talk about those old cemeteries. In September of 1866, five miners were killed by the Indians at Silver Hill adjacent to the present town of Chloride. A spot, fenced in with eight foot high metal fence, has two graves, supposedly of the men killed in the Indian raid. Nearby is the Chloride cemetery, still in use. Chloride of today is a mixture of the old, some abandoned old structures, and the new homes, and a few mobile homes.

Cerbat was a mining town and the third county seat "squeezed" into a narrow canyon of the same name. Some of the ruins remain in the Cerbat area, and its cemetery is really hard to find. The native vegetation took over the cemetery, and there is only one concrete marker in addition to a few grave mounds.

Mineral Park was the fourth county seat and busy mining town, with the county courthouse, jail, two dozen business establishments and a number of mines. Now Mineral Park is the site of the Duval open



The grave of John Tillman, soldier, who operated a stage coach station, resting in the Chloride cemetery.



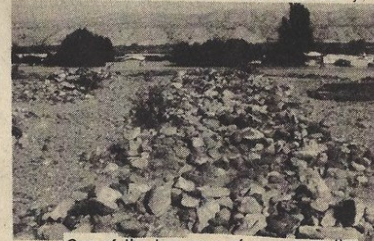
A part of the Hackberry cemetery.

pit copper mining. No people live in Mineral Park, but it still has the old cemetery with a few grave markers. An old timer or two remember another Mineral Park cemetery now under a dirt road.

A cluster of graves is noticed by a dirt road at the place called "Burnt Mill" in Gold Basin, in Hualapai Valley and near the Pierce Ferry road. Someone keeps a white picket fence around two graves, and others are recognized by a mound only. A small community existed there at one time, because of a group of mines in the immediate area, and water was available piped from a distant spring. The place remained nameless, and the graves are the only

proof of the once existing hamlet.

The Hackberry cemetery is still used, and a number of graves show care. The cemetery was adjacent to the town of Hackberry, which came to existence because a rich silver mine was discovered by Wm. Ridenour and Samuel Crozier. Now Hackberry has a dozen or so residents, but at one time it competed with Kingman and Mineral Park in the selection of the county seat. A number of mines operated in the nearby Peacock Mountains, in addition to the original Hackberry mine. Later the town became a center of ranching activities and a railroad freight center. The Highway 66 bypassed the old Hackberry, and the



One of the two rows of graves on the Hardyville cemetery. The visible homes are below the bluff, where once the Hardyville settlement stood.

DRY STORAGE LOT

Storage For Boats, Trailers, Vehicles
Of Any Type.

1 2/3 ACRES OF FENCED AND
LOCKED STORAGE AREA

\$5.00 per month or
\$50.00 per year.

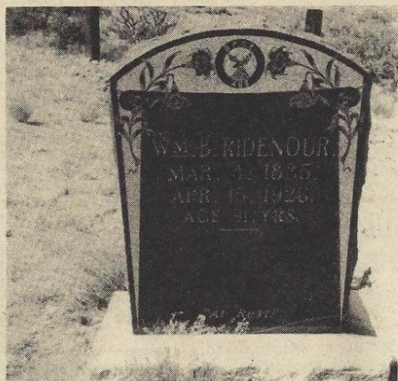
Contact:

Bill Cornelius

Box 2498 Meadview Route,
Dolan Springs, Arizona-86441

Phone: 564-2278.

MOHAVE COUNTY



The grave of Wm. B. Ridenour, discoverer of the Hackberry mine, located within the sight of the Peacock Mountains, where the mine was found near a Hackberry tree.

business establishments moved to locations along the new highway. The Hackberry cemetery has grave markers of stone and marble, and has not been vandalized up to this time.

In the Wikieup area away from the Highway 93 and across the Big Sandy River is a small and well kept cemetery, where the graves of ranchers and their family members are located. It is fenced in with a chain link fence, and show no deterioration.

Signal was a mining town on the bank of Big Sandy River, and next to it, on "an island" in a very wide and sandy wash was a tiny Mexican hamlet of Torilla. The Mexicans grew vegetables for sale and were making adobe bricks for the construction of the Signal buildings. Across the wash was the New Virginia community, where the workers from the mill lived. The no mortar rock foundations of the mill are still located in a wash. From the New Virginia mill site, it is a short walk to the Signal cemetery. During our last visit, a few dozen graves were counted and a few grave markers. The cemetery was fenced in and in rather good conditions, although some of the grave markers were already vandalized.

The town of Signal was some eight miles from the McCracken mines, and its two mills were used for the processing of the silver ore from those mines. Not a drop of water was found in the McCracken area, and the nearest source of it was the Big Sandy River, where Signal was established on its bank. The town was well planned with streets and city blocks. In addition to the Big Sandy River, water was available from the wells for domestic use. Signal supported many business establishments including a brewery. The Signal cemetery was large one in comparison with others in Mohave County.

Along the Bill Williams River above the bridge Highway 95, which crosses

from Mohave County into Yuma County near the Parker Dam, are two rather little known cemeteries. Starting at the bridge, a dirt road follows the bank of the Bill Williams River on the Yuma County side. After six or so miles, there is a crossing to the Mohave County side. The Esquera Ranch was located there, now a part of the Planet Ranch operations. A few ranch workers' homes stand here next to a small mesa with a steep approach to it. A cemetery is located on the mesa, and a few graves have still readable markers; one of the men was 91 years old at the time of his death. The Esquera Ranch had a large settlement with family oriented residents.

The Esquera Ranch area and the land farther up the river is in private hands with access restrictions. At the twelve mile point, from the mentioned bridge and up the Bill Williams River the country is rugged, mountainous, with many canyons and deep washes. Some mining was done in the area.

Looking at the map of this area, one could notice "cemetery" marked way up near the Bill Williams River. What reason I had to be located in this rugged, wild and uninhabited country? I would be almost impossible to find this cemetery for a person not familiar with the area. A man with a special four wheel drive vehicle, who knew the area, took us on a search for the cemetery. I took us a few miles of driving in the Sandy Centennial Wash until we reached a pipeline crossing and turned toward Bill Williams River, following the pipeline trail. Up and down the steep banks of washes we drove until we saw the Bill Williams River. The cemetery had to be in the immediate area. Unexpectedly one of us noticed something resembling graves on a ridge. We climbed and found a row of graves with a wooden cross or wooden ground. The first grave was dug at the same time ago.

Even in such a remote place, the vandals opened the grave. Below the ridge in a wide wash area were remains of a small community. Later with the help of the Bureau of Land Management, it was ascertained that the land below the cemetery was patented by a Mexican man named Lopez, who lived here with others for a number of years, trying to homestead the land, which did not look very promising.

Gold Road became known at the turn of the century as a booming mining town and its mines produced gold handsomely. Today some ruins still remain on the site of the once thriving camp. In a place almost inaccessible from old highway 66 is the Gold Road cemetery. Almost every grave was dug out, and the remains taken away. At the time of my last visit, it was noticed that one grave was opened recently, its picket fence was put aside, some six feet deep hole indicated hard work, and even some pieces of the wooden coffin were on the top of the ground. Somewhere in that cemetery was a grave with the remains of Jose Perez, who discovered the original Gold Road mine.

unknown and 38 known remains from the Fort Mojave cemetery and reinterred them in the San Francisco National Cemetery. William Furlong, postmaster, died October 22, 1866, and was the first to be buried in the post cemetery. The last was Lt. William Allen of the 12th Infantry, who died January 8, 1882. Among the military men buried in the Fort Mojave cemetery was Capt. Thomas Byrne of the 12th Infantry, who was post commander at the Beale's Springs Camp, and its site is now within the limits of the City of Kingman. A few civilians were buried in the Fort Mojave cemetery, a child, Barbara Snyder and her mother, Mary Jane Snyder.

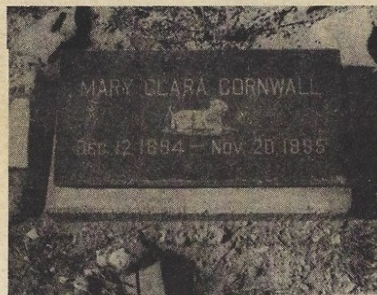
Hardyville was the second county seat, founded in 1864 by William H. Hardy, merchant, ferry and mine operator, owner of the first toll road from Fort Mojave to Prescott, county supervisor and territorial legislator. He even tried to raise Angora goats in the Gerbat Mountains. The Hardyville cemetery is perched on a high bluff on the Holiday Shores subdivision, close to Bullhead City. This cemetery is the only remnant of the Hardy-

ville community.

Peach Springs is now the headquarters of the Hualapai Indian Reservation. At one time, it was a road stop, railroad center, and purely a white settlement. It had a cemetery and its remnants are now squeezed between two houses, abandoned and forgotten.

Yucca is our last stop on the road to the old cemeteries in Mohave County. Yucca became a railroad stop in 1880's, and served the ranchers and the mines in the area. Then the I-40 highway cut the town in two, and it became a sleepy community with a small school and a few facilities for the travelers. Yucca had a cemetery, a small plot of ground surrounded by homes. Someone got the idea to sell lots on the abandoned cemetery, but a group of interested persons in the old community became aroused. A corporation was formed for the ownership of the Yucca cemetery, and plans prepared for the restoration of this old cemetery.

The story of the old Mohave County cemeteries does not end at this point, because there are a few more cemeteries with their sites unknown. In one case, a rancher has an old cemetery on his land, but he will not disclose its location in fear that vandals will find it.

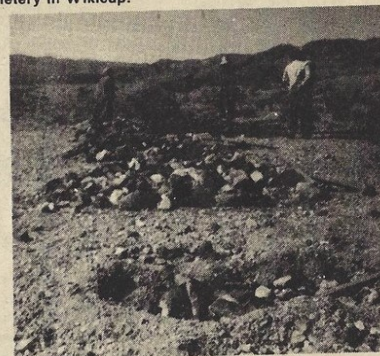


One of the graves in the Sandy cemetery in Wikieup.

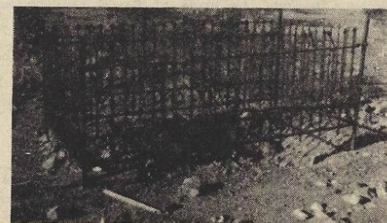
A few miles from Gold Road down from the Sigraves Pass is the historic Oatman, still full of life, as far as some two hundred permanent residents are concerned. Many original buildings still stand and the main street has a dozen or so businesses catering to the visitors, who flock by thousands to this town, especially on weekends. The Oatman cemetery is hard to reach, located in the back of the privately owned Tom Reed mine property. Last time of my visit, one grave was already dug out on the Oatman cemetery.

The Fort Mojave military cemetery still had its original picket fence at the time of my last visit, and many dug out grave holes. The story of this cemetery is different from other civilian cemeteries. Fort Mojave existed from the late 1850's until 1890 as a military post. After the closure, Fort Mojave became a school for the Indian children until 1934. Then the school was closed and soon after all buildings were demolished by the order of the Federal Government.

In May 1892, the military authorities removed 22



The Lopez Ranch cemetery on the Bill Williams River. The first grave was dug out.



One of the graves in the Gold Road cemetery with a hole in it.

Meadview tidbits---

Thomas and Jean Blackburn, of Westminster, Calif., have purchased a mobile home and lot on Mead Lane from Mr. and Mrs. Robert Jenkins of The Knolls in Meadview. Mrs. Blackburn's sister, Mrs. Charles Carpenter, also has a home in Meadview in Valley 1.

Glenda Larson spent a few days in Meadview at the home of her parents, Glen and Yvonne Larson.

In the latter part of September, Mr. and Mrs. Donald Sinclair came to see properly new own in Unit 8. They are from Vancouver, British Columbia, Canada.

Mr. and Mrs. Joe Jadus have returned from a five-week trip on the east coast to visit relatives in New Jersey and Pennsylvania. Joe says he's ready to quit traveling after their six-week European tour and his east coast trip. Never theless, he's leaving soon on a deer hunting expedition!

"Tuck" Jacobson, baby son of Lin and Brad Jacobson, was hospitalized in late October with a light case of meningitis. His sister, Nicole, later became ill, as did his parents, but none of them developed meningitis. All have recovered nicely.

Visiting at the home of their son, Brad Jacobson, were Brad's mother and father, Mr. and Mrs. Kenneth Jacobson, of Paonia, Colorado. They were immediately followed by Lin's parents, Mr. and Mrs. Vance Giddings of Golden, Colorado, both these couples coming to Meadview to help care for their sick grandchildren, Tuck and Nicole, who have been ill.

Joy and Glen Smith, of Flagstaff and Meadview, Ariz., celebrated their 24th wedding anniversary at the Char. Room Restaurant in Meadview November 12th.

Miss Claudia Pauley of Placerville, Calif., will become the bride of Scott Smith, son of Joy and Glen Smith of Flagstaff, Ariz., on December 30, 1977. The ceremony will be performed in Canoga Park, Calif. The couple plan to live in Flagstaff, Ariz.

Visiting Marg Burns were Ned Bowditch and daughters Judy and Sheri and Sheri's boy friend, Cormick Alfred, all of Phoenix.

Todd Huffer, son of Marianne and Bob Huffer, of Huffer's Market, was hospitalized in Kingman for an appendectomy. He is home now and doing fine.

National Park Service Ranger Ed Hedden has been transferred from Meadview to the Blue Ridge Parkway in North Carolina.

Duane Johnson traveled to Blanding, Utah, to attend the funeral of his uncle, Mr. Glen Johnson, 78, who passed away Sunday, November 13th. Funeral services and burial were November 16th. Glen Johnson was the last survivor of three Johnson brothers who had married three sisters.

And we're sorry to hear of the death of Mrs. Elsie M. Muegge, 87, mother of Lucille Campbell. Mrs. Muegge passed away at the Oak Forest Hospital near Chicago, Ill., on Monday, November 14th. Burial was at Ursa, Ill.

Mary Boyd had a bad fall in her home a while back and was confined to bed for a couple of weeks. We're glad to hear that she is improving, and wish her the best. Mary's husband, Leon, has been a busy person, taking care of his wife and his mother, whose name is also Mary. Leon's mother recently underwent surgery at St. Joseph's Hospital in Phoenix, Ariz., to have a new pacemaker installed. Leon says she is doing much better since receiving the device.

Robert Allen, of Las Vegas, stopped in the other day to tell me that he will be retiring in 48 more weeks and that they'll be moving to Meadview then. They have property in Unit 2. We'll be looking for you about the middle of next October, Bob!

Don McAlpine underwent surgery at Deser Springs Hospital in Las Vegas, Nevada, in October for the removal of a cataract from one eye.

The Fred Wilson, Dick Kokehs, and Bob Frys journeyed to Death Valley to attend the 49th celebration held November 10th through the 13th.

Yvonne and Glen Larson spent a few days in Sonora, Calif., visiting their daughter, Glenda. From Sonora they returned home for a couple of days, then went to Flagstaff, Ariz., to celebrate Thanksgiving with relatives.

The flu bug has had a number of Meadviewies down in bed recently. All seem to be recovering in the normal two week period, as is usual with the miserable stuff.

Mr. and Mrs. Fred Martin, of Santa Cruz, Calif., were visitors in Meadview over the Thanksgiving holidays along with Mrs. Martin's sister and husband, Margaret and Bill Young, of San Luis Obispo, Calif. The Martin's son, Wesley, and family, spent Thanksgiving with them at the home on Mead Lane jointly owned by the Martins.

We're sorry to hear of the death of Mr. Robert C. Huffer, father of Bob Huffer, a Grand Prairie, Texas, on November 23rd. Mr. Huffer had been in ill health for some time. He was 62. Burial was in Grand Prairie. He leaves a wife, six children and 8 grandchildren.

Jim Brooks, from Morenci, Ariz. who works for the Arizona Department of Game and Fish, has been assigned to Meadview to work with AG&F Ranger Brad Jacobson.

Dovie Cornelius spent Thanksgiving Day at the home of her mother, Mrs. Clyde Biemer, in Goldfield, Nevada. Mrs. Biemer returned to Meadview with Dovie for a visit.

Mr. and Mrs. Melvin Dodds, of Panorama City, Calif., were Thanksgiving holiday visitors. They own property in the Foothills.

The Henry Wilsons have returned from an extensive trip through a dozen states of the west and midwest United States. They visited friends and relatives along the way. After a stay with friends in Albuquerque, N.M., on the way back they left that city in a snow storm as they headed for sunny Arizona and home.

Mrs. Sid Wheeler suffered a stroke and a heart attack at her Meadview home on November 25th and was taken to Mohave General Hospital in Kingman, Ariz., by ambulance. Last report is that she has been suffering from congestive heart failure, but that doctors were making progress in eliminating the congestion. Mrs. Wheeler is the mother of Ardee Buck (Unit 4).

Dale Douglas Lent, age two, son of Dale D. Lent of the Mohave County Sheriff's office, underwent surgery for hernia on November 26th. He is nearly fully recovered as we go to press. Dale Douglas's grandparents, Edra and Dale H. Lent, reside in Meadview.

Joan Walker, of Montpelier, Vermont, spent a few days at the home of her mother, Mrs. Edith Wilson. Joan works for the Vermont Motor Vehicle Department in Montpelier.

Jim May underwent surgery October 12th at Sunrise Hospital in Las Vegas, Nevada. He is now fully recovered.

Lake Mead Level as of December 7, 1977--1179.25 Ft., down 1.11 ft. since September 30, 1977.

Tour fee increased at Hoover Dam

The 50-cent tour fee at world-famous Hoover Dam, in effect since January 1, 1971, will go up to \$1.00 next January 1, the Bureau of Reclamation announced today.

Lower Colorado Regional Director Manuel Lopez, Jr., explained that it has been necessary to increase the tour fee to meet higher operating costs of the guide service. The higher fee is expected to place the guide service on an approximate break-even financial basis, he pointed out.

"The Bureau of Reclamation has reluctantly raised the fee since costs of operating the guide service during the past several years have exceeded the income," Lopez stated. "The Bureau's policy is to charge only enough to defray the costs," he added.

Youths under 16 years of age and educational groups under supervision will continue to be admitted free of charge. Persons holding Golden Age Passports will be admitted at half fare.

The guides conduct visitors through the dam daily between 7:30 a.m. and 7:15 p.m. from Memorial Day weekend through Labor Day and from 8:30 a.m. to 4:15 p.m. daily the remainder of the year.

Over 18 million visitors have been conducted on the guided tour since Hoover Dam, on the Colorado River between Nevada and Arizona, was opened to the public January 1, 1937. During the past year the annual total exceeded 700,000.

'Snake' trial in Sierra Vista

On September 14, one of the most unusual wildlife trials ever to occur in Arizona took place in Cochise County Court in Sierra Vista. Barton Dale Lindner of Ramsey Canyon had been apprehended by two undercover wildlife managers and charged with nine counts of game law violations, seven of which were plea bargained by the Cochise County Attorney's office.

The trial lasted six hours, surely a record for a wildlife case in Arizona, and Lindner was finally convicted of purchasing protected species of reptiles, but the charge of possessing a Gila monster watchband was dropped after Lindner testifies he imported it from Mexico. The frustrating part of the whole action, after so many hours of Department involvement, was that Lindner's sentence of \$365 was suspended by the judge. Several other rare reptile cases in this area of southeastern Arizona have resulted in heavy penalties, including jail terms, and local managers are hoping for more of the same in the future.

Dept. of transportation employee of month



Phillip Thornycroft presents award to Lloyd Riddle

The following article was published in the Winslow, Arizona, WINSLOW MAIL newspaper on October 20, 1977.

Lloyd Riddle and his wife, Shirley, own property in Unit 3 and spend as much time in Meadview as circumstances allow, enjoying their property, the Civic Center facilities, the lake, etc.

The article was titled, "Riddle Selected Employee of the Month."

A local man has been selected Employee-of-the-Month by the Motor Vehicle Division of the Arizona Department of Transportation.

Lloyd Riddle, driver license examiner, was nominated by Richard Milanese, manager of the field service group, and is the fourth individual to receive the award.

Milanese said Riddle, a four-year MVD employee who works the Winslow-Holbrook-Oraibi route, was selected because of the excellent work he did in drafting a manual for driver license examiners.

The manual is the first one written by MVD to help train new examiners, and to serve as a "bible" for veteran examiners when unusual questions arise.

Milanese said Riddle was selected to write the manual, much of which he did on his own time, because of his background in education, his training, his interest in the project, and because being a route man he must perform all examiner functions.

The manual covers the licensing process, use of equipment, report prepar-

ation, road tests, uniform requirements, appropriate statutes, description of the position and other pertinent information.

The award was presented to Riddle by Phillip Thornycroft, assistant director of the Motor Vehicle Division. Besides driver licensing, MVD includes ports of entry inspectors, automobile titles and registration, hearing officers, financial responsibility, vehicle inspectors, tax revenue section (including gasoline tax) and investigations.

Don't pass up

If you're not yet on the mailing list for Wildlife Views, the Department's free monthly tabloid, you missed a magnificent spread of wildlife photography in the December edition by Pat O'Brine, a wildlife manager in the southern part of the state. There was also a comprehensive roundup on the past year's stories on threats to wildlife habitat, an explanation of why license fees must go up soon to avoid loss of wildlife programs in the state, and the usual spread of feature material by our regular contributors.

There's plenty more on tap for 1978, so sign up now! If you have friends who are interested in the state's wildlife, or should be, send their names along, too. Address is 2222 W. Greenway Road, Phoenix, Arizona, 85023.

Something for nothing?

You don't see it much anymore, but you can actually receive a good little newspaper, delivered at your home, free of charge. The Department's Wildlife Views has stimulating outdoors-related articles and regular columns on the subjects that you are interested in. If you have a friend who is not on the subscription list, have him send his name and address to Arizona Game and Fish, Dept. W. 2222 West Greenway Road, Phoenix, 85023.

The following was printed in the KINGMAN DAILY MINER. We think it is worth printing in our paper, too:

What is A Town

**A town is a
Group of people.**

**It is schools
It is city government
It is churches
It is industry and jobs
It is retail businesses**

**They all have to work together. all
must have the support of the people.
Or there is no town.**

**Give your local merchant a chance
for your business. You shouldn't
spend your hard earned money with
him unless his selection is adequate
and his price competitive. But give
him the first opportunity to make the
sale.**

**For the local retailer pays the highest
percentage of local taxes. He most
often is the civic leader who ded-
icates his time and talents to his
town. He is contacted first for
contributions to charitable projects.
He provides jobs. Without his store
you have no town.**

**Give the
local merchant
a fair shake**

AG&F cannot support wilderness areas

This Department is in favor of wilderness areas, but cannot support the immediate addition of vast areas of Arizona in the wilderness system. Bob Curtis, speaking for Director Bob Jantzen in a speech at the Arizona Wildlife Federation's public forum on wilderness proposals, emphasized that the creation of additional wilderness areas over and above those that exist now must be approached very

cautiously by the Federal land managing agencies."

The call for caution was based on the fact that wilderness designations limit land to "single purpose management," and other utilizations which are

also vital to exploding populations are excluded. The Department does not want large areas set aside without time for the public to adequately consider each individual proposal.

Killing deer brings fine

Justice of the Peace William R. "Bill" Steen of Yuma has sentenced a U.S. Army military policeman,

Stephan C. Estey, to pay \$336 fine and spend 60 days in jail for taking a deer not in season.

Estey was convicted of killing a deer on the Yuma Proving Grounds on July 7, and apparently the judge felt that a military policeman should have known better. Although the penalty was high, Department officials don't think it was anywhere near excessive and hope to encourage other justices in other parts of the state to act similarly to uphold the wildlife laws.

**The MCA office.
and the Landex
office in Meadview
are closed
every Tuesday**

**NEXT
MONITOR
Deadline
FEBRUARY 3**

MEADVIEW MAVERICKS

Not enough hours in their day----

Eleanor and Ralph Browning have been residents of Meadview since August 1976. They moved here from their former home in Ontario, Calif., after Ralph retired from Lockheed Service Corp., a division of Lockheed Aircraft Company.

Both Eleanor and Ralph were born in Kansas City, Mo. They were not to meet, however, until years later in California.

Ralph's parents moved to Los Angeles when he was only two years old. Eleanor's parents moved to Baxter Springs, Kansas, where she grew up and attended school. During World War II she moved to California to work for Douglas Aircraft Company.

Ralph's schooling was obtained in the Los Angeles school system. He graduated from George Washington High School, where he participated in football and track. Upon graduation from high school, he joined the U.S. Marine Corps and spent the next 12 years in the service of "Uncle Sam." He was discharged from service at the end of the war. He served aboard the battleship U.S.S. Tennessee for three years and made a world cruise aboard the battleship in 1934.

At the time World War II broke out, Ralph was stationed at San Diego, teaching new recruits the rudiments of military drill. He served as drill instructor for seven classes, then volunteered for sea duty, his first love.

On sea duty again, Ralph was assigned to the merchant ship "Mormac Port," a ship registered in San Francisco and owned by the Moore McCormack Lines. The ship was being used by the military as a "charter transport" to shuttle troops to and around the South Pacific during the war. Ralph was one of two Marines assigned to the ship. Their responsibilities were to see that troops were put aboard ship, to assign shipboard duties to the men, and to supervise the troops while at sea. The ship was manned by a Merchant Seaman crew, but had a Navy gun crew, Navy medics, and a Navy commanding officer aboard. Ralph spent 2½ years aboard the "Mormac Port," mostly in the South Pacific.

World War II ended, and Ralph received a discharge from the Marine Corps. His brother was married to a girl friend of Eleanor's, and it was through them that he and Eleanor met. They were married two weeks later, in September 1946.

For a time after their marriage, Ralph worked in the steel industry, then accepted a job with Northrup Aircraft Company as an electrician in their Hawthorne, Calif., plant. Some time later Northrup moved the operation to Ontario, Calif., then later to Palmdale. When the facility moved to Palmdale, in 1952, Ralph left Northrup for a job with Lockheed Service Corp. in Ontario. He retired

from there February 27, 1976, after 24 years of service. He was Maintenance Lead Man for 22 years.

Eleanor worked for 16 years in the office of Upland Feed and Fuel Company in Upland, Calif. She retired from there in 1975.

The Brownings learned about Meadview through literature sent to the members of their boat club. On their first visit to Meadview, they found the ground covered with snow. But they fell in love with the surrounding area and purchased a lot in the Terrace on that visit. They spent the night camped in their stationwagon at the Meadview Trailer Park campground. In the years prior to moving to Meadview to live, they were to spend many weekends in their camper in that same campground.

When Ralph retired, the couple decided they wanted to live here. Though they owned a lot in The Terrace, they heard of a mobile home being for sale, also located in The Terrace and owned by Lee and Frank Glindmeier. The home was purchased, and the job of moving got underway.

The Brownings have done quite a bit of traveling in the U.S. and Canada. In 1960 they took a tour trip to Hawaii. Their flight to and from the islands was aboard a Lockheed "Constellation." Their tour group, being rather small compared to today's tours by jumbo jet, allowed them to do and see more of the State than is possible when accompanying a large tour group. Four years ago Eleanor made a second visit to Hawaii, this time in company with a girl friend.

This past October they traveled to Fort Worth, Texas, to visit Eleanor's sister and husband, Rowene and Ralph Lawrence. In company with the Lawrences, they flew to Miami, Florida, to board the cruise ship "Monarch Sun" for a four-island tour of the Caribbean, including stops at St. Thomas, Virgin Islands, and San Juan, Puerto Rico.

While aboard the "Monarch Sun," they discovered that their cruise ship had once belonged to the Moore McCormack Lines, the owners of the "Mormac Port" on which Ralph had served during the war.

The Brownings have no children. The "boss of the house" is their black cat, "Midnight." Eleanor loves to do paintings--Ralph enjoys cooking. And does he make some yummy things!--proven at the month-end potlucks!

They both wonder where the time has gone these last 17 months. Like most Meadview retirees, they find there just aren't enough hours in the day to do all the things they'd like to do. Besides the painting and cooking, there are other important things to do such as go boating, fishing, exploring, etc.



Eleanor and Ralph Browning

NEW MEADVIEW RESIDENTS

Willard and Esther Anderson, of Goleta, Calif., are residing temporarily at the Meadview Trailer Park while waiting for the escrow to close on the home they purchased from Mrs. Lois Ast in Meadview Terrace. The Andersons plan to reside full time in Meadview. They also own property in The Foothills.

Mr. and Mrs. Frank Bradfield (Doris) have moved into their new mobile home in Unit 4. The Bradfields moved to Meadview from Torrance, Calif., in October.

Mr. and Mrs. Darryl Kuntz, of Glendora, Calif., have leased a mobile home and lot in Meadview Unit 8. They will be fulltime residents, and plan to purchase the home which is currently owned by Landex Corp.

Mrs. Gayle Greene, of Long Beach, Calif., has purchased the home in Unit 3 formerly owned by Mrs. Charles Sharp. She plans to move to Meadview around Christmas time. Mrs. Green's daughter, Mrs. Dorothy Lishman and husband, Chuck, also reside nearby in Unit 3. Mrs. Green was 85 years young in October.

Alpha Dunlop purchased a mobile home which has been installed on her lot in the Terrace, and she is now a full-time resident of our community. Alpha moved to Meadview from Antlers, Okla.

Mr. and Mrs. Henry Bennett, from Vallejo, Calif., have leased the Fred

Hosbein home in City Center. Mr. Bennett is in the Merchant Marine. He is the son of Mrs. Richard Goldsmith, of Meadview.

Mr. and Mrs. Thomas Slinde moved to Meadview from Las Vegas, Nev., and reside in Unit 3. The Slingers have four children, Michael, Angella, Amy, and Misty. Tom works at the Chart Room Restaurant.

We're sorry this item was left out of a previous Monitor issue.

Opal and Robert (Bob) Fry moved to Meadview in February of 1977. Their former home was in Oxnard, Calif., where Bob worked for Raytheon Company until his retirement in January of 1977. Opal was an Avon representative for a number of years, and has specialized in collector's items of Avon bottles, etc.

The Frys live in a 24 ft. wide mobile home in the Terrace.

Mary and Bob Griffin, former residents of Torrance, Calif., are now full-time residents of Meadview. Bob retired recently from the International Longshoremen's and Warehousemen's Union in California. Bob worked for the Pacific Maritime Association as a Marine Clerk.

Mr. and Mrs. Virgil Lewis moved to Meadview October 1st after retiring from their farm near Blythe, Calif. Their home is in The Terrace. Virgil underwent open heart surgery on August 1, 1977, after suffering a heart attack.

NEW YEARS DANCE

THE THREE KINGS orchestra will provide music for the New Years Dance to be held at the Civic Center Auditorium on Saturday night, December 31, 1977.

All Meadview Civic Association members and Special Social members are invited to join in the revelry. You need not be an Active Member. Your M.C.A. membership card is all you need for admittance. Your guests are welcome if they do not own property in Meadview and if they are your houseguests.

Music will start at 9:00 p.m. and will go until 1:00 a.m. BYOB and ???

A wonderful Summer

BY ARDEE BUCK

We have enjoyed a most wonderful summer here at Meadview this year. The thrill of watching a summer storm with its streaks of lightning and listening to the thunder as it moved down the Grand Wash Cliffs. Watching the beautiful sunrises and sunsets, the cliffs turn all colors and then fade as a beautiful full moon comes over them.

The quail we have watched since they were the size of quarters grow till they are nearly full grown now. Watching the cotton-tails and jack rabbits as they eat off our feeders. The pair of coyotes take food at the edge of our porch as we sit there watching them. Then later to hear them howl in the distance.

The boys have had such good times at the pool and down at the lake diving off the cliffs. The fun and fellowship of the Bingo games. Then just sitting on our porch, and it's so quiet

and peaceful—a cool breeze touches you. You wonder why people say, "I wouldn't live in the desert for anything."

The highlight of the whole summer activities was the wonderful weiner roasts, and moonlight cruise. The friendly people, the good food, and the beautiful ride in the full moon light, as we went up Iceberg Canyon; then to stop with all boats lined up together, turn off the motors, and visit in the quiet of that beautiful canyon. Soon we were on our way back, and the wake of each boat showed up so brightly in the moonlight. Memories we will never forget.

As we pack and get ready to go back to California, we can hardly wait till the day when we can move out for good. See you next trip. Thank you, Meadview, for a wonderful summer.

The Bucks,
Ardee, Bert, Greg, and
Friends of the Leaning
Pole Ranch

Illegal snake collectors

For two days and a night three Department personnel camped near a car parked in the Santa Rita Mountains of southeastern Arizona. Late on September 6, two young California men came out of the hills with a load of protected rattlesnakes. Daniel Dorge of Sacramento and Craig Holland of Oakland were arrested and arraigned that night in Santa Cruz county court in Patagonia. Both were charged with hunting without a license and possession of protected

species, and each was sentenced to pay \$448. Since neither man could pay the fine, each was sentenced to twelve days in the Nogales jail.

Although both local and out-of-state collectors are depreeding Arizona reptiles, there appear to be a large number of unemployed young people who use these valuable species as a source of income, coming back again and again as they need money.

VISITORS TO MEADVIEW



Norma and Mike Mikesell had Norma's sister Peggy, and her husband, Herb Clark, visiting them for a couple of weeks in mid-September. The Clarks are from West Virginia.



Summer is about over now, as we enjoy the pool near time to depart for home in California. Pictured are: My mother, Mrs. Sid Wheeler, at far right; Ronnie Raymond (left); Todd Huffer; my son, Greg; Craig Huffer; Greg's friend, Austin Bernard; and myself, Ardee Buck.

Election committee appointed

An Election Committee has been appointed in accordance with Meadview Civic Association By-Laws, Article V, Section 2.

The charter of the Election Committee is to select a list of candidates

for the election of two members to the M.C.A. Board of Governors. The terms in office expire for two of the present members on May 27, 1978.

The election will be held immediately following the Annual Meeting of the Association which will start at 9:00 a.m. Arizona time, on Saturday, May 27, 1978, in the Meadview Civic Center. The two persons elected to office will serve three-year terms.

The Election Committee, in addition to choosing a list of candidates, will

supervise the election procedures on election day.

Mr. Fred Wilson is Chairman of the Election Committee. Other members are: Mr. James May, Mr. Terry Dicker, Mr. Henry Wilson.

Names of candidates chosen will be published in the March/April issue of the MEADVIEW MONITOR.

Additional candidates may be nominated from the floor by any M.C.A. member in good standing at the Annual Meeting which will precede the election.

New buoys in Boulder Canyon

Superintendent Jerry D. Wagers announced today that two (2) lighted buoys have been placed in Boulder Canyon to assist the boating public in traveling through the area during night hours. Both Buoys will display a white light that flashes for 0.4 seconds, is off for 3.6 seconds after which the sequence is repeated.

Lighted Buoy # 15 is located at 36 degrees 07' 57" N; 114 degrees 36' 44" W.

Lighted Buoy #18 is located at 36 degrees 09' 04" N; 114 degrees 34' 15" W.

The buoys are part of the ongoing program to upgrade the Navigational Aids system at Lake Mead National Recreation Area.

Monitor

Ads

Work



**CHART ROOM
RESTAURANT**

FINE FOOD • BEVERAGES
COCKTAIL LOUNGE NOW OPEN

CLOSED TUESDAY

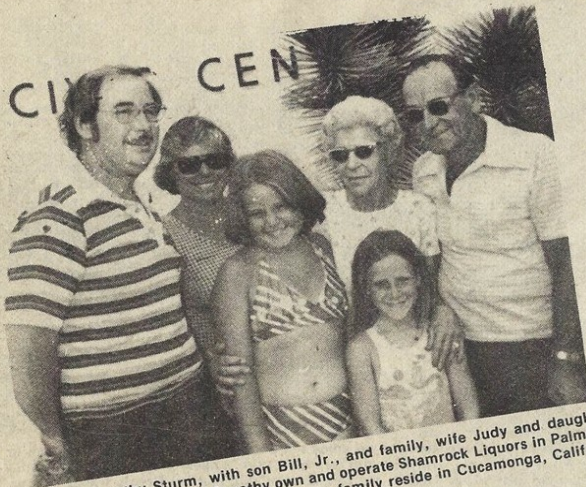
MARTINI MANHATTENS MADE WITH 2 FULL OUNCES

--LIKE YOU MAKE AT HOME!
MON., WED., THURS., FRI.,
NOON TO 10 P.M.

WEEKENDS 8:30 A.M. TO 10 P.M.
602/564-2229

140 Meadview Blvd. Meadview, Az.

THE COMINGS AND



Bill and Dorothy Sturm, with son Bill, Jr., and family, wife Judy and daughters Carol and Lynna. Bill and Dorothy own and operate Shamrock Liquors in Palmdale, Calif., and live in Lancaster. The Bill, Jr. family reside in Cucamonga, Calif.



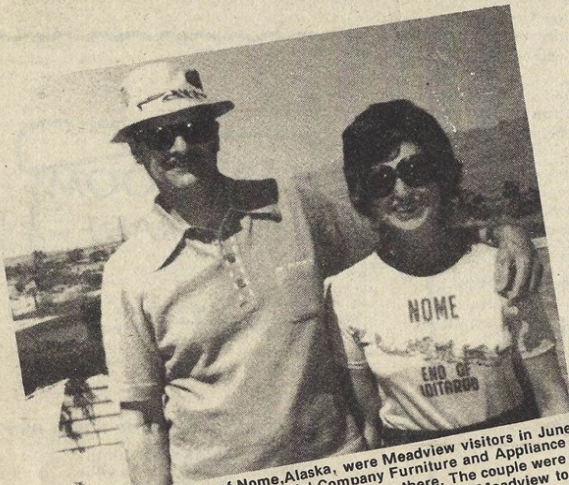
Mr. and Mrs. Kenneth Hansen, of Canby, Oregon. Ken works Products Co. They own property in the Foothills.



Jim and Joni Farrell of Concord, Calif., on vacation in Meadview. The Farrells own property in Unit 4 and in the Foothills.



Mrs. Alma Feldman, of Woodinville, Wash., and her sister, Barbara Shoop of Garden Grove, Calif., visit Meadview. Mrs. Feldman has been a third grade school teacher for 22 years, now teaching in Monroe, Wash. Mrs. Shoop is in the process of moving to Kennewick, Wash.



Mr. and Mrs. Ellis Mertins, of Nome, Alaska, were Meadview visitors in June. Mr. Mertins manages the Alaska Commercial Company Furniture and Appliance Store in Nome. Mrs. Mertins, (Francine) is a school teacher there. The couple were in the San Francisco Bay area to visit children, then came on down to Meadview to check on property here.



Minnie Weene [right] is visiting at the home of Trudy Carter. Minnie and Trudy taught school in the Portland, Oregon, School District and are both retired. Mrs. Weene has purchased property in Meadview Terrace.

GOINGS AT MEADVIEW



Bruce and Phyllis Fears and daughter LaRayne, are in the United States on a 30-day leave from Bruce's job in the U.S. Air Force in RAF Chicksands, England. The couple flew to the U.S. to help celebrate Phyllis's parents' golden wedding anniversary in Ogden, Utah. From Ogden they came to Meadview for a visit with Bruce's parents, Frank and Nelda Fears. Bruce, who is making the Air Force his career, has 14 years in service.



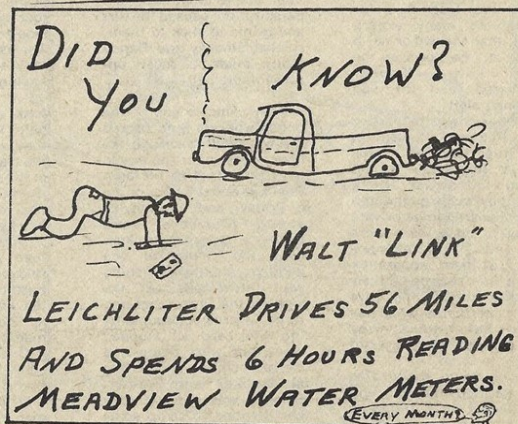
Meadview's youngest property owners, Carol and Lynna Sturm, of Cucamonga, Calif., are owners of property in the Terrace.



Ned Bowditch, of Phoenix, shows off his newly acquired 21-ft. Starcraft. The beautiful craft is equipped with everything except the proverbial kitchen sink.



McAlpine stands in front of his newly finished car/boat/trailer-port.



VOYAGE OF THE 'RIVER LOVE'

The last issue of the MONITOR carried the story of the river Love's arrival at Morelos Dam on the United States/Mexican border. The story of the Knowlton's trip down the Colorado River concludes with this issue.

While at Morelos Dam the crew found it necessary to repair a leak in one of the plastic boats. Using part of a plastic milk carton for a patch, they sort of welded it to the boat by using a hot knife, heated over their camp stove, to bond the patch in place.

Next morning the crew picked up their permits for traveling on down into Mexico and launched the River Love into one of the leach water canals. They floated down the canal to the river bed some distance below.

At San Luis, Ron and Jim headed off for a rendezvous site at a toll bridge some miles downstream. If they were able to get to it. If not, they'd continue on down to some place where they could get through to the river, there to wait for the arrival of the River Love. Smokey and Randy cruised on into Mexico. No one stopped or questioned them, they just floated down the river! At the border there were fences on each side of the river, to mark the border line, but no obstructions whatever across the river itself.

Reaching the rendezvous site, Smokey and Randy were a bit upset because Ron and Jim weren't there to meet them. After a wait of about 45 minutes they decided the boys had not been able to get through to this spot, so they started on downstream again.

Up at Morelos Dam some of the Mexican officials Smokey had talked to suggested that it might be better not to fly the American flag on the River Love while in Mexico. Smokey told Randy that he was going to take the flag down, and Randy had a fit. He felt that since they'd flown the flag this far through so many experiences, that Mexico or no, it should still be flown on the River Love. Smokey acquiesced, and the flag remained aloft.

Further downstream they found Ron and Jim waiting. They reported that it was next to impossible to get through to the river. To get there they had to go through what appeared to be private property, since there were no roads. People were yelling at them, apparently telling them to keep off their property, though the boys weren't certain of what was being said since they couldn't understand a word spoken to them.

After some discussion they decided that Ron and Jim should keep trying to get through to the river wherever possible and they'd meet when, where, and if they could.

In many places the water was too shallow to float the boats with Smokey and Randy aboard, and they

were forced to get out and push through these areas. Finally they reached deeper water again and were able to use the motor once more. Smokey says, "We just kept going, and finally found the kids (Ron and Jim). That night we set up camp and had a campfire. We slept on top of the truck that night."

Next morning Ron and Jim left to search for a toll bridge which was supposed to be somewhere far downstream. Smokey and Randy pushed on through brush and past small villages, also heading for the toll bridge. There were no lights at night, no powerlines or anything, but at night the sound of voices and music would drift across the water to them, though one couldn't determine where it was coming from. Occasionally they'd hear a few coyotes and other animals.

After hours of fighting through the brush and pulling the boats over small foot bridges, they finally reached the toll bridge and found Ron and Jim waiting. Here they agreed that the boys should not try to meet them again until they reached El Golfo at the Gulf of California, or Sea of Cortez, as the Mexicans call it. As it turned out, however, there were a number of roads which ran past or through farms and ranches, either to end at, or to cross the river.

The brush became thicker, with occasional trees barring the way. They discovered that a hacksaw could be used to cut through the smaller trees and branches if you kept the blade wet. They would work for hours cutting through the brush, suddenly to come out into a huge pond, but always back into the brush and trees again just beyond the ponds. Thick dust had settled on the brush, and when disturbed, the brush would send down a cascade of not only dust and dirt, but insects of all kinds as well. Their bodies being wet from perspiration, caused the dirt and grime to stick to them, so that Smokey and Randy really made a most unrepresentable pair!

They came to one of the ponds where a road barred the way, with a bridge too low to pass under--no way to get past except by portage. This was about 4:00 p.m. on a Friday, and a group of young Mexicans were having a party, all drinking beer and yelling at one another, some were fishing with throw nets. At the sight of the River Love and its dirt encrusted occupants, the Mexicans all stopped what they were doing and started pointing and yelling at Smokey and Randy. Smokey was wishing they had stopped to camp some distance back, and made some statement to that effect to Randy. He was afraid they'd be robbed, possibly beaten, and have all sorts of dire things happen to them. Randy was unperturbed. He said,



Ron and Smokey Knowlton at end of the "Rio Colorado," airboats in the distance. 79 days, 358 hours and 35 minutes on the water, since leaving the Colorado headwaters at Granby, Colo.

"Just don't pay any attention to them, just act like we know what we're doing." If the group had any thoughts of stealing from them, one sight of the bedraggled pair apparently convinced them that the Knowltons surely couldn't have anything of value worth stealing.

The road was paved, a real surprise for Smokey since their maps indicated no roads existed at all in this area. So Smokey and Randy started the chore of unloading equipment and moving the River Love up onto the top of the bank. A lot of hard work for the two of them. They'd both get on one side of the craft, move it about a foot forward, go to the other side and repeat the process. The bank up to the road was very steep, and they were having a most difficult time of it when some of those local people came over to help move the rig. Then they waited for a break in the traffic, which was heavy at the time; then all pushed and pulled, moving it across the road in record time. Smokey stopped them just off the paved portion of the road while he and Randy reloaded their boats before pushing the craft on down to the water. He was afraid to let the supplies and equipment out of his sight.

One of the helpers sent someone off to bring a friend back who could speak a little bit of English. This man told Smokey that there was no way they could get through downstream, too much brush, and just a trickle of water. Smokey explained that they could, and would if necessary, take the boats apart and travel with individual boats. The

man said they'd still not be able to get through!

A hundred yards or so downstream they were stopped by trees and had to use the hacksaw again to cut their way through. About 300 yards from the road they finally gave up--too tired to set up camp, they climbed the bank alongside the slimey, evil smelling river bed, fixed a bit to eat, and went to sleep. Again, Smokey was worried that someone would rob them or bother them in some way and could only sleep fitfully. Randy slept like a baby. Smokey says it makes him mad to see Randy sleep so well when he himself can't rest.

True to form, Smokey arose before daylight to prepare breakfast, wanting to get under way before the local people began stirring. A few houses were near where they had camped and Smokey was nervous to have people so close by. It was hard to get the still sleepy Randy going. Everything was damp and smelled musty this morning, and the falling dirt from the brush stuck to everything. Smokey says the spiders, bugs, and Baja California dust were "just unbelievable."

In one place Randy was running the engine while Smokey was pushing brush aside when a wasp nest fell into the boat in front of him. Smokey says he "just panicked." He goes on, "I thought for sure I was going to be stung by a million of them and was ready to jump into the water and started yelling and screaming at Randy. But for some reason the wasps don't fly; they

just started crawling around the boat, in under, and on everything, but they don't fly. "Smokey changed to another boat! A bit later they found an open spot and spent the next half-hour ridding the boat and equipment of the buzzing insects. Smokey believes the chilly air kept the wasps from flying and attacking."

The river bed was very wide all through this area. Without confinement, it was also extremely shallow. Moving the River Love over and around more foot-bridges than they can remember, they finally reached an area where the water seemed to enter a canal once more, resulting in water deep enough to travel safely. At one of the bridges a Mexican man had helped them to cut away brush and move the boats past the bridge. Once in the canal, they saw the first boat they'd seen since entering Mexico. Smokey tried some of his newly learned (?) Spanish to the men in the boat, to his surprise the men answered in English. Randy started laughing and kidding his dad about his Spanish, especially to someone who spoke English so well. The men told Smokey they had run up from the Rio Hardy some miles downstream, and that the going was good at least that far. It gave the Knowltons quite a lift to learn that they would be able to travel for a ways without having to fight their way through.

Arriving at the juncture of the Rio Hardy, they found a fair sized community, occupied by people from the

ENDS WITH SUCCESS

United States. This was sort of a recreation area for these people from the States who came here to live, to hunt, or to fish.

At one dock they saw a man washing a dog. The man waved to them, so Smokey and Randy pulled in to chat with him. It turned out that the man, Leo Bern, and his wife Ginger, were from Huntington Beach, California. They, too, knew nothing about the river on down toward the Gulf. Some of their neighbors had an aerial map which gave Smokey and Randy some idea of where they were, and about how far they still had to go. The Berns wanted Smokey to stop with them for showers and dinner, but to Randy's chagrin, Smokey insisted they keep going.

Farther downstream the river entered a swampy area again, and they had to fight brush as before. Following the main channel of the stream became an impossibility. At one point Smokey figured the channel went off to the left, Randy thought it went to the right. Both were tired, exasperated, and upset with each other. They took the passage to the left and fought their way through for some distance, arguing meanwhile whether this was the correct route. Finally, in extreme exasperation, Smokey told Randy to do the navigating, so Randy turned the craft around and headed back to the point where they'd turned left some time before. Here he swung into the opposite path and traveled for about 45 minutes. Then Smokey remarked: "You remember that Indian mud shack we saw on the side of the bank about an hour ago? It's going to turn up around the next corner, and we'll be right back where we were when I was driving." Randy disagreed, but, sure enough, as they rounded the bend, there was the shack. They turned back once more and twisted and turned through the swamp until they were completely lost. Some time later they spotted some houses along the shore. Recognition hit them both—they'd passed these houses a few hours before as they were going in the opposite direction. In desperation they dug out the small compass they had along but had felt wasn't needed. Hours later they passed a cluster of trailers on shore and a couple of small boats pulled up to the bank. Further downstream they came to a group of people who had nets strung across the river for catching fish. Trying to communicate with them to learn where and if a town were ahead where they might obtain gasoline proved useless. The Mexican people kept yelling and gesturing that the River Love should stay away from their nets. After much arguing, neither side understanding what the other was saying, the River Love was moved beyond the

nets and the crew moved her on downstream again for a ways before stopping to prepare dinner. Mosquitoes and other insects were in abundance and were making life miserable for the pair. They'd gone back and forth across the river trying to find some deeper water, but it was so shallow everywhere that the propeller of their engine was running in mud all the time. They were very low on gasoline now, and a decision had to be made whether to attempt going on, or to turn back to the place where they'd seen the trailers parked. They figured they had just about enough gas to reach the trailers, and they had no idea how far it was to the Gulf. So the decision was reached that they must return to where the trailers were parked. At the trailer park they found a couple of men from the U.S. who were there on a duck hunting expedition. They did not know their exact location with respect to the river and the Gulf, only that the road into this spot ran through fields and small towns, and was hard to get through! One of the men told Smokey that he and Randy could sleep on a small luggage trailer if they wished, an offer that was accepted at once.

In the morning Smokey tried to find someone who could translate for him, to inquire of the Mexicans how far it was and how to get to El Golfo. He finally found one Mexican who could speak a limited amount of English. This man tried to find someone who would take them to the town. The people who had vehicles were not interested, despite the prospect of receiving payment for the trip—they said their vehicles would not make the 100 kilometer trip.

One of the American men had left the park real early that morning in an air boat. When he returned later that day, Smokey went over to speak with him about how far it was to the Gulf. The answer was that about 15 miles downstream the water just disappeared into the ground. He told Smokey that only an air boat could go a short ways beyond the point where the River Love had turned around. This man's name was Steve Roberts, and his home was in Diamond Bar, California, right near Smokey's home. He also said that there was no way to reach the Gulf, for he and a friend, Vern Barney from San Diego, California, who was also here with his air boat, at one time had parked their boats at the furthest point they'd been able to travel and had started hiking toward what appeared to be the water of the Gulf. No matter how far they hiked, the water never seemed to be any closer, and finally it disappeared—only a mirage.

Smokey now told of the trip they'd made in the River Love, and expressed his disappointment at not being able to complete the trip.

He also explained that Ron and Jim were at El Golfo, waiting for him and Randy. Being Sunday noon, the air boat owners were getting ready to return home. They said they'd make phone calls and try to get messages to the boys, telling them how to get to this trailer park location.

The Knowltons, early on their trip, had established a system of letting the driver of the pickup truck know where they were. By setting empty beer cans (a commodity which could easily be obtained alongside any roadway or stream bank) in certain patterns, they were able to tell what direction to turn, how far to go, etc. The air boat owner said they'd set out the beer cans in the prescribed pattern so Ron could spot the road if he passed by. Some sort of flag would attract attention to the beer cans.

A short time later Steve told Smokey that he'd been thinking about how long he'd been on this trip, and the hardships Smokey and Randy had endured. He said, "I think you should see the end of the river. I've drained some gas out of my car because we'd already used all we had in the air boat, so we'll have enough to take you to the end of the river. I can take only one person, though."

In Smokey's words: "I got super-excited about this, I just couldn't believe that this guy was going to do this. So I ran back to the River Love and took off the flag and got all the cameras and stuff. On the way back, though, I got kind of shook up, thinking about Randy starting at the beginning with me, and going all the way down to here, only to be left behind while I went on to the end. But when I got back there, Vern, the guy with the other air boat, had decided that he didn't want to miss out on all this, so he'd talked someone else out of some gas and had drained some out of his Volkswagen and had enough gas to go down, too."

So, with the American flag from the River Love strapped to Steve's air boat, the four took off downriver, Smokey in Steve's boat, Randy with Vern.

Smokey says it was scary, the way they ran the boats over the grass, brush and mud. Finally they reached the end of the river. Smokey got out of the air boat, overcome with emotion. After two and one-half months of battling the river, at long last he was standing where the river ended. Not at the Gulf of California, as he'd hoped, but at least he was at its end. The four took the flag and walked some distance through the deep mud to a spot where many pictures were taken to record the end of their journey.

The story of the Voyage of the River Love should end here, but Ron and Jim were somewhere in El Golfo waiting. The River Love was already three days past the

rendezvous date.

Steve and Vern were finally able to get a message to Ron to let him know where to find Smokey and Randy. Another three days passed after Steve and Vern left the trailer park before Ron and Jim showed up. At the time of his departure, Steve had given Smokey the key to their trailer and told him to stay there as long as they wanted.

While waiting for Ron and Jim to come, Smokey and Randy made friends with a Mexican man named Pablo, who seemed to be the owner or manager of the trailer park, and who could speak some English. He took the Knowltons into town to pick up some supplies. Smokey had hoped to get some beer, but none was available, at least not for foreigners. Smokey says it was worth its weight in gold here. The people they met in town seemed to have little love for "Nort Americanos." The storekeeper would not accept their U.S. currency, so Pablo traded them enough Pesos to pay for their purchases.

Meanwhile, Ron and Jim had made two or three trips up to the States. Unable to communicate with anyone to explain why they were hanging around town, the local authorities at El Golfo were giving Ron and Jim a bit of a problem, so they would go back up to the U.S. for a day or so, then return to wait some more. Each time they crossed into the U.S., the customs officials really went over the truck, suspecting they were smuggling drugs. Dogs trained to detect dope were used in the inspections.

One time while at El Golfo, they tried to hike up the river bed, but had a bad scare when they got caught in quicksand. They were very lucky to get out of it and were completely exhausted by the ordeal.

They then went back up to the U.S., and it was here that they received the

message from Steve Roberts, telling them where Smokey and Randy were and how to find the way there.

Locating the road into the trailer park was difficult. The roads all looked alike, and they were unable to speak with anyone to obtain information. Eventually they spotted the beer cans left by Steve and Vern, and made their way to the camp for a joyful reunion.

The four decided they'd go into the village to celebrate and would leave for home next day, but a check of their insurance papers revealed that the Mexican policy would run out that evening at 7 o'clock. Their celebrating would have to wait, for they'd be hard pressed to reach the border by that time.

They sawed the main bars of the framework which held the River Love together, and loaded the three boats and equipment into the truck and headed for home.

At the border, the U.S. customs agent nearly blew a gasket when he saw Ron and Jim once more. He said he'd told them not to cross the border again. Ron's drivers license did not have his picture on it, and one was supposed to have identification of some kind containing a picture. Finally the officer calmed down, and the group was allowed to pass through.

The voyage of the River Love had lasted 79 days. They had spent 358 hours and 35 minutes on the water, and had consumed 110.9 gallons of gasoline in the outboard.

So ends the story of the Voyage of the River Love.

One man's dream come true, one man's last adventure with his boys.

Now the boys were men in mind and stature, if not in age. Soon they will be going their separate ways. Perhaps some day they, too, will share a similar adventure with sons of their own.

INDIAN STYLE JEWELRY
CUSTOM JEWELRY
HANDMADE OR CAST

ROCKHOUNDS
CABOCHON MATERIAL
BELT BUCKLES BOLOS

ALL KINDS OF JEWELRY FINDINGS



George Love

Box 2287
Meadview Route
Dolan Springs
Arizona 86441

[602] 564-2275

Grand Canyon National Park adjacent land studies

A study of possible additions to Grand Canyon National Park is being made by representatives of the National Park Service, the Bureau of Land Management, and the U.S. Forest Service. A draft of the Task Directive for the study has been published and is available by writing to any one of the offices listed at the end of this article. They welcome comments and inquiries. Ask for "Draft Task Directive Adjacent Land Study Grand Canyon National Park, Arizona."

The following is an excerpt from a recent folder which includes the map shown. We've located Meadview and Pierce Ferry on the map.

WHY A STUDY?

On January 3, 1975, President Ford signed Public Law 93-620, the Grand Canyon Enlargement Act, enlarging the boundaries of Grand Canyon National Park.

During the legislative process which produced the law, Congress considered a number of proposals for additional lands to be included in the park. Although not all of these proposed additions were included in the law, members of the Conference Committee recognized that lands not included in the law have potential park value.

The Conference Committee directed that these lands be studied by the Secretary of the Interior to determine if they or any part of them qualify for national park designation, and that he transmit this study, together with his recommendation, to the Congress.

Specifically mentioned in the conference committee's report were these lands:

1. Parashant, Andrus, and Whitmore Canyons
2. Kanab Canyon
3. Shivwits Plateau

WHO IS DOING THE STUDY?

The National Park Service has been designated as the lead agency for the study. The study team is made up of representatives from the Bureau of Land Management, the U.S. Forest Service, and the National Park Service. This group will work with the state of Arizona, local agencies, and the public. A Task Directive is being prepared by the three agencies which will describe the task and the procedures and time schedule which will be followed.

WHAT LANDS ARE BEING STUDIED?

The Conference Committee did not strictly define the areas to be studied but inferred that they should be within zones of ecological concern. These areas are described generally as follows: the entire Kanab Canyon complex outside of Grand Canyon National Park, plus 1 mile back from the rims; the Shivwits Plateau within Lake Mead National Recreation Area; all of the Andrus/Parashant/Whitmore Canyons complex outside the Park, plus 1 mile back from the rims; and the area around Snap Point.

These lands are within the Lake Mead National Recreation Area (administered by the National Park Service); the Arizona Strip District (Bureau of Land Management); and the Kaibab National Forest (U.S. Forest Service). Although there are small areas of State and private land in the areas, most of the lands being studied are now managed by these three Federal agencies. Approximately 480,000 acres are included in the study area.

WHAT WILL THE STUDY DO?

In brief, it will determine the qualification of any part, or parts, of the areas studied for national park designation.

The study will describe and evaluate the resources of the study areas to determine their national significance; their supportive role in maintaining the integrity of nationally significant features contained within the national park, including the Grand Canyon, its tributary canyons and adjacent plateaus; their use as scientific control areas for comparison with similar environments subject to other resource management practices; and their existing and potential use for nonpark purposes.

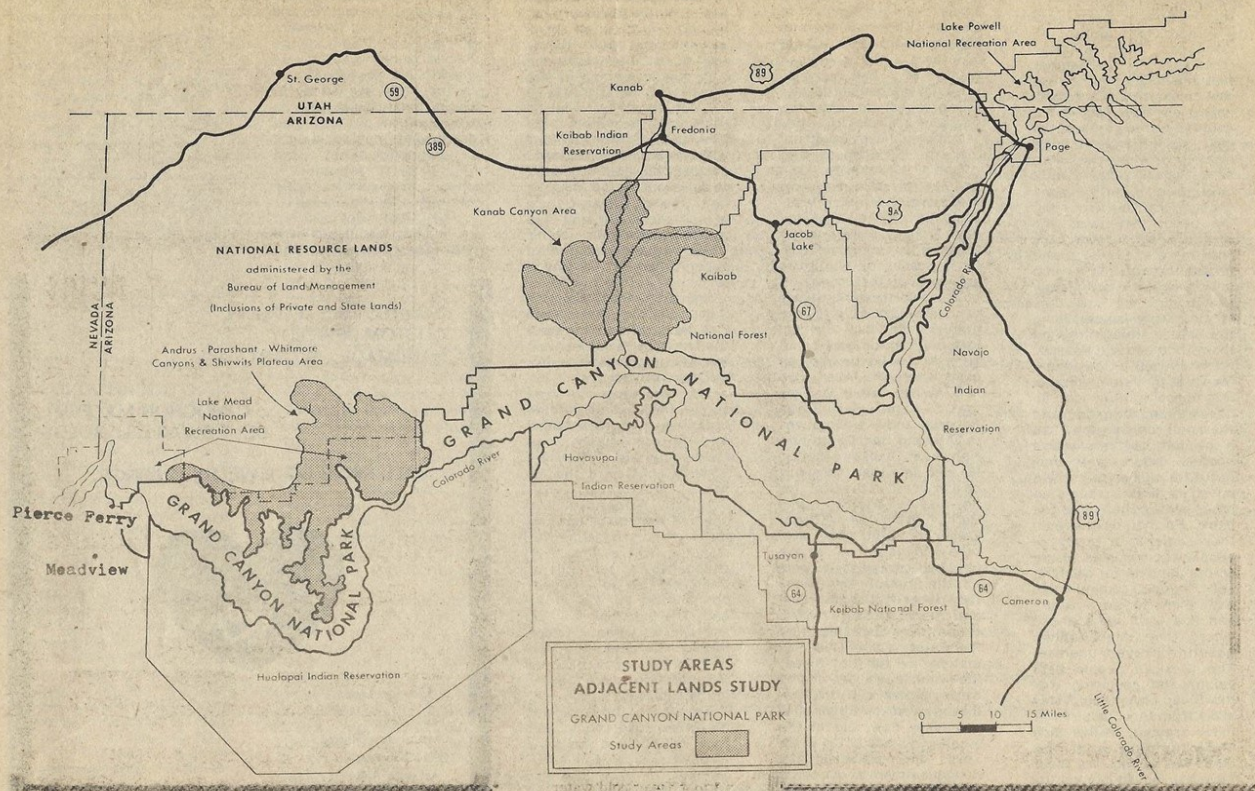
The information gathered by the study will be used to develop a series of feasible alternatives encompassing various additions to Grand Canyon National Park, with an analysis of the impacts of these alternatives.

The study involves public lands and long range decisions as to how these lands will be managed. If you want to be kept informed as the study progresses,

Superintendent
Grand Canyon National Park
Grand Canyon, Az. 86023

Bureau of Land Management
Att. Keith Reinert
2400 Valley Bank Center
Phoenix, Az. 85073

Supervisor, Kaibab National Forest
Att. Dennis Lund
800 So. 6th St.
Williams, Az. 86046
the above with map



MEADVIEW MENU MAKERS

Spare ribs--creamed chicken & stuffed steak

The following recipes came from the Coconino County, Arizona, Cooperative Extension Service of the University of Arizona and the U.S. Department of Agriculture:

OVEN-BARBECUED SPARERIBS

6 lb. (about 2 sides) spareribs
2 Tbsp. salad oil
1 medium-sized onion, chopped
1 clove garlic, minced or mashed
1/2 cup vinegar
1 Tbsp. each Worcestershire & prepared horseradish
1 Tbsp. brown sugar
1 cup chile sauce
1 can (8-oz.) tomato sauce
1/2 cup water
1 tsp. each salt & prepared mustard
1/4 tsp. pepper

Cut spareribs apart into individual ribs. Arrange them in a single layer in 1 or 2 large baking pans; bake, uncovered, in a 350 degree oven for 1 hour. Meanwhile, heat the oil in a frying pan; add the onion and garlic, and saute until onion is golden, about 5 minutes. Stir in the vinegar, Worcestershire, horseradish, brown sugar, chile sauce, tomato sauce, water, salt, mustard, and pepper. Simmer, uncovered, about 20 minutes, stirring occasionally. Remove spareribs from the oven; discard the fat. Combine the meat in one large pan; pour over the sauce and bake, uncovered, for 30 minutes longer, basting occasionally with sauce in pan. Makes 6 to 8 servings. May be cooked ahead then reheated.

FRENCH CHICKEN IN CREAM

4 pieces each chicken legs, thighs and split breasts (2 whole breasts)
1 tsp. salt
1/4 tsp. each marjoram & garlic salt
2 Tbsp. butter or margarine
1 bunch carrots
8 small new potatoes
Boiling salted water
1 can (11-oz.) small whole onions, drained
1/2 lb. small mushrooms
1 cup water
1/2 pint (1 cup) whipping cream
1 tsp. chicken stock base
2 Tbsp. each cornstarch and cold water
1 Tbsp. lemon juice
1 pkg. (10-oz.) frozen small peas, thawed

Wash chicken pieces and pat dry. Season with salt, pepper, marjoram and garlic salt. Melt butter in a large oven-proof baking pan (10x14x1 1/2-inches) and turn chicken pieces in it. Bake uncovered in 425 degree F. oven for 20 minutes, or until lightly browned.

Meanwhile wash and peel carrots and cut into 1 1/2-inch lengths. Scrub potatoes. Place both vegetables in a saucepan with a small amount of boiling salted water and simmer 10 minutes; drain. Add to the chicken pieces, along with drained onions. Wash mushrooms, leave whole if small, otherwise halve, and add to chicken. Combine water, cream and stock base in saucepan and bring to boil; stir in mixture of cornstarch and cold water and cook until thickened, stirring; add lemon juice. Cook chicken and vegetables with sauce, and continue baking uncovered in 375 degree F. oven for 30

minutes longer. Add peas, and spoon sauce over all; bake 10 minutes longer. Serves 8-10.

BRAISED STUFFED STEAK

Purchase a large, round steak (or about 1 1/2 lb. beef flank steak). Place steak between pieces of waxed paper; pound evenly with heavy mallet to a 9x12-inch rectangle, 1/4-inch thick; change paper as needed.

TO FILL THE MEAT ROLL: Sauté 1/2-lb. sausage (or chicken livers) until just browned; remove to chopping board and let cool. Add butter to the frying pan and saute 1/2 cup chopped onion and 1 clove garlic, minced, until onion is just tender. Chop sausage (or chicken livers) coarsely and put into a mixing bowl along with the sauteed onion and garlic. Whirl fresh bread in blender to make 1 cup fine crumbs; add to bowl with 1/4 cup each chopped parsley and grated Parmesan cheese, 1/2 tsp. salt, and 1 Tbsp. dry white or red wine or milk.

Spoon filling mixture over pounded flank or round steak, and roll up, starting with the long side. Fasten securely with metal skewers or tie with string. Skewer ends closed or tie one piece of string around the length of the roll. Melt 1 Tbsp. butter in a large frying pan (with cover) and brown the roll on all sides. Add 1 1/2-cups water, cover, and braise about 1 hour; when tender, fork will pierce meat easily.

TO MAKE THE SAUCE: Heat 1 Tbsp. butter or margarine in a medium-pan and saute 1/2 cup chopped onion until tender. Add 1 can (about 14-oz.) pear-shaped tomatoes and gently break them into bite-sized pieces with spoon or spatula. Add 2 Tbsp. chopped parsley, 1/2 tsp. each salt, sugar, and ground cumin, and 1/2 cup dry red or white wine or regular strength beef broth. Cook, uncovered and stirring occasionally, about 5 minutes, or until liquid is partially reduced.

TO SERVE: Lift meat roll onto serving platter and spoon tomato sauce over and around it. Sprinkle with about 2 Tbsp. chopped parsley over all, for garnish. Slice meat roll with a sharp knife and serve slices with some of the tomato sauce. Serves 4.

FRENCH POTATO PIE
5 medium potatoes, pared, thinly sliced (about 4 cups)
2 cups all-purpose flour
1 tsp. salt
1/2 cup vegetable shortening
2 Tbsp. butter or margarine
3 to 4 Tbsp. cold water
1/4 cup snipped fresh

parsley
2 Tbsp. minced shallots
Salt
Freshly ground pepper
1 egg, slightly beaten
1 cup dairy sour cream
2 Tbsp. milk
Snipped fresh chives
Place potatoes in salted water to cover; let stand at room temperature 1 hour. Mix flour and 1 tsp. salt in medium-size bowl. Cut in shortening and butter until mixture resembles coarse crumbs. Sprinkle with water, 2 Tbsp. at a time, mixing until dough cleans side of bowl. Divide dough in half. Roll half of dough on lightly floured surface 1/4 inch thick; trim in 10-inch circle.

Place pastry circle on ungreased baking sheet. Drain and rinse potatoes; pat dry with paper towels. Combine potatoes, parsley, shallots, salt and pepper in

medium-size bowl; arrange on pastry, leaving 1-inch border at edge. Brush edge of pastry with egg. Roll remaining dough on lightly floured surface 1/4-inch thick; trim to 13-inch circle. Place pastry over potato mixture.

Heat oven to 375 degree F. Fold top edges of pastry under lower edge; flute. Brush top of pastry with egg. Lightly score with tines of fork. Make evenly spaced 1/2-inch cuts around circumference of a 4-inch circle in center of pastry. (This forms the outline of "lid.") Bake until light brown, about 55 minutes.

Mix sour cream and milk. While pie is hot, cut out lid and remove. Spoon sour cream mixture over potatoes; replace lid. Garnish with chives. Serve at room temperature.

EMERGENCY TELEPHONE NUMBERS

MEADVIEW

Sheriff, Deputy (Dolan Spring) 602/767-3254
Sheriff (Kingman) 602/753-2141
N.P.S. Ranger (Meadview) 602/564-2220
602/564-2380
N.P.S. Emergency Dispatcher 702/298-1011

AIR AMBULANCE SERVICE:

Kingman Aviation (24 hr.) 602/757-4706
Air Vegas (Dick Bogenreif) (24 hr.) 702/736-3599
Earl Leseberg
(Boulder City, Nev.) 702/293-9906 (Airport)
702/293-1848 (Home)

AMBULANCE SERVICE:

Sunrise Ambulance Serv. (Kingman) 602/753-6767
Mercy Ambulance Serv. (Las Vegas) 702/382-8525

QUALITY  COURTESY

HUFFERS

MARKET

GROCERIES SUNDRIES

PRODUCE MEATS

EXXON GASOLINE

MOTOR OIL

CAR—TRUCK—OUTBOARD

Meadview Blvd. Meadview

DONS APPLIANCE SERVICE

.....

All types of Electrical and Gas

Appliances serviced,

including

Furnaces & Air Conditioners.

Rates \$5.00 per hr.

plus parts

Phone Meadview 564-2327

Don McAlpine Owner

Rock ramblers to Death Valley

The Meadview Rock Ramblers rock club had a short meeting on Saturday, November 5th, prior to the start of their Fourth Annual Silent Auction, which was held at the Civic Center Auditorium. Mrs. Edith Wilson, Vice President, presided at the meeting. George Love has resigned from the position of president due to a planned absence from Meadview.

Due to plans of a number of members to attend the Death Valley 49ers Encampment at Death Valley, Calif., no field trip will take place in November. The next meeting will be on December 14th, Wednesday, with the Christmas party to be held that same night. There will be a potluck dinner and a gift exchange, the gifts, if possible, to be something in connection with rockhounding.

The Silent Auction was held immediately following the business meeting of November 5th. Members of the Dolan Springs Rock Club, residents of Lake Mead City and Meadview were in attendance to vie with each other in bidding for slabs, jewelry, and other items which had been donated for the sale.

As usual, there were some choice items, for which spirited write-in bids took place, and it was a scramble to get your name written in on items of special interest, hopefully as last bidder!

To those who are unfamiliar with a "Silent Auction," it is operated thus: A slip of paper is placed with each object to be sold. This paper contains the name of the donor, name of the item, with spaces for individual bidders to write their name and bid amount. A bid starts at 25 cents of more,

and could be increased by increments of 10 cents or more. The length of time for bidding is set by the Auction Chairman, but is unknown to anyone else (usually 25 or 30 minutes).

During the bidding period, an individual may place a bid on the items of his choice. Of course, there may be half a dozen or more persons who want the same item, and as soon as one person writes in a bid, someone else adds his name and ups the bid. Since it is a timed event, and the bidder doesn't know just when the bidding will end, things can get rather hectic as frantic bidders try to place the highest bid on chosen objects, often widely separated,--perhaps the length of the auditorium apart!

When bidding time is up, the Auction Chairman blows a whistle, and no further bidding may be done. The person whose name appears last on the bid sheet then collects all his or her "loot," takes it to the cashier and pays for it.

All proceeds of the Auction go to the treasury of the Rock Ramblers, to be used for the purchase of books, refreshments, etc. Books are added to the Club library and are available to all club members for perusal and use.

Mr. Fred Wilson was Auction Chairman; Fred Wilson and Bill Rousey were cashiers; coffee and cookies were provided as refreshments by the rock club.

We're already looking forward to next year's Silent Auction!



Living Waters

BY
DOVIE CORNELIUS

Christmas has always been a time for exchanging gifts with those whom we love. It's a very special time when by some token of giving, be it gift, card or word of greeting, we tell our family, our friends and neighbors that we love them. There is a spirit of love in the air which comes from the God of love.

The greatest gift ever given was when God Gave His Son to us as a tiny baby, born of a virgin, destined to die a sacrificial death on a cruel Roman cross as an exchange or ransom for us that we might spend eternity with Him. No one can ever match this gift. But God didn't stop giving at the manger or the cross. He continually pours out blessings every day to those who will receive His love gifts. Gifts which cannot be duplicated or surpassed. Gifts which Minister to our spirit as well as our body or soul. Gifts of peace, joy, love, hope. Gifts of wholeness. God is no respecter of persons and there is no one who is not eligible to receive from Him just for the asking.

We love receiving gifts as well as giving but I'm afraid we forget the most important gift of all to the most important One of all. John Kennedy said "ask not what your country can do for you, but what you can do for your country. Even so, we should ask ourselves" What can I do for God? What gift can I bring to Jesus who gave Himself for me?" We could give Him that which he desires above all things. That which he has already bought and paid for with His life. That which is more valuable to Him than the total wealth of the whole world. This gift is your life.

Jesus didn't die only for the multitudes but for each and every individual one. If there had only been one person to die for He would have suffered and died for that one.

The next gift He would cherish after we give ourselves to Him is that we would give ourselves to all the other members in His family and now our family. After we have been adopted into God's family and have become His children then we have an awful lot of brothers and sisters whom He wants us to love as he loves them. This isn't as hard as it seems because He gives us His love to give to those who seem to be unlovable, those whose membership tags are different than ours, those whose pet doctrines, eschatology, taboos or freedoms, forms of worship might seem strange. We're never going to agree on all these things till we get to heaven. Jesus wants us to love one another and have fellowship in spite of our differences. But we can all agree about Jesus, who He is why He came, God in the flesh to reveal God Himself to us, was crucified to save us from our sins, that He rose again that we might never die. He's at the right hand of the Father now helping, encouraging, strengthening and praying for us that we might join Him when our spirit (which is the real person) leaves this corruptible body behind. I believe it because God's word declares it.

Read Jesus' prayer in the seventeenth Chapter of John and you'll see what He wants most from those who are His own. In the upper room before the garden experience when he was arrested, then tried. He prayed to the Father for all of us "That they all may be one, just as you, Father, are in me and I in you, that they also may be one in us, so that the world may believe and be convinced that you have sent me."

He wants us to act like children of the King so that others will desire to have this personal relationship with the Father and the Son through the Holy Spirit. He wants us right now, just as we are. We can't clean ourself up first. It's been tried and it just won't work. We come to Him as dirty as we are and let Him wash us as white as the Christmas snow. Only He can wash our sins away and make us acceptable to our Father in heaven. He gives us His own robe of righteousness. It's nothing we do ourselves that makes us right in His sight. It's what He did on the cross that made it available. We only have to receive it. Just as you have to reach out your hand to receive a gift or open the door to receive a visitor we say 'yes' to Jesus by opening our heart and life that He might come in. He also promises when we do this that He will manifest Himself to us. We will know His word is true. We will know He lives in us. We are born of the Spirit and our spirit (not our mind) witnesses with His Spirit and that we are the children of God. This is the greatest miracle in the universe. That God the Creator of all things can live in and through a finite being such as you or me.

This is what Christmas is all about. It's not a religion or a myth, it's a fact. It's been tested and tried millions of times by people of all ages and walks of life and found to be true. It's not only true, it's The Truth and The Truth is a Person, Jesus Christ. Have a very happy and joyful Christmas and don't leave out the Christ.

THE KOLLINGS OF ILLINOIS



Marcia and Byron Kolling, of Glen Ellyn, Illinois, were recent vacationers in Meadview.

The Kollings are owners of "Kollings Systems, Inc.," a firm which markets refuse handling equipment and serves as a refuse disposal and handling equipment consultant. The Kollings founded another corporation, "Bynal Products, Inc.," which they operated for 15 years prior to selling the company and founding their present corporation. Bynal Products, Inc. designed and built refuse handling equipment such as trucks, trash bins, etc.

Marcia and Byron own property in Unit 8 and plan to purchase a mobile home to be installed there for use as a vacation site.

Zip Code meanings

The use of Zip Codes went into use in the U.S. on July 1, 1963. We use them almost every day, or at least each time we write a letter to someone or pay a bill by mail. Many people are unfamiliar with the purpose for which the system was established. The five digit number identified geographic locations in the United States, right down to the local post office.

The first digit of the Zip divides the county into 10 large groups of states numbered from zero (0) in the northeast to nine (9) in the far west. Within these areas, each state is divided into an average of 10 smaller geographic areas, usually an area surrounding some large city, and is identified by the second and third digits of the Zip Code. The last two digits identify the local post office designation.

Use of the Zip Code allows the post office department to process zip coded mail quickly by automatic equipment and, according to the National Zip Code Directory, increases the speed, accuracy, and quality of all mail service (sic). Mail must still be hand sorted at the local post offices, however.

CHURCH DIRECTORY

CATHOLIC

Sunday Mass, 9:00 a.m., Dolan Springs Community Center.

CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS

Kingman 2nd Ward 753-2460
L.G. Sorenson Bishop 753-5244
Sunday Services: Priesthood meeting, 8:30 a.m., Relief Society, 8:30 a.m., Sunday School, 10:00 a.m., Sacrament Meeting, 3:00 p.m., Tuesday: Relief Society, 10:00 a.m. Activity Night, 7:30 p.m. Wednesday Primary, 4:30 p.m.

Home Evening is held as a group meeting on Monday, 8:00 p.m. Call 564-2240 for location of meeting.

MEADVIEW COMMUNITY CHURCH

Rev. A. Geo. Anshutz, Minister
9:45 Church School; 11:00 Morning Worship; 7:00 Evening Service.
7:30 Tuesday, Prayer Service; 1:30 Monday The Priscillas Women's Missionary Group.

MEET AT CIVIC CENTER AUDITORIUM

Drug Enforcement is topic for talk

Lt. Bill Gumaer, head of Narcotics Enforcement for the Mohave County Sheriff's Department, was a guest speaker at the November 29th class in First Aid being given by National Park Service Ranger, Glenn Fuller under the auspices of Mohave Community College. This particular session was devoted to "Drugs and Their Abuse."

Lt. Gumaer told of some of the activities of the Narcotics Enforcement Division, relating numerous experiences he and his men have had in the apprehension of both drug suppliers and drug users. He detailed some of the effects drugs have on an individual, and described and displayed ways drug pushers and users have developed in their attempts to prevent detection. Various drugs and dozens of pieces of equipment which had been employed by drug users were shown.

Most interesting was his portrayal of the drama and the excitement as well as the fear experienced by all law enforcement personnel during the long, lonely stakeouts and the actual apprehension of the individuals involved in a drug bust.

He stated that the general fund of Mohave County has been enriched through the sale of non-drug equipment confiscated in the apprehensions. Some of the equipment, especially aircraft and cars, is being used by the County, thereby saving taxpayers the cost of such much-needed equipment; other items are sold. Confiscated items range from guns (a phony gasoline tank full in one case) to paraphernalia for preparing, smoking, and injecting drugs, to 4-wheel drive units, trucks, airplanes, etc.

Lt. Gumaer has been with the Mohave County Sheriff's Department for the past nine years. He has been head of the Narcotics Division since January, 1975. It was in 1973 that three officers, one from the State Highway Patrol, one from the Kingman Police Department, and then Sgt. Gumaer, of the Mohave County Sheriff's office, were assigned the task of drug enforcement in the County.

Because of the excellent record of the Division in apprehending drug offenders and their development



Some of the narcotics paraphernalia taken from persons apprehended by the Narcotics Division.



Lt. Bill Gumaer (left) head, Mohave County Sheriff's Dept. Narcotics Division, with Glenn Fuller, National Park Ranger, who is teaching First Aid at Meadview.

of methods and equipment for drug detection, officers of the Narcotics Division are in demand by law enforcement agencies across the United States to give lectures and training to personnel in those agencies. Recently they also have been asked to give a presentation in Australia and in Hawaii.

The Division at present has one dog trained to sniff out and locate various drugs, and tales were related of some of his successes. He is a "One-man" dog and will give all to protect the officer to whom he has been assigned. If he has been told to "Watch," all others had better beware.

The Narcotics Division is handicapped to some extent by lack of funds to hire additional personnel to handle the extensive drug problem in our County. Being so close to a large city such as Las Vegas, Nevada, brings many airplane loads of marijuana and other drugs into remote landing strips in

the 13,000 square mile, sparsely settled areas of our County. The profits made from a successful operation seem to make the risk of apprehension worthwhile to the suppliers of the stuff.

Lt. Gumaer was born in San Antonio, Texas. He was a resident of Washington, D.C. for a few years prior to moving to California, where he lived for 14 years before coming to this State. He stated that his life-long ambition had been to become a police officer. After a stint in the U.S. Navy, from 1961 to 1964, he applied for admittance to the Los Angeles, Calif., Police Academy. His Navy discharge came through just too late for him to take the entrance examination being given at that time. While awaiting the next opportunity to take the exam, he took a job working in a gasoline station. While at work there, he fell and seriously injured a shoulder, and as a result he was unable to pass the physical

scheduled to begin training at the Alhambra, Calif., Police Academy. Prior to the start of the course, he decided to visit friends in Arizona. He liked it here, and accepted a job with the Mohave County Sheriff's office, thus foregoing the California Police Academy appointment.

Lt. Gumaer's major training with the Mohave County Sheriff's Dept. was a ten-week course in drug control at the Federal Drug Academy in Washington, D.C., in 1973. Since then he has had many courses lasting for periods of two to three days to as long as two or three weeks. So far he has in excess of 3,000 hours of schooling in drug control. In addition, he is currently pursuing an Associate of Arts Degree at Mohave Community College in Kingman. He is also teaching Police Science at the College.

The walls of Lt. Gumaer's office are covered with certificates awarded to him for successful completion of various courses of study. Included is a plaque awarded him for serving as President of the Alumni Association of the Federal Drug Academy for the years 1975 and 1976. The goals and objectives of the Alumni Association are to provide knowledge of drugs, the methods of detection and apprehension of same, and to train other police officers in the latest developments in the drug scene.

agility test portion of the Academy entrance exam when taking it at the next opportunity. He did pass all the requirements eventually and was

● Meadview Motel

Modern refrigerated units-also some family units available in Meadview community from time to time and arrangements can be made upon inquiry in advance

● Meadview Trailer Park

40 trailer spaces, water, electricity and sewer hookups available

● Weekly and monthly rates available

Cliff & Gicums Sharp
Managers

MEADVIEW MOTEL

Box 2278 Meadview Rt. Dolan Springs, Arizona
Zip 86441

Phone 602-432-286

Completing tour of Indian Caravan with Edith & Fred Wilson

In the last installment of "An Indian Caravan," Edith and Fred Wilson were completing a tour of the Navajo Tribal Park. The tour was conducted by Goulding's Lodge in Monument Valley. The story continues:

At the entrance to the Navajo Tribal Park is the Navajo Visitor's Center and close by is a campground which has no facilities—a dry camp.

The 10th of July we took off for Page, Ariz., and Lake Powell using U.S. 163 and U.S. 160. At junction with AZ 564 we turned in to take a look at the Navajo National Monument. Cliff dwellings of the Anasazi Indians are here. They are called Betatakin and Keet Seel. The first is within walking distance. Keet Seel is in a remote section reached by horseback with guides or one may walk there over a strenuous trail. We got as far as the Visitor's Center and turned back to U.S. 160. Just past AZ 564 a coal conveyor system operated by the Peabody Coal Co. passes over the highway coming from Black Mesa on the Navajo Reservation to reach some immense concrete silos. At this point a fully automated electrified railroad takes over to carry the coal to the Navajo Generating Station at Page about 100 miles away. The stacks of the plant are clearly visible at the lower end of the lake. Black Mesa also supplies coal to a generating station located in the southern tip of Nevada and across the Colorado River downstream from Davis Dam. For this operation a 50 percent water/coal slurry is pumped through a 20 inch or so pipe line running from Black Mesa to the plant. Seven pumping stations along the 270 mile route keep the slurry moving. The water is separated from the coal at the plant. The Navajos receive a royalty for each ton of coal obtained by the strip mining method. We used AZ 98 to reach Page.

The campsite at the lake was the Wahweap Trailer Village. 46 of the group had signed up for the all-day optional boat tour to Rainbow Bridge. There is also a two hour boat tour which some elected to take. We got on board the Ethel G., a 50 ft. long by 14 ft.-7 inch beam fibreglassed hull, twin screw boat. At Goulding KOA in Monument Valley we met and talked with members of a Barre, Vermont YMCA group. They were also going to Rainbow Bridge and boarded a different boat at the Marina. This was of interest to Edith since she comes from Vermont. Glen Canyon Dam was completed by 1966 for power use. It is 710 ft. high to back up the Colorado River some 180 miles. There are 91 major canyons on the lake. Many archaeological sites were covered when the lake came up. All of the known sites were

measured and photographed for the record. The Crossing of the Fathers is also under water. This is the spot where Fathers Dominguez and Escalante crossed in 1776 on their return from an unsuccessful search for a short cut from Sante Fe, New Mexico to Monterey, Calif. Their journey is recorded in the superb diary kept by Father Escalante.

Before we got to the Rainbow Bridge Marina, the pilot took us into Little Arched Canyon where the sides of the vertical walls come to within a foot or so of the boat sides. At the Marina we went ashore, but not really, since the marina is a fully floating facility to include a store, gas station, and a resident Park Service Ranger Station. Our lunch was issued at this point and we proceeded to the dock where the Rainbow Bridge is located. The dock is across the canyon to limit the watercraft movement to this point. A short one-fourth mile hike brings one to the base of the arch. It is an impressive sight, rising 309 ft. above its base. It is the world's tallest known stone arch. Periodic measurements are taken to determine any movement of the arch structure. A sign posted there states that even if the dam were filled to capacity, the water would still be 21 ft. from the base of the west abutment. It is interesting to note that the arch was first seen by white men in 1909 when a friendly Indian guided two white men to the arch. President Theodore Roosevelt visited the arch in 1910 by horseback and soon afterwards proclaimed the site a National Monument. No road leads to the arch from the east side. A very long foot trail gets there from AZ 16. After leaving the bridge site, the pilot took us into Forbidden Canyon which winds tortuously to end at a large cliff overhang big enough to allow the boat to be completely shielded from above. Navajo Mountain, sacred to the Navajos, rises 10,384 ft. to form a fine backdrop when viewing the bridge from the lakeside. On the way back to Wahweap Marina we were taken into Casade Canyon on the west side of the lake. At the narrowest part of this canyon because of the flare of the hull, no water was visible straight down as we glided through. We had left at nine that morning and got back at four in the afternoon. A cover and cover story about Lake Powell can be found in the June 1977 issue of the Arizona Highway Magazine.

July 12th we left at the usual 0800 hours for Kanab, Utah, the last campsite on the tour. Kanab is about 72 miles from the lake along U.S. 89. The Vermillion Cliffs to the north of the highway present an interesting, colorful spectacle. Our camp was the Crazy Horse Camp-

ground in Kanab. A number of Western Movies and some episodes of TV series such as Gunsmoke, Have Gun Will Travel, Lassie, Daniel Boone, etc. were made here. About noon Alma and Ed Daniels (a couple on the tour) and Edith and I visited the Coral Pink Sand Dunes State Park about 26 miles from Kanab. We took a lunch along to have at the Park. We found a very nice picnic spot there. There are 22 camping spots in a paved area. There are no hookups, but water and flush toilets are available. The sand is so fine it is almost liquid in its mobility. Apparently the park allows sand buggies to traverse the dunes as we saw two rigs racing up and down the slopes. There is a profusion of a type of sunflower growing on the dunes. It is called "Rough Mules-Ears". It grows in clumps to several feet wide and to a height of one to two feet.

That evening the caravan organization sponsored atten-

dance at an old time melodrama titled "No Sooner Won than Wed." The excellent cast were students from Dixie College in St. George, Utah. The setting for the play was in an old barn to the rear of Parry's Lodge in Kanab. The audience gets into the act by hissing the villain and applauding the hero. The more the audience got into the spirit of the play, the more the cast responded in kind. It was a very enjoyable evening.

Bryce and Zion National Parks are within easy reach from Kanab. One way to get to I-15 and St. George is to go through Zion National Park (\$2.00 fee, but nothing with Golden Age Cards) and the mile long tunnel. Another way is to go south to Fredonia, Az. and take AZ 389 to Hurricane, Utah which would avoid the grades in Zion Park. In so doing, one could visit the Pipe Springs National Monument about 23 miles from Kanab. It is a stone stockade or fort built by the

Mormons in the 1860s over a flowing spring. It is in an excellent state of preservation. It is similar to Cove Fort built by the Mormons and located in Utah where I-15 and I-70 intersect.

An excellent farewell breakfast was sponsored by the caravan people and catered at the camp site. We went our separate ways about 0900. Most of the rigs were from California. The states of Kansas, Michigan, Idaho, Florida, Washington, Arizona, Louisiana, and Oregon were also represented. We headed for the Hacienda Casino Campground in Las Vegas. We had some minor correction made to our Layton trailer by our dealer in Las Vegas. We had covered 1641 miles in our truck. It was a most enjoyable caravan due in no small measure to the function of the caravan organization. They specialize in trips to Old Mexico usually of 37 days duration. That is food for thought for a trip to Mexico.

Hasta La vista, Amigos.

Meadview deer hunters connect

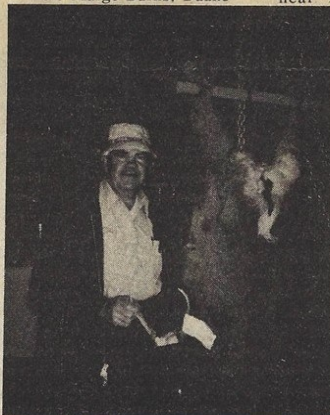
A number of Meadview Nimrods have been prowling the countryside in our State in search of venison steaks—on the hoof, that is. Lucky ones this year were Marge Burns, Duane

Johnson, Edra Lent, Dale Lent, Gary Johnson, Everett Harris, Clotee George, and Jim Turner.

Most of the local hunters drew permits for Unit 10, near Ash Fork, Ariz.;

however, Jim Turner took his deer from Unit 13 in the Arizona Strip, that part of Arizona north of the Grand Canyon.

Pictures of some of the lucky ones are shown here:



This spike buck was taken in the Arizona Strip, Hunt Unit 13, by Jim Turner.



A happy, successful hunter—Everett Harris and his deer for the 1977 season.



Duane Johnson made a magnificent neck shot, head on, to bag this deer on the left. Marge Burns poses proudly beside the 172 pounder she brought down in this year's hunt.

MEADVIEW MONITOR IN REVIEW

MOVIE PRODUCERS TO BUILD AT MEADVIEW

Film producers and Directors, John and Virginia Raymond of Scottsdale, Arizona have been frequent visitors to Meadview since their acquisition of lot 41, Meadview Estates, a year ago.

The Raymonds own and operate a highly successful film company in Phoenix named Diversified Film Services. They have completed many color movies within the state of Arizona, one of which was produced for the Arizona State Fish and Game Commission and several other state agencies. In this particular film, one of the flying sequences showed Meadview and its proximity to Lake Mead while other scenes depicted various scenic points on Lake Mead including Pierce Ferry, Sandy Point and the lower Grand Canyon.

Diversified Film Services also produced and directed a film for Rivcor. This film was essentially about the Colorado River area and included information on the Colorado Rivera, another Rivcor development. The Raymonds also expect to produce a film on Meadview within the next year.

John and Virginia have conceived a unique form of architecture in the development of their magnificent Lakeview lot. In order to capture all of the scenic beauty available in the 360 degree panoramic view from their site, they have decided upon a home with three basic areas, each of which is a perfect circle. Each of the three circular units will contain a segregated portion of their overall home, with all three units blending together to form an outstanding creation. Each of the three units will be on different levels but will be interconnected.

The Raymonds have planned their home quite thoroughly and have designed it in such a manner that all of the sections may be prefabricated in Phoenix and erected on the site.

When completed, we think that this home will be one of the outstanding show places in Northern Arizona. Certainly no other location can provide a view to match the lakeview site such as the Raymonds.

Good Luck, John and Virginia, and we will all be looking forward to watching your progress.

CONSTRUCTION WORK ALREADY UNDERWAY

The U.S. Bureau of Public Roads, in Co-operation with the National Park Service, have signed a contract with the Wells-Stewart Construction Co. of Las Vegas, Nevada for the construction of the Sandy point access road. The contract amount was somewhat in excess of \$1 million.

Construction on the new access road was begun in late August and the tempo is picking up daily. The first work consisted of roughing out a pilot road for the use of the surveyors and engineers now stationed at Meadview.

A well has been drilled at Pierce Ferry for hauling of construction water to the project. Pat Thompson Drilling Company was awarded this contract.

Additional equipment is being added as the various phases of the project warrants. The total construction time for the job is currently estimated at six months, and if this schedule is maintained, the road and launching ramp will be available for use by Spring.

The Sandy Point access

road is the major key to the over-all development of the entire Meadview project. Rivcor officers, Frank Glindmeier and Paul Mullane, are currently underway with development plans pertaining to the community. A complete report of the progress as well as future plans and facilities will be included in the next Meadview Monitor. All Meadview Owners can be extremely proud of their ownership and of their pioneer spirit that gave them the vision to purchase before the boom.

The Sandy Point road brings to the Meadview area for the first time, a permanent lake access route which will be utilized for all time by recreation traffic regardless of the lake level. This assurance of permanent access will inspire many owners to complete their original building plans. To meet the expected activity and demands for services, plans for development of utilities are now under-way.

If you have the opportunity within the next few months, plan on visiting the tract office and the road construction site.

AG & F fees to be upped in future

The Commission has taken a big step toward obtaining more funds for the protection and perpetuation of wildlife in Arizona, calling for legislation authorizing some form of general tax revenue. Most of the Department's budget has traditionally come from either license and tag sales or federal excise taxes, but it has become painfully apparent that sportsmen cannot protect the environment "single-handedly."

A new schedule of fees for licenses and tags is being requested, with "reasonable increases" in costs to hunters and fishermen, but for the long term the Commission plans to approach the legislature with requests for the money needed to do a proper job on all other aspects of wildlife management. With this in mind, the Department is now drawing up a list of requirements and costs for services which the Department should be providing in the next five years. It is hoped that the public will come out in support of these much-needed projects.

LETTERS TO THE EDITOR ARE WELCOME

BUY, SELL, TRADE DEPT.

Any Meadview property owners may place an ad in the Monitor free of charge subject to the following conditions:

1. Ads will be limited to five (5) lines of 31 characters and spaces each, including name and address or phone number.
2. No real estate advertising will be accepted.
3. A limit of one ad per issue.
4. Ad will be printed in one issue only, except that a new submittal of the ad may allow its publication subject to approval of the Monitor editor.
5. Ads must be received by the Monitor editor at least ten (10) days prior to input deadline.
6. Verbal ads will not be accepted; ads must be submitted in writing.
7. Ads may be brought to the M.C.A. office or addressed to: Meadview Monitor Want Ads Box 2499 Meadview Route Dolan Springs, Az 86441

FOR SALE: Beautiful Desert Stationery, Handmade by Members of The Priscillas at Huffers' Market.

BIODEGRADABLE Home Care and Laundry Products. Meadview. Phone 564-2256.

ARIZONA PLACEMAT sets of 6 boxed \$4.50. Handmade desert flower stationery; other gift items. See at Trailer Sales Off., Wednesdays 1:30-3:30. The Priscillas

New Commander for Coast Guard Auxiliary



Barney Hier

Mr. Bernard "Barney" Hier, of Kingman, Ariz., has been elected Commander of U.S. Coast Guard Auxiliary, Flotilla 98, based in Kingman, Ariz., and will assume the position on January 1, 1978. Barney is also Chairman of Inland Operations on the District Staff of the C.G. Auxiliary. In addition to the above, he is an instructor and a motorboat examiner.

He has successfully completed six of the seven National Specialty courses necessary to qualify for the National Auxiliary Pin (AUXOP), the highest award given to C.G.A. members. He needs to complete the Piloting and Charting course to receive the pin, and has already completed two-thirds of these requirements, having successfully passed the written and the practical portions of the test. Still to be completed is the Charting section.

Barney, along with his wife, Vice Commander Pearl Hier, taught a class in "Boating Skills and Seamanship" under the auspices of the Coast Guard Auxiliary in Meadview in late 1975 and early 1976. At the completion of the course, some 20 Meadviewers received Coast Guard certificates. The Hiers also inspected and issued Safety Decals to 13 boats belonging to local residents.

This past April Pearl and Barney again journeyed to Meadview to perform boat inspections and issue the Safety Decals. They will repeat the inspections here sometime next spring.

The Coast Guard Auxiliary holds meetings in Room 7 of the Kingman High School the first Thursday of each month. Meetings start at 7:30 p.m., and visitors are welcome to attend. Members of Flotilla 98 who are qualified, perform part work on Lakes Mead and Mohave.

**NEXT MONITOR
DEADLINE FEB 3**

**THIS SPACE AVAILABLE
FOR YOUR AD**

1978

JANUARY

1978

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1 NEW YEARS DAY Sunday School: 9:45 a.m. Children 7:00 p.m. Adult 11:00 a.m. Church	2 Silversmith Class 7-10 p.m.	3 MCA-Landex Office closed	4 Bookmobile Huffers Mkt. 8:30-10:30 a.m.	5 7:30 p.m. Game Night	6 7:30 p.m. Team Pool	7 Cookout 6 p.m. Take Down Christmas Decorations
8 Sunday School: 9:45 a.m. Children 7:00 p.m. Adult 11:00 a.m. Church	9 Silversmith Class 7-10 p.m.	10 MCA and Landex Offices Closed	11 Meadview Rock Ramblers Meeting 7:30 p.m.	12 7:30 p.m. Game Night	13 7:30 p.m. Team Pool	14 Cook Out 6 p.m. Movies After
15 Sunday School: 9:45 a.m. Children 7:00 p.m. Adult 11:00 a.m. Church	16 Silversmith Class 7-10 p.m.	17 MCA and Landex Offices Closed	18 Health Clinic 10-12 a.m. Civic Center	19 7:30 p.m. Game Night	20 7:30 p.m. Team Pool	21
22 Sunday School: 9:45 a.m. Children 7:00 p.m. Adult 11:00 a.m. Church	23 Silversmith Class 7-10 p.m.	24 MCA and Landex Offices Closed	25	26 7:30 p.m. Game Night	27 7:30 p.m. Team Pool	28 Pot Luck Dinner 6:30 p.m. Bingo After
29 Sunday School: 9:45 a.m. Children 7:00 p.m. Adult 11:00 a.m. Church	30 Silversmith Class 7-10 p.m.	31 MCA and Landex Offices Closed			1978 JANUARY	

1978

FEBRUARY

1978

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1978 FEBRUARY			1	2 7:30 p.m. Game Night Ground Hog Day	3 7:30 p.m. Team Pool	4
5 Sunday School: 9:45 a.m. Children 7:00 p.m. Adult 11:00 a.m. Church	6 Silversmith Class 7-10 p.m.	7 MCA and Landex Offices Closed	8 Meadview Rock Ramblers Meeting 7:30 p.m.	9 7:30 p.m. Game Night	10 7:30 p.m. Team Pool	11 Cook Out 6 p.m. Movies Follow
12 Sunday School: 9:45 a.m. Children 7:00 p.m. Adult 11:00 a.m. Church	13 Silversmith Class 7-10 p.m.	14 MCA and Landex Offices Closed	15 Health Clinic 10-12 a.m. Civil Center Bookmobile Huffers Mkt. 8:30-10:30 a.m.	16 7:30 p.m. Game Night	17 7:30 p.m. Team Pool	18
19 Sunday School: 9:45 a.m. Children 7:00 p.m. Adult 11:00 a.m. Church	20 Silversmith Class 7-10 p.m. Washington Birthday	21 MCA and Landex offices Closed	22 Full Moon	23 7:30 p.m. Game Night	24 FULL MOON 7:30 p.m. Team Pool	25 Pot Luck Dinner 6:30 p.m. Bingo After
26 Sunday School: 9:45 a.m. Children 7:00 p.m. Adult 11:00 a.m. Church	27 Silversmith Class 7-10 p.m.	28 MCA and Landex Offices Closed				