

WARREN, ARIZONA - THE CITY BEAUTIFUL

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PREFACE

Family Background

The authors' maternal grandparents, LeRay and Minnie Brehm, came to Bisbee, Arizona from Sharron, Kansas in 1921. For the next 65 years, LeRay and Minnie owned and operated Brehm's Jewelry Store on Main Street in Bisbee. LeRay and Minnie lived in Warren, first at 300 Hovland Avenue, and from 1927, at 309 16th Terrace. They had two daughters, Eunice and Charlotte, who grew up in Warren.

In 1941, Eunice and her husband, Bisbee area optometrist Dr. Charles Roberts, built a house in Warren at 122 East Vista, across the street from the Warren Ball Park. Eunice and "Doc" Roberts lived in that same house in Warren until their deaths in the late 1990's.

Charlotte Brehm married Clinton Ring at the Warren Community Church in 1938, and then moved "back East" where Clinton worked. Their two children, Bob and Al, the authors of this paper, were born in 1940 and 1943 respectively. Over the years, the Ring family periodically visited Warren on vacations. Bob and Al, now retired, live in Tucson, where they do research and write on Arizona and family history.

Sources

Most of the pictures used in this paper to document the history of Warren come from Al Ring's collection of 18,000 Arizona postcards.

Acknowledgments

The authors want to thank two people for their generous help in gathering and sharing material for this paper:

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WARREN, ARIZONA – THE CITY BEAUTIFUL

Why Warren?

Something had to be done!

By 1905, Bisbee, Arizona, the “Queen of the Copper Camps,” was grossly overcrowded with a population of over 10,000 persons. The hillsides above Brewery Gulch and Tombstone Canyon were crowded with ramshackle wooden shacks, lined up one above the other. “Long flights of almost vertical wooden stairs, winding dirt paths, twisting trails, and tortuous streets connected the mines, homes, and business sections.” (1)

Bisbee suffered from repeated calamities of floods, fires, and epidemics. Sewage ran freely everywhere. Garbage and animal carcasses littered the streets. Burned black powder, sulfurous smelter fumes, and wood smoke added to the pervasive, pungent odors. There was constant noise from round-the-clock mining operations, including rock crushers, explosions of dynamite, steam hoists, and railway locomotives. The upper end of Brewery Gulch housed Bisbee’s red-light district, an area of warehouses, dance halls, gaming parlors, and saloons. This area was notorious for robbery, assault, and drug use. Overcrowded schools and inadequate parks contributed to poor living conditions for miners and their families.

To make things worse, Bisbee desperately needed to grow because copper mining operations were expanding and the mining population was increasing rapidly. The copper ore body was trending to the south, so mining needed to expand to the south. Because of the natural lay of the Mule Mountains, the only opportunity for residential growth was also to the south, but it didn’t make sense to build over the ore body. So it looked like the best choice was to “leap frog” the ore body and expand the town at a remote site further to the south.



Bisbee in the early 1900’s offered poor living conditions for copper miners and their families.

Another determining factor was the intense competition for employees among Bisbee’s mining companies. One of those employers, the Calumet and Arizona (C&A) Mining Company, wrote in their 1906 Annual Report: “It has been found imperative in order to retain the best class of employees that a desirable place be provided where they can build and own homes.” (2)

The “City Beautiful” Movement Provides a Vision for Warren

So the C & A Mining Company set out to develop an entirely new town! And while they were at it, they wanted to provide improved living conditions by incorporating the latest city planning principles, technology, and development approaches. C&A management thought that the national “City Beautiful” movement might provide an appropriate model for their new town.

Across America in the early 1900’s, there was rampant industrial growth with accompanying urbanization, as in Bisbee. America’s cities were suffering from overcrowding, deterioration and unsanitary conditions. An urban reform movement sought to improve moral and civic virtue by beautifying cities. This City Beautiful movement was the beginning of comprehensive city planning in the United States. The City Beautiful became the common ideal that combined a range of goals and aesthetics into the single concept that cities were more than merely commercial necessities, but that they could be an effective social control device and that they could be *beautiful*. (3)

The first practical City Beautiful models were the Plan for Washington D.C. and the comprehensive Parks and Boulevards Plan for Harrisburg, Pennsylvania. These plans, created by Warren Henry Manning, came to public attention in 1902 and inspired the development of a City Beautiful plan for Warren.



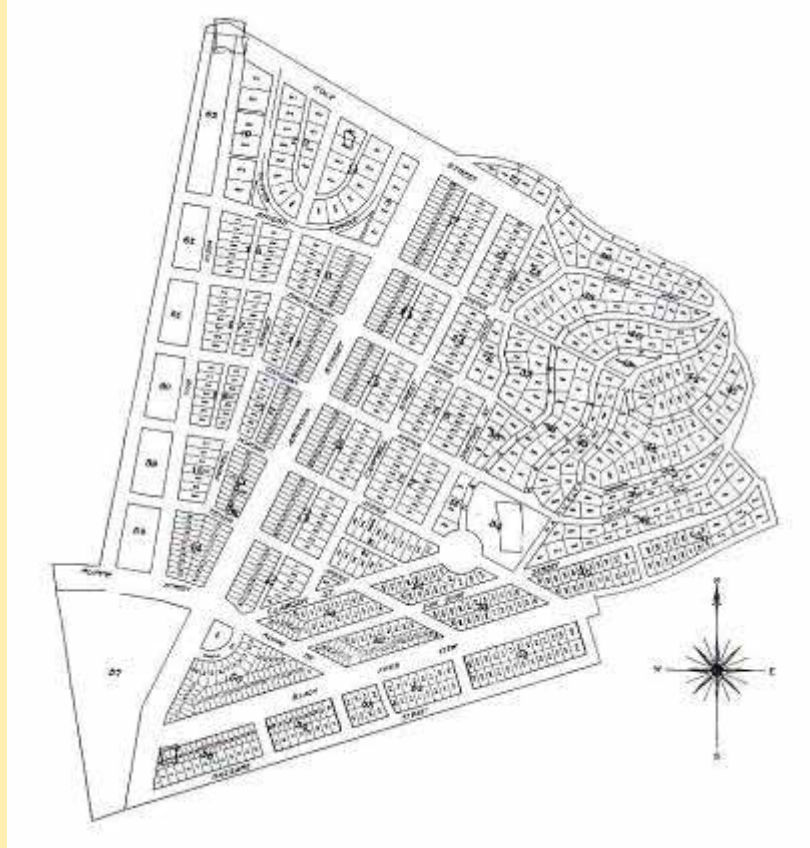
The new town of Warren was to be named after the legendary George Warren.

The Warren Townsite Plan and Development

In May 1905 the C & A Mining Company started planning for the new town, to be called Warren, after George Warren (not Warren Henry Manning). George Warren was one of the original discoverers of the fabulous Bisbee copper mines in 1877, namesake of the Warren Mining District, and a most colorful, legendary character of the period. (4)

C&A organized the Warren Realty and Development Company (known as the Warren Company), raised \$900,000 through issuance of stock, and started planning for a townsite. Warren was to be located three miles southeast of Bisbee, well beyond the anticipated expanding mining area. The site was at the head of a valley that broadened out to the south, on a plain of rolling land and hills. The Company secured 1,000 acres of land for a planned community of 200 homes. This was raw, barren land, on which only a few scrubby bushes grew.

In January 1906 the Warren Company hired Warren Henry Manning to prepare a plan for the Warren townsite. From the beginning, Warren was to be a City Beautiful (the only such town in Arizona). The idea was to combine comprehensive functional and aesthetic qualities from the City Beautiful concept with the critical characteristics of a mining company town: affordable housing, sanitary conditions, a good water supply, and recreational and educational opportunities.



Warren's "City Beautiful" plan featured half-mile long Vista Park and wide boulevards.

The townsite was laid out in a wedge or fan shape to take advantage of natural drainage. From the center of the fan, wide boulevards reached out symmetrically. To the northeast, steep hillsides required curving, concentric roads, following the topography. This provided access to residential lots commanding a view of the townsite and surrounding countryside. The townsite plan was dominated by Vista Park – 2,500 feet long, and 160 feet wide, flanked on either side by 60-foot wide boulevards. The park's southern end was to terminate in a broad open "Plaza."

Warren's development started officially on October 6, 1906, with a groundbreaking ceremony. (Design and construction of an electric railway system to connect Warren with Bisbee also started at about this time; see below.) On January 7, 1907, after completion of street grading and installation of electrical service, the Warren townsite was officially opened to the public. Marketing of the townsite and the sale of lots were handled by the Warren Company.

The first building constructed in Warren in 1907 was the two-story office building of the Warren Company. Other early important non-residential buildings included the Warren-Bisbee Railway Car Barn (1907) and the C & A Mining Company Office Building (1909). (The Warren Baseball Park was also constructed during this

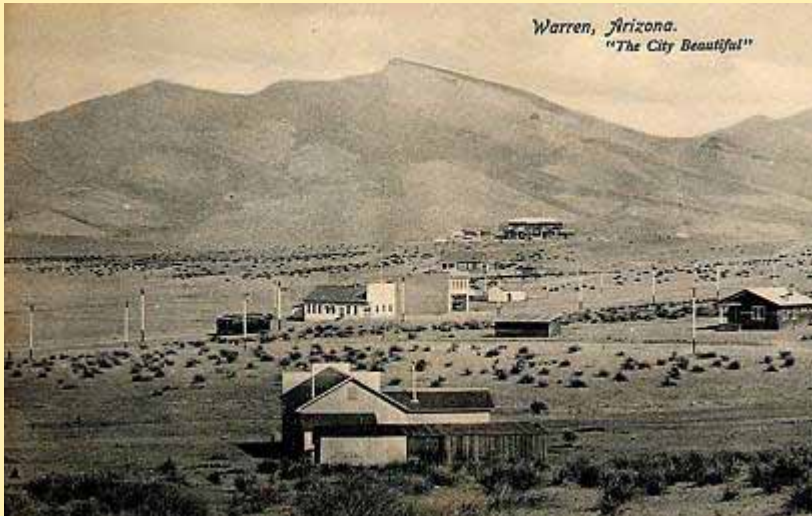
early period; see below.)

A modern sewage and water system were completed in 1907. Water pumped from the Bisbee mines (“copper water”) flowed by gravity through a series of pipes, both underground and supported by wooden flumes, to Warren. This provided free irrigation for lawns, gardens, and thousands of trees planted throughout the community. To protect against infrequent, but torrential rains, flood channels were dug right down the middle of several wide boulevards, in the direction of the natural drainage.

Miners and their families quickly began populating Warren. Typically their homes were single- family bungalows, costing less than \$1000 to build. A hand-penned deed for a small house built in 1909 sets out the particulars of the sale and Warren’s residential building code:

“Witnesseth: This indenture made the fifteenth day of July in the year of our Lord, one thousand, nine hundred and nine, in the townsite of Warren, County of Cochise, Territory of Arizona, in consideration of the sum of seven-hundred and thirty five dollars does hereby grant, sell and convey this property. Furthermore, neither the said premises nor any part thereof shall be used for a resort of gambling nor for the sale of intoxicating liquors, nor for use as a hog pen, slaughter house or the tanning of hides nor for lewd or illicit activities between men and women. Signed Jesse Yoakim, Notary Public.” (5)

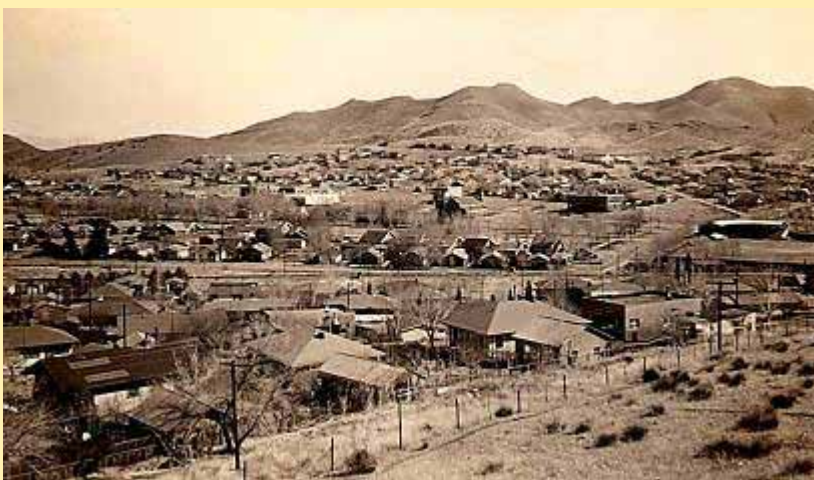
There were 650 residents in Warren at the end of 1910. Vista Park was completed in 1911. A dance pavilion and a community swimming pool were soon built in the park. By 1913, Warren had a population of nearly a thousand people. In 1917, more than 90 percent of the residents of Warren owned their own homes, most paid for through payroll deduction. (C&A mineworkers made \$5-6 per hour between 1915-1920)



1908 – The newly completed Douglas Mansion is in the right-center background. Below and left of the Douglas Mansion is the two-story Warren Company Building. A trolley can be seen at center left. The white poles strung electric lines to supply power for the streetcars and nearby buildings. (View from hill behind trolley barn, looking northwest.)

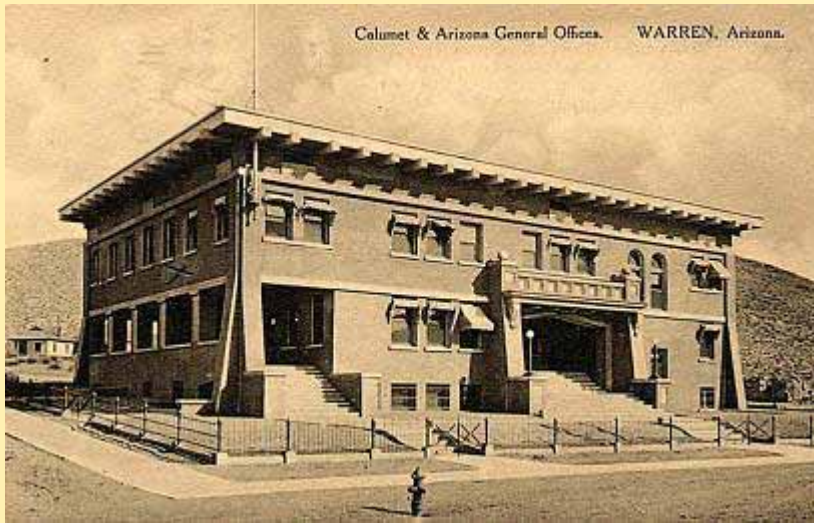


1908 – The fan-shaped street layout is evident in this early picture of Warren. The trolley barn is seen at center right. The dark spot at center left is where the Warren Ball Park was built in 1909. (View from hill south-west of Warren, looking north-east.)



Early 1920's – The Warren Ball Park is seen at center right. The two-story Calumet & Arizona Mining Company Office Building is just left and up from the Ball Park. By this time Warren had about 500 homes. (View from hill above the Terraces, looking east.)

From the beginning of the town's development in 1907, until the 1920's, Warren was consistently referred to as the City Beautiful.



The Calumet & Arizona Mining Company Office Building was one of the first buildings constructed in the new town of Warren. The building was located at the south end of Arizona Street, near the ball park.



The C & A Mining Company provided this hospital for the area's mining employees. The hospital was built on a hill at the end of Hillcrest Street in 1918. The hospital closed in 1930 after the C&A Mining Company merged with Phelps Dodge.



The Warren Country Club was about three-quarters of a mile south of Warren. The electric railway brought people to the Club for golf, tennis, rifle shooting, and social activities. Lacking water for grass greens, oil was mixed with sand to provide a smooth putting surface.

These are some of the well-known architectural landmarks of early Warren.



Craftsman bungalow style residential cottages were chosen as the unifying architectural theme to line both boulevards of Vista Park.



The Douglas mansion was a subdued Spanish style with small balconies, arches, and relieving holes under the eaves. The roof was red tile.



The Greenway mansion foreshadowed today's rambling ranch houses. There was decorative scrollwork in the fascia board. The masonry work in the structure was highly regarded.

Warren's eclectic architectural mix included the simple bungalows of the working man and the massive mansions of the mine managers.



The Dance Pavilion in Vista Park was a center of Warren social activity.

Warren also attracted the managers of the mines. Walter Douglas, general manager of Bisbee's largest copper mining operation, the Copper Queen Consolidated Mining Company, built a mansion in Warren at the north end of the Vista, atop Black Knob Hill, overlooking the park. The 41-room imposing structure was begun in 1907 and completed in the summer of 1908. (6)

Another mansion of note was completed in the spring of 1909 for Louis W. Powell, then the Vice President and General Manager of the C & A Mining Company. The next occupant of the house, with whom it is associated, was John Campbell Greenway, who became General Manager of C & A in 1910. (7)

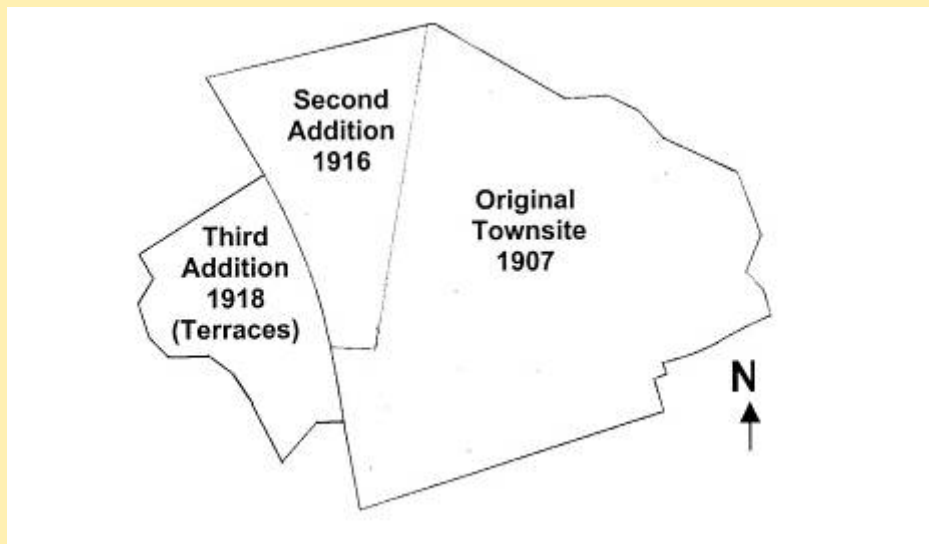
In September 1908, the prestigious publication, *The Architectural Review*, featured Warren as "An Ideal City in the West." The article extolled the original vision for Warren and highlighted drawings of the planned plaza and city buildings, drawing favorable comparisons to examples of European and big-city USA architecture. However, the article also, somewhat pompously, lamented that the "best laid plans" were not being followed and that architectural uniformity and symmetry were lacking. Sounding like a petulant building code czar, the author Huger Elliot, decried individuality of architectural expression and asked, "How long are we to allow certain of our citizens to violate the rights of others?" (8)

So without strict architectural control, but in true entrepreneurial spirit, Warren's development continued. It was to be a self-contained community, not dependent on Bisbee. Warren began developing its own commercial district, including a post office, hotel, barbershop, drug store, grocery store, restaurant, bakery, and churches. As the years went by, variety stores, cafés, a movie theater, a car dealer, a gas station with garage, a dry cleaner, an appliance repair store, a beauty shop, a bowling alley, realtors, insurance agents, a doctor's office, hardware store, and a liquor store were added. There were no bars in Warren.



A fine school building, the Greenway School, named for John Greenway, was completed in 1918, just down the street to the west of the Greenway Mansion.

By mid 1918, the population of Warren had reached about 2,000 persons. Warren grew quickly with expanding mining operations and by 1922 had about 500 residences. However, depressed copper prices in the 1930's resulted in minimal business activity and slowed Warren's growth dramatically. Warren had reached its development maturity.



*In 1916 Warren's Second Addition (west of Vista Park) was opened. In August 1918 Warren's Third Addition (the Terraces) was opened on the hillsides northwest of the baseball park.
(Map by Bob Ring, 2001)*

Arizona's Only Interurban Trolley System

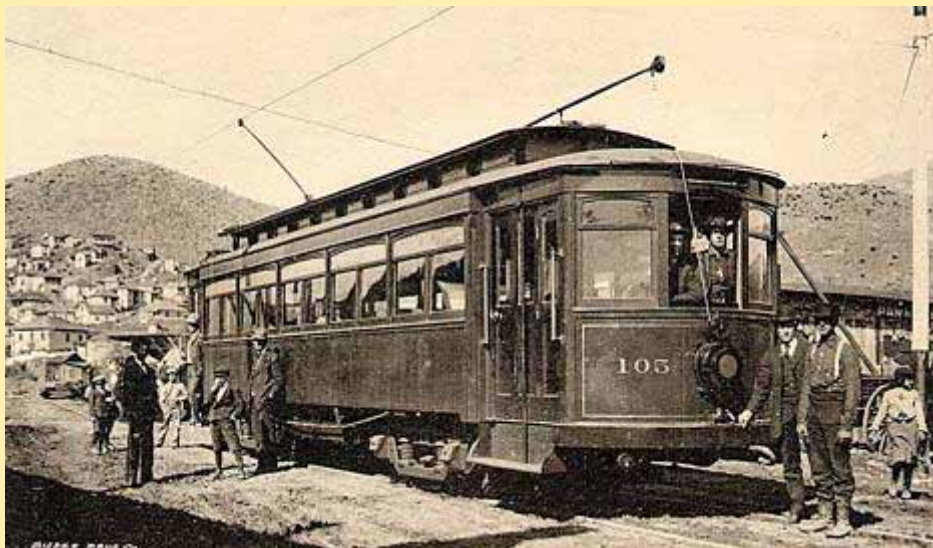
Automobiles were rare in the early 1900's and Bisbee had no public transportation. Most people had to live within walking distance of the copper mines and Bisbee businesses. Thus, interurban transportation was required to make the remote residential town of Warren practical. (9)

Design and survey for an electric railway to link Warren with Bisbee was completed in January, 1907 by the Warren Company. Grading of the roadbed and laying of steel rails proceeded steadily; the inaugural run of the Warren-Bisbee Railway took place on March 12, 1908. The arrival in Bisbee of the first railway car from Warren was attended by 3,000 people, "one of the greatest demonstrations ever held in the camp." (10) Nine months later, the line carried its 1,000,000th passenger. With the streetcar line a reality, the growth of Warren was assured.

Due to rugged topography between Warren and Bisbee, the electric railway was one of the steepest in the United States. The grades reached seven percent, with an elevation increase of 377 feet between Warren and Bisbee. Only ten percent of the line was on level ground.

Each of the 42-foot long trolley cars (called streetcars by the local population) had four 40-horsepower motors that provided enough power to accommodate the seven-percent grades. The cars were equipped with airbrakes to hold them on the steep grades. Electric power was supplied by a 500-KW Westinghouse-Parsons Turbo Generator, positioned near the center of the line. Each trolley sat 40 people, with standing room for 75, plus a motorman. The all-steel car barn, where the trolleys were stored and maintained, was located in south Warren.

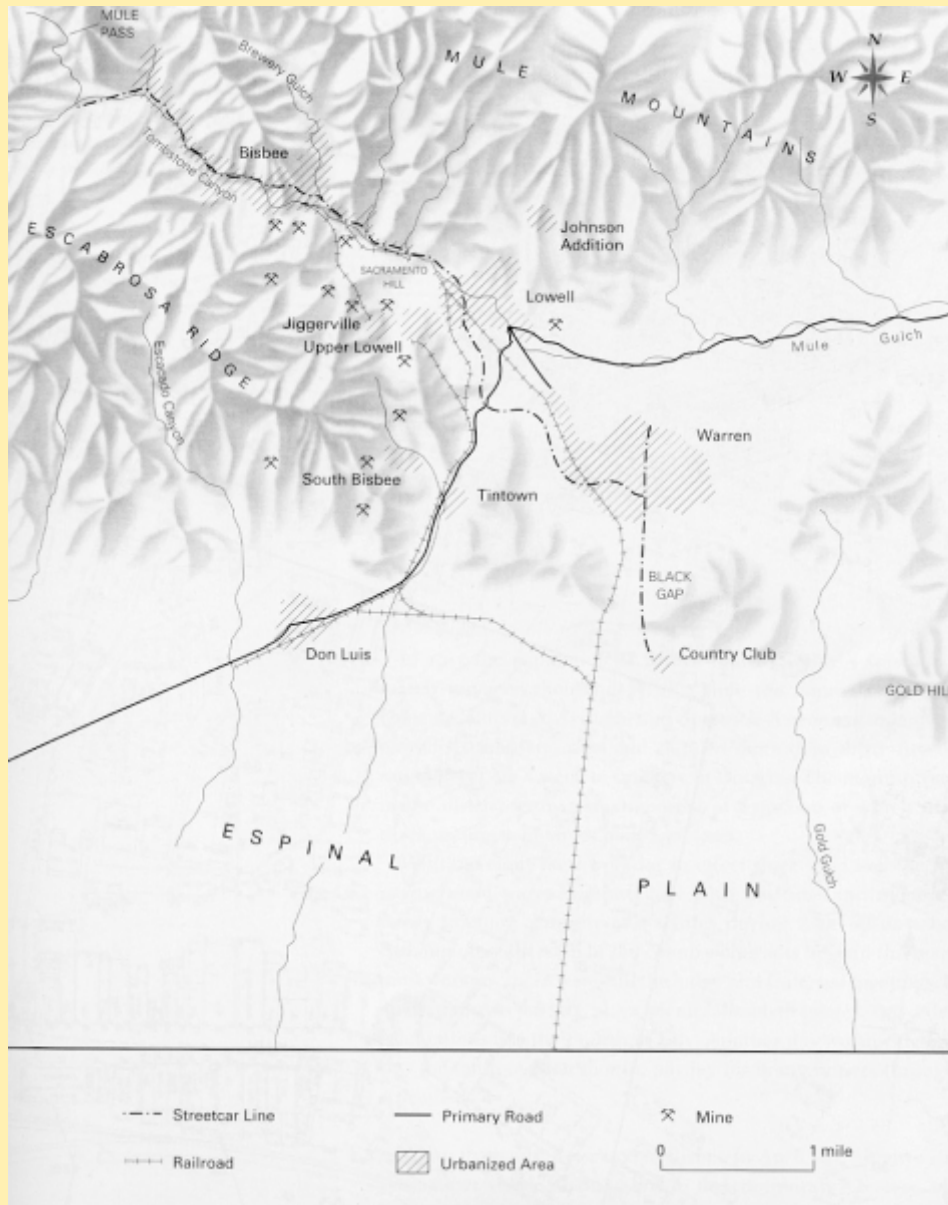
There were seven closed passenger cars, numbered sequentially from 101 to 107. The cars could be operated independently or coupled together in trains. The trolley ran each day from 5:30 am to 2:30 am to coincide with shifts at the mines. The one-way fare from Warren to



The Warren-Bisbee electric railway was the most modern streetcar system in the world at the time of its inauguration in 1908.

Bisbee was a reasonable 10 cents. The scheduled travel time from Warren to Bisbee was 25 minutes, including intermediate stops along the way.

Annual ridership on the line increased to a maximum of 2,500,000 persons in 1917. However, by 1920, automobile ownership and the impending depression in copper prices began to affect the railway operations. Ridership began to decline. The final run of Warren-Bisbee Railway was June 1, 1927. The electric streetcars were superceded by a bus line that ran until 1971.



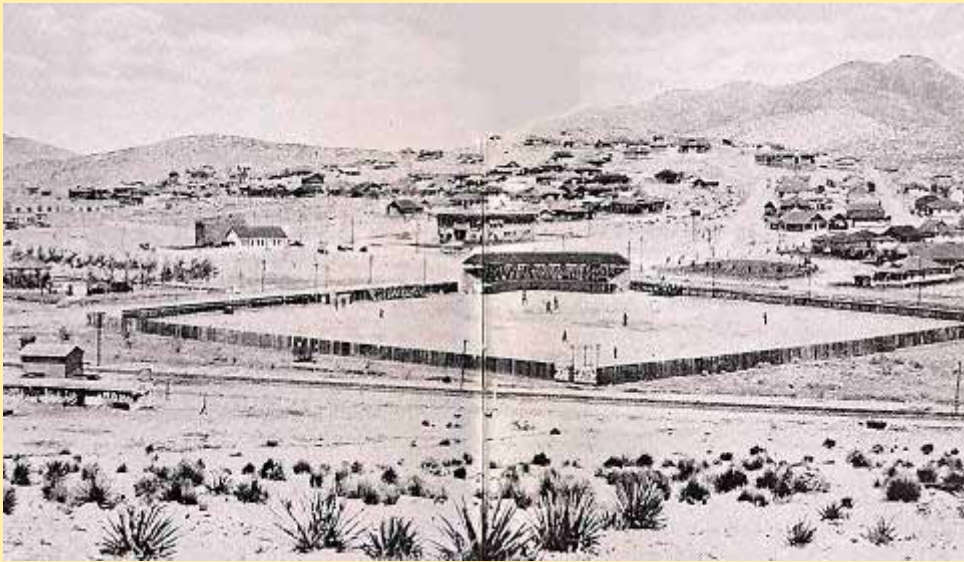
*By 1912 the Warren-Bisbee Railway had reached its ultimate length - 12 miles. This included extensions up Tombstone Canyon in Bisbee and to the Warren Country Club, about three quarters of a mile south of Warren.
(Map courtesy, Bisbee, Urban Outpost on the Frontier)*

Baseball Spurs Warren Development

Baseball was a popular sport in the early 1900's. In 1909, the Warren Company decided to capitalize on baseball's popularity and invested \$3,600 to build the Warren Baseball Park. Besides providing amusement for Warren residents, a primary objective was to increase ridership on the Warren-Bisbee Railway by drawing fans from Bisbee. (11)

The ball park was built in the "Plaza" of the original townsite plan, just northwest of the streetcar barn. The fences and a small roofed grandstand were constructed of wood by a local crew in a little over a month. The original grandstand could seat 1,500 people, with additional space in bleachers. A material upgrade by the WPA in the 1930's added a substantial cast-in-place concrete grandstand. Lights were added in 1939. (12)

The first ballgame in the new ball park was played on June 27, 1909, with 500 spectators. The new Bisbee team won that first game, defeating the El Paso Browns 8 to 3. The ball park was an immediate success!



Courtesy of Bisbee Mining & Historical Museum

The first ballgame in the new Warren Ball Park was played on June 27, 1909.

In the early years the Bisbee team competed with other semi-professional teams from Douglas and Benson, and other regional teams from the southwest.

A long association with organized baseball began in 1928 with creation of the Arizona State League. From 1928 until 1955, the Warren Ball Park hosted teams from the Arizona-Texas League, the Southwest International League, and the Arizona-Mexico League. From 1946 to 1955, the franchise was shared with Douglas. The teams were variously known as the Bees, Cherubs, Javalinas, Yanks, and Copper Kings. (13)

Deportation of Striking Mine Workers

The Warren Ball Park was the scene of one of the most significant and controversial labor disputes in American history.

The labor environment in the Bisbee copper mines in the summer of 1917 was explosive. Mining technology had reduced the need for traditional mining skills. Safety, working conditions, and wage scales were issues.

Ethnic tensions existed between American, European, and Mexican miners. The U.S. had entered World War I only a few months earlier, raising feelings of nationalism and fear of sabotage. There was also concern about Mexican revolutionaries.

The Industrial Workers of the World (IWW), one of the more radical labor unions of the day, was very active in Bisbee in organizing the camp's mining population. The IWW frightened employers with its demands and its reputation for violent confrontation.

The managers of Bisbee's copper mines refused to recognize the union's demands and were emphatic that there would be no compromise.

On June 27, 1917 nearly half of Bisbee's 4,700 miners went out on strike. With copper a critical war resource, strikers and their supporters were regarded as "people of treasonable inclinations." In response, the mine managers prepared a plan for possible deportation of the striking miners. Such deportations were not unusual in late 19th and early 20th Century western mining towns, although nothing of this scale had ever been accomplished.

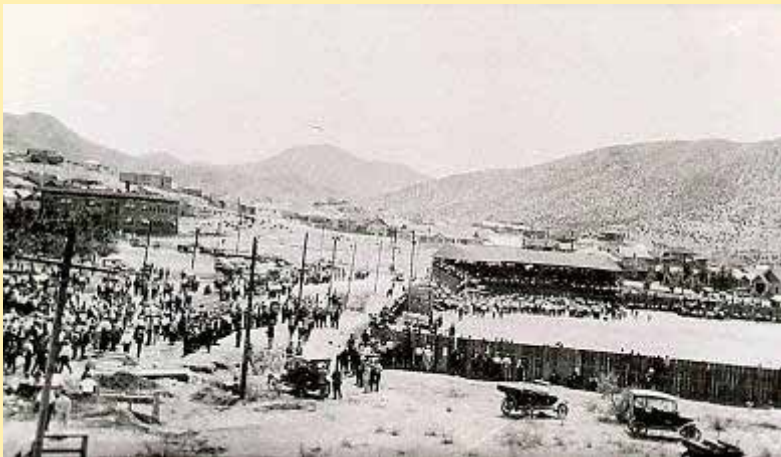
With the encouragement of the mine managers, vigilante groups, under the leadership of the Sheriff of Cochise County, were formed. Early on the morning of July 12, 1917, the striking miners were rounded up, starting in Bisbee's downtown plaza. Those strikers who refused an offer to return to work were marched four miles under armed guard to the Warren Ball Park. Along the march, additional strikers were added at other collection points.

At the ball park, the striking miners were again requested to return to the mines. The 1,186 strikers who still refused to go back to work were loaded into a special freight train of 23 cattle and box cars, provided by the Phelps Dodge controlled railroad, the El Paso & Southwestern. The train left Warren about noon, headed for Columbus, New Mexico, 174 miles away. Officials in Columbus would not accept the deportees, so the train backtracked to nearby Hermanas, near an Army camp, where the deportees were abandoned. (14)

The question of whether the deportation was an act of patriotism designed to ensure continued copper production for the war or a violation of human rights was argued in the press and the courts for years. Although a few deportees received small financial settlements, most of the court cases were ultimately dismissed. In some people's minds, the image of Bisbee's copper companies was badly tarnished. Even the development of Warren was second-guessed as "part of a sinister plot to render the common hardrock miner subservient to corporate interest." (15)



Striking miners were marched under guard from Bisbee through Lowell to the Warren Ball Park. Strikers from mines south of Bisbee were picked up along the way.



The Warren Ball Park was used as a collection and staging area for the deportation. Strikers entered the northwest gate of the ball park, where they spread out into the grandstand and onto the baseball diamond.



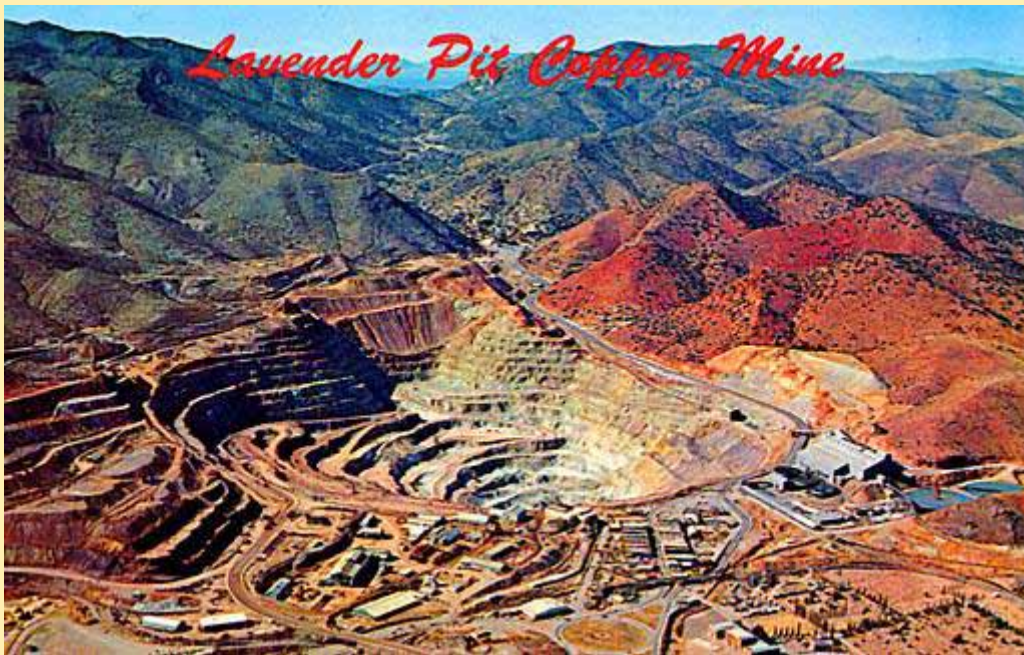
The strikers were loaded into a special train and deported to New Mexico. Most of the deportees never returned to Bisbee.

In 1917 almost 1200 striking miners were deported from Bisbee.

The Lavender Pit and Mine Dump No. 7

Within days of the deportation of the striking miners, a new era of open-pit mining began in Bisbee. Open pit mining allowed recovery of lower-grade ore than had previously been obtained from the vertical mine shafts and tunnels. First, one of Bisbee's well known landmarks, Sacramento Hill, was literally obliterated. Production of copper ore from the Sacramento Pit began in 1921. Within 12 years, over 32,000,000 tons of material, two thirds of it waste, was removed with giant steam shovels, leaving a large crater.

Then, in 1951 work started on probably the last major copper mining operation in Bisbee, the Lavender Pit, just south of Sacramento Pit. The concentric contours of the Lavender Pit gradually spiraled outward to devour most of Bisbee suburb, Lowell, as well as the Sacramento Pit. The huge pit grew to a depth of 900 feet, a mile long, and a half-mile wide, covering about 300 acres! Huge electric-powered shovels, four times bigger than the shovels that excavated the Sacramento Pit, removed 400,000,000 tons of earth, including 93,500,000 tons of ore to be processed for copper. (16) Two hundred and fifty houses were relocated, U.S. 80 was shifted to the north, and the railroad line into Bisbee was entirely removed. (17)



The Lavender Pit grew to a depth of 900 feet, one mile long, and a half-mile wide.

The excavated material that was not processed for copper was transported southeast of Bisbee to the northern edge of Warren. Massive artificial mountains of waste material began to build. When the Lavender Pit closed in 1974, this huge Number 7 Mine Dump matched the dimensions of the Lavender pit itself, measuring about a mile in length, a half-mile in width, and several hundred feet high. (Mine Dumps 1-6 had ringed the edge of the Sacramento Pit and had either been obliterated by the Lavender pit or had been cleaned up by this time.) This mountain of waste encroached right up to the backyards of homes in northern Warren, including the Douglas and Greenway mansions. (18)

In the years since the Lavender Pit closed, copper recovery technology has advanced and the mountain of waste has become a "low-grade ore stockpile." About one million pounds of copper per year have been recovered from Mine Dump No. 7 through a "chemical heap leaching" process. Ferric sulfate/sulfuric acid solutions are drained through the material, causing a chemical reaction that dissolves low-grade copper. The resulting

copper-containing solution is collected in large “ponds” at the eastern edge of the dump and then piped about two miles west to a precipitation plant for extraction of the copper.

There has been considerable controversy about this leaching operation because of the dangerous chemicals used and concerns about potential environmental impacts on ground and surface water, vegetation, and wildlife (19)



A huge artificial mountain of multi-colored mining waste from the Lavender Pit mars the view from Warren.
(Photo by Bob Ring, 2001)

So Warren was now bordered on the north by a pile of mining waste and large collection ponds for leaching. Views from Warren to the north were dominated by a huge mass of ugly multicolored (various shades of reddish browns, purple and yellows) mining waste. Truly, Warren the City Beautiful, Bisbee’s choice picturesque residential area for over 65 years, had been grievously affected.

Is There Life After the Mines Close?

The closing of the Lavender Pit mining operation in December 1974 and halting of underground mining in June 1975 signaled the end of mining in Bisbee. “Cessation of mining brought a political and economic vacuum, filled for a while by petty bickering and recriminations. Overnight the area’s real estate market collapsed.” (20) In 1980, Bisbee narrowly averted bankruptcy. “By 1981, retirees constituted 41 percent of Bisbee’s 8,000 residents, with a small but visible counterculture – called ‘hippies’ by some – accounting for the rest. More and more Bisbee’s economy came to depend on the arts and the small but growing business of selling history by which the town sought to attract tourists to see its colorful and still very visible past.” (21)

Warren had been annexed into Bisbee in 1959. In 1985, the *Tucson Citizen* reported that “for those who live there, Bisbee is a coalition of communities, each with different goals. . . . Warren is content to remain quietly residential. Its slower pace away from the hurly burly of the tourist sections allows people the time to relax. Many work on their 60-year old homes – getting them into shape after years of neglect. Warren, besides

attracting those people who work in Old Bisbee and love old homes or have families, also is making a name for itself among retirees. It has a small-town feel with climate many consider near-perfect.” (22)

As a booming mining camp, Bisbee reached a maximum population of about 20,000 people. Today the old mining settlement has evolved into an artist and retirement community with a population of about 6,500 people, with perhaps 1,500 people living in Warren.

Warren’s commercial district is relatively quiet. The post office, barbershop, hardware store, and a few other businesses remain active. The old drugstore building now houses a charter school. Family Services now occupies an old store building and a newer building is the home of the Bisbee Boys and Girls Club.

Warren’s sewer system, built in 1907, has never been updated or replaced.

The “copper water” that the mines provided free for Warren public facilities irrigation continued until the late 1980’s. Opposition from the Arizona Water Company ended this no-charge service.

But most of Warren appears essentially as it did in the early 1940’s. A survey of Warren’s historic buildings in 1993 listed 614 buildings constructed prior to 1942 and still in use today. (23)

So what happened to the old Warren landmarks?

Warren Company Office Building: The building is still active as the home of Bisbee Engineering, a consulting firm.

C & A Mining Company Office Building: The building is still in place, now serving as Bisbee’s City Hall.

C & A Hospital: The old hospital is now the Hillcrest Apartments. You can lease an apartment for \$260-\$460 per month.

Warren Country Club: The original country club (never having been supplied with piped-in water) was torn down in the 1930’s and the clubhouse moved to Naco, Arizona, about five miles to the southwest. All that remains at the original site is the rifle range. The current clubhouse was built in 1936 as a WPA project and now operates as the Turquoise Valley Golf Course and R.V. Park.

Douglas Mansion: The mansion was converted for apartments and operated for years under the name of the Loma Linda Lodge. In December 2000, the Douglas Mansion was being offered for sale in the *Wall Street Journal* for a price of 1.5 million dollars.

Greenway Mansion: The mansion was converted into apartments in 1938. The Greenway house is still the only residence in Bisbee that has an elevator.

Vista Park: The huge park is still the centerpiece of Warren. The Dance Pavilion is no longer there, but the original bungalows still line the wide Vista boulevards.

Greenway School: The school is still in use, accommodating kindergarten through third grade. A wing of classrooms, a multipurpose building, an auditorium, and a cafeteria have been added.

Warren-Bisbee Railway: Vestiges of the railway can still be seen in several places. Streetcar tracks can be seen embedded in the pavement in front of the old Lyric Theater in the Bisbee Plaza. Along Arizona Highway 92, you can see traces of the line in the form of cuts and fills. A trestle-approach embankment is still visible. In Warren, the Trolley Car Barn, substantially altered, today serves as a service shed for the Arizona Public Service Company. South of the car barn, the roadbed of the line can still be seen.

Warren Ball Park: The baseball park is now under ownership and care of the Bisbee Unified School District and is home field for the local high and middle school baseball and football teams. Bisbee-based baseball historian David Skinner contends that the Warren Ball Park is the oldest surviving baseball park in the nation.
(24)

The Phelps Dodge Company continues to conduct exploration drilling around the Lavender Pit. Someday, advances in copper reclamation technology may revive the copper mining industry in Bisbee.

Meanwhile, the 1993 *Warren Historic Building Survey* had recommended that, like old Bisbee, “the original Warren Townsite be considered a historic district, eligible for local designation as well as listing on the National Register of Historic Places.”

Unfortunately, no action has yet been taken on this recommendation to honor and help preserve Warren, Arizona - The City Beautiful.



Warren Company Building-Bisbee Engineering



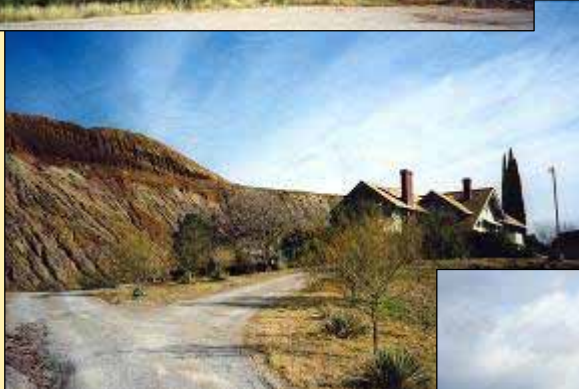
C & A Mining Office Building-Bisbee City Hall



C & A Hospital-Hillcrest Apartments



Douglas Mansion



Greenway Mansion



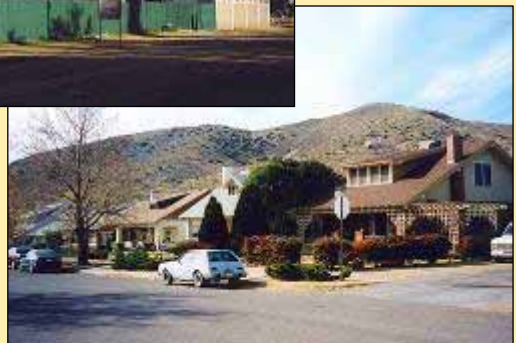
Greenway School



Warren Ballpark



Trolley car Barn-Service Shed, Ariz. Public Service Co.



Bungalows on Vista Park Boulevard

*Many of Warren's original buildings are still in use today.
(Photo's by Bob Ring, 2001)*

NOTES

1. Carlos A. Schwantes, ed., *Bisbee, Urban Outpost on the Frontier*, (Tucson, Arizona: University of Arizona Press, 1992), p. 57.
2. Report of Calumet & Arizona Mining Company (Bisbee, 1906).
3. For an overview of the City Beautiful movement and a reading list, see the following website: <http://xroads.virginia.edu/~CAP/CITYBEAUTIFUL/city.html>.
4. George Warren was a wanderer, scout, packer, prospector, and owner of mines. In addition, he was undependable in business matters and a notorious drunkard and gambler. Apparently the good outweighed the bad, as he was honored with his name attached to both the Warren Mining District and the new town of Warren. George Warren is also the only person whose likeness appears on the great seal of Arizona. For additional information on George Warren, see *Tales from Bisbee's Past*, by Gary Dillard.
5. Lollie Butler, "Warren Peace, A Series on Relocating from a Big City to a Small Town, Part Three," *The Bisbee Observer*, (Bisbee, January 29, 1996).
6. Margaret L. Borowiec, *Bisbee's Pioneer Homes*, (Bisbee, Arizona: A Bicentennial Project, 1976), p. 37.
7. Borowiec, *Bisbee's Pioneer Homes*, pp. 41, 42.
8. Huger Elliot, "An Ideal City in the West," *The Architectural Review*, Volume XV, Number 9, (Bates & Guild Company, September, 1908).
9. The Warren-Bisbee Railway is considered by some to have been Arizona's only true interurban electric railway. Four other Arizona communities had electric railway or streetcar systems: Douglas, Phoenix, Prescott, and Tucson.
10. Richard V. Francaviglia, *Mining Town Trolleys – A History of Arizona's Warren-Bisbee Railway*, (Bisbee, Arizona: Copper Queen Publishing Company, 1983), p. 12.
11. Margaret and Gary Dillard, *Warren Ball Park and It's First Game*, (Bisbee, Arizona: Frontera House Press, 1996), p. 7.
12. David Skinner, "Warren Ballpark May Be Nation's Oldest," *The Bisbee Observer*, (Bisbee, February 1, 1996).
13. Skinner, "Warren Ballpark May Be Nation's Oldest."
14. Schwantes, ed., *Bisbee, Urban Outpost on the Frontier*, pp. 115-128.
15. Lynn R. Bailey, *Bisbee, Queen of the Copper Camps*, (Tucson, Arizona: Westernlore Press, 1983), pp.123-134.
16. Gary Dillard, *The Story of the Lavender Pit*, (Bisbee, Arizona, Frontera House Press, 1996).
17. Ken Wells, "It was an early Bisbee landmark, until they moved it to Bakerville and Warren," *Reminiscences of Bisbee, The Bisbee Observer*, (Bisbee, February 1, 2001).
18. Large mine dumps are not unusual in Arizona. Open pit copper mining in places such as Ajo, Jerome, Miami, Morenci, and the Winkleman area has also left huge dumps of mining waste. What makes Bisbee's Mine Dump No. 7 unique, is its' proximity to a large residential population.
19. It should be pointed out that new residents may have values and interests that differ substantially from those of long time residents who depend on mining for jobs and other economic opportunities. So opinions on Mine Dump No. 7 range from its' being a dangerous toxic waste dump to being an acceptable residue of Bisbee's past mining fortunes. For a complete discussion of this heap leaching process and potential environmental impacts, see *Hardrock Mining on Federal Lands* (Washington, D.C.: National Academy Press, 1999), available at the following website: http://www.nap.edu/html/hardrock_fed_land/notice.html.
20. Bailey, *Bisbee, Queen of the Copper Camps*, p. 144.
21. Schwantes, ed., *Bisbee, Urban Outpost on the Frontier*, pp. 22, 23.
22. Jennifer Boyce, "Bisbee Has Three Faces," *Tucson Citizen*, (Tucson, October 11, 1985).
23. *Warren Historic Building Survey*, "Historic Overview," (Bisbee Mining & Historical Museum, 1993).
24. Skinner, "Warren Ballpark May be Nation's Oldest."