

**The Arizona Sheriff**

Tales of his adventures, his courage, his humor, his keen intelligence—as collected by Major Governor F. S. Barton, "The Deputy from Yavapai County."

**THE SEVENTH NOTCH**

"Partner, just git on that horse o' yours and start ridin'; and don't let the sun go down on you in Cochise county, 'cause if you do, you'll wake up looking old St. Peter right in the face."

When Andy Darnell—bad man, good cowpuncher and all-around much-to-be-learned character—directed that conversation toward a citizen of Cochise, the population of the community was just about sure to be one less next day—either in actual count or by the coroner's records.

Didn't matter a whit to Andy which way the individual went, either. It wasn't any trouble for Andy to kill a man; the only an-



noyance it gave him was that he had to clean his pistol afterward. There are six deep notches on Andy's big 45 frame gun, now in possession of "the deputy from Yavapai."

A seventh notch is only a short one. Andy was always doubtful and somewhat uncertain and apologetic about that seventh notch. You see, he shot a man who lived two months in a hospital, then caught pneumonia and died. Andy figured he was entitled to some credit, but didn't allow he could claim a full notch.

His first victim was a Mexican monte dealer in a gambling joint out of Wilcox, a bit to the eastward, many years ago, while Andy was still a fresh young cowpuncher, and a good one. He always was a good cowman; he roped cattle with his larriest *da la vuelta* (pronounced *daily veita*), which means he used a 60-foot rope wound several times around the saddle horn, instead of being tied, as he could ease it off in a pinch. No one ever knew Andy to be yanked off his horse. The average rope is 35 to 40 feet long.

But, to go on with the story. This monte dealer marked a card, by putting a ridge in its edge with his thumb nail. Said Andy:

"Just a minute there, amigo; did you mark that card intentional?"

The dealer, caught, shrugged his shoulders, smiled and replied: "Si, señor, eef you insie."

Whereat Andy shot him neatly but somewhat effectively through the head, and the game was over. They hunted around for a justice of the peace or a territorial officer to hold an inquest and found one at Wilcox. Twelve cowpunchers sat on the jury, though six is a legal panel.

Andy told how the Mexican had admitted the cheat. No one cared much about the cheating itself, but much was said about the admitting of it. And the jury brought in a verdict:

"Justifiable homicide."

His next victim a miner, met in a dive on Brewery Gulch, Bisbee, most noted "lime" of dives in any southwestern state, until cleaned up a number of years ago. They sat at one table, very friendly indeed. A Spanish girl, dancing, tossed a red artificial rose upon their table. The miner reached for it.

His funeral occurred two days later, without benefit of clergy.

Andy was now a tough hombre. About the only streak of sentiment he ever showed was over Conchita's rose, for that night he had seized her and kept her with him for a week before she slipped out on a horse and got away.

The foreman of the ranch where he worked came into Bisbee one time, but kept aloof from the cowboys, staying at the Copper Queen Hotel instead of going up on Brewery Gulch. Someone asked him about this, and he said he "didn't hang around with the cowmen in town."

This incensed Andy, who sought him out after midnight and verified the remark. To his own foreman Andy first used the phrase later to sound like the sinister song of a rattler in the ears of over a dozen men:

"Partner, just git on that horse o' yours and start ridin'; and don't let the sun go down on you in Cochise county, 'cause if you do, you'll wake up looking old St. Peter right in the face."

The foreman left, as did many afterward.

That phrase became Andy's trademark. While it was being established, he killed, in addition to the first Mexican and miner, another Mexican, two gamblers and a cowpuncher with his wicked-looking six gun.

The seventh man, shot through lung and abdomen, later was found to have been a horse thief, most detestable of criminals in the cow country. Andy felt that the character of this individual was such that he ought to take some

credit in the thief's demise, since the community thereby had been benefited.

But one day, Andy Darnell, desperado now, picked wrong man to warn with the time-honored ultimatum. This man was Frank Johnson, still a resident of Bisbee, a small man with more nerve than two teeth.

Andy had recited the warning which to some was a life saver, and to others a dirge.

But Frank opined he'd let a lot of sun set on him in Cochise county, because he had a home and family there.

Andy's right hand started toward the deadly 45. Said Frank: "Andy, do you see that mountain over there?" pointing to Sacramento mountain, a crag of almost pure copper ore now being demolished for the metal, just outside Bisbee.

"Do you care particular which side of that hill you'd rather be buried on?"

Darnell's gaze returned to Frank, who had gained just enough time to get hold of his own gun. It was then a race for life on the draw. Frank, who can shoot a running coyote with a 45 and then put two more bullets into its body before it falls, beat Andy to it.

On his body they found his gun and Conchita's rose, now faded and stained. The slogan was buried with Andy, and is heard in Arizona no longer. Frank gave Andy's gun to his nephew, who is a mechanic with the Bisbee Auto company, Studebaker dealers, and from him it has passed to "the deputy from Yavapai."

**41,848 MILES HARD ROADS IN COUNTRY**

Estimate Shows Asphalt or Concrete Would Cross U. S. 13 Times

WASHINGTON, Dec. 12.—The latest estimate of the United States bureau of good roads is that at the close of 1924 there ex-

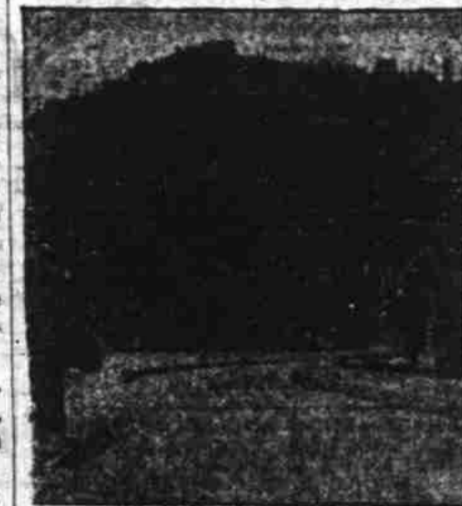


Illustration of death trap by Idaho on Yellowstone Trail with new wire link Hi-Way guard in center of effort being made 7 progressive states commission to launch highway safety for tourist.

isted 41,848 miles of asphalt or concrete highways, exclusive of roads that are otherwise improved.

Many of these miles of paved highways stretch ribbon-like, in and out of mountain territory, along the Appalachian highlands and the Great Divide, traversing topographical sections of the entire country, that would be fraught with dangers for the motorist but for the unusual precautions against accidents that have been taken by many highway officials and associations. Particularly dangerous for win-

ter driving are such sections of the highway that now stretch virtually from Washington to the Pacific coast. Reports from the state of Idaho received here recently are typical of the work that is being done by highway officials everywhere.

Most every motorist who has driven over the famous Yellowstone Trail between Wallace and Mullan—and that trail carries most of the tourist traffic across the mountains—will recollect the tortuous winding of the trail where the highway is built on the narrow floor of the canyon, bending and twisting its way across a railroad and river, now flanking the river at some sharp turn as the swift current plows a deep gorge toward the bend, and at times twisting sharply with the railroad track as it seeks the grade.

One particular curve about midway on that road was so dangerous a spot that in the manner of the west it was called "Dead Man's Curve." Guard after guard had been constructed along the way, only to be broken and scattered about after every installation. But now—according to D. N. Paires, engineer for the Idaho

bureau of highways, a life-line has been constructed along the whole course of the double curve consisting of hundreds of feet of Page Hi-Way guard, which is a veritable life net, being constructed from a heavy wire link mesh which handles a plunging automobile, no matter how rapid its rate of travel, exactly as the circus life net breaks the plunge of the acrobat from the top of the tent toward the ground.

According to reports from Wallace, the number of accidents happening since the installation of the new Hi-Way guard has decreased materially and fatalities have been eliminated.

In addition to that sort of highway safety work, warnings are being circulated setting forth the tests recently made by engineers of a large tire manufacturing concern which show that rubber on wet concrete offers the minimum of frictional resistance over wet or snow-covered pavements, and especially in the mountain districts, is by the use of non-skid chains.

Medford votes \$76,000 special levy for paying debts and larger salaries.

**Give Furniture for Christmas**

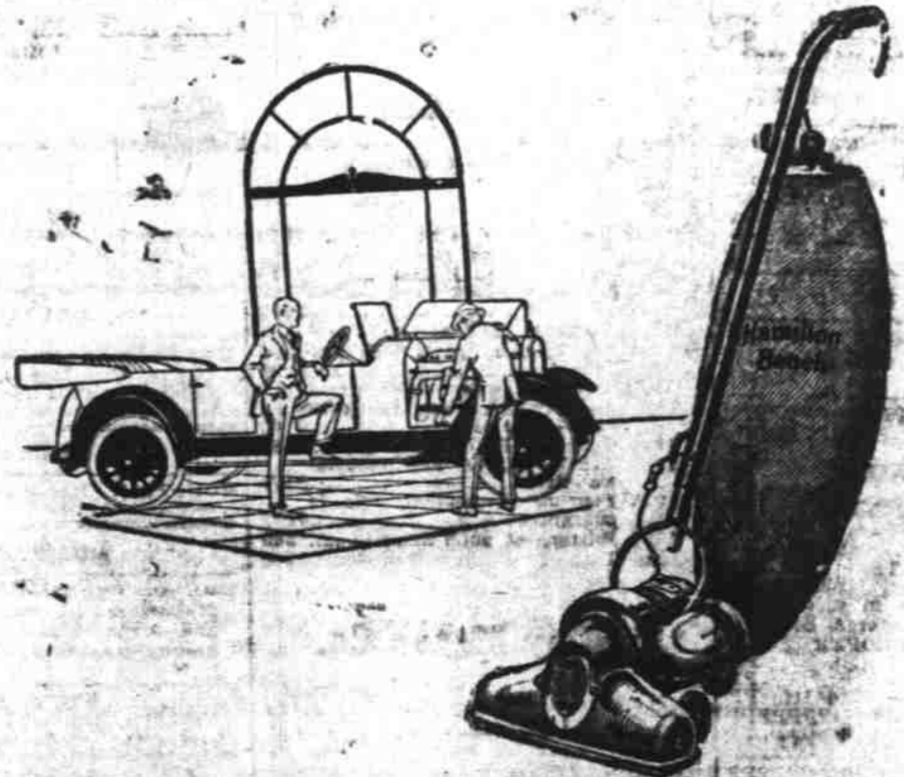
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