

ARIZONA.
THE WONDERFUL COUNTRY

C. M. K. PAULISON

1881

The background of the image is a classic marbled paper pattern, featuring intricate, swirling, and cell-like shapes in various shades of grey, black, and white. A white rectangular label is centered on the page, containing the text.

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Tucson its Metropolis.

A COMPREHENSIVE REVIEW

OF THE

PAST PROGRESS, PRESENT CONDITION AND FUTURE PROSPECTS OF THE TERRITORY OF ARIZONA, SHOWING THE ADVANTAGES POSSESSED BY TUCSON AS THE COMMERCIAL METROPOLIS.

BY C. M. K. PAULISON.

TUCSON, A. T.:

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PROSPECTUS
OF THE
Real Estate Associates
OF TUCSON.

This company has organized and become incorporated under the laws of Arizona for the purpose of buying, selling, leasing and improving real estate in the city of Tucson and its suburbs.

To make manifest the profitableness of investments in the enterprise it invites attention to the considerations hereinafter set forth.

Resources and Future of Arizona Considered.

At the time of the appointment of General John C. Fremont as Governor, the Territory of Arizona was looked upon as one of the most inaccessible and isolated regions of the Union. The people of the older States were excessively ignorant of its great resources and capabilities. The little light previously thrown upon the subject disclosed only the dark side of the picture. The desert character of the land, its enormous cacti, tarantulas, horned toads, rattlesnakes and Gila monsters were inseparably connected with the most conservative view of its capabilities. But little knowledge was current as to its luxuriant valleys, magnificent forests, thousands of square miles of inexhaustible coal beds, and mountains of precious metals hidden in Nature's store-houses scattered over its immense area. But a hardy race of self-sacrificing pioneers had explored the Territory, and acquired a personal knowledge of its marvelous riches, and clung tenaciously to the belief that the near future would shower upon them the golden treasures of its inexhaustible deposits.

TRADITIONAL ASSURANCES OF TREASURE.

Tradition always gave assurance that fabulous treasures lay hidden in its metalliferous mountains. The great Humboldt, in harmony with the belief of many other scientists, has put upon record the prediction that the long-looked-for Eldorado would be found in the region now embraced in the territorial area of Arizona. Under the dominion of Spain, and subsequently under the government of the Mexican Republic, causes existed which prevented the exploration and development necessary to bring to light these hidden treasures. The Apache and other hostile Indians had gradually destroyed the small mining population which had hitherto worked many of the mines with their rude appliances. It required the energy and enterprise of a new race of men and the inventions of modern civilization to compel those metalliferous deposits to surrender their immense treasures.

THE VANGUARD OF PIONEERS.

The vanguard of pioneers soon reached the promised land.

In the year 1848 General Fremont, the courageous pathfinder, with his band of intrepid explorers, on their way across the continent descended from the upper waters of the Rio Grande, through the country of the Apaches, Comanches, and other Indians then at war with the United States, and reached the then Mexican pueblo of Tucson. Having opened up a pathway for the teeming population of the older States to the solitudes of this new Eldorado of the great West, a new race of explorers and prospectors soon camped on the site of these great gold and silver deposits.

A NEW ERA OF DEVELOPMENT.

The cession of this vast territory to the great Republic brought these irrepressible prospectors within the jurisdiction of their native land, and then came a new era of development. Energy and capital soon grappled with the difficulties which still opposed their efforts to make Nature yield up her treasures. It is remarkable that notwithstanding the fact that over one thousand miles of rough country had to be traversed to bring the necessary machinery and supplies to carry on their mining operations, and the equally hazardous and difficult transportation of their bullion product over the same lengthy route to secure a

market and keep their enterprises afloat, these pioneer miners secured a surprisingly large amount of the precious metals.

It needed, however, a changed condition of things to get the proper measure of success. Hostile Apaches had to be brought into subjection. The one thousand miles of wagon transportation, with its enormous cost, had to be supplanted by the steel tracks of the railway, bringing in its train the needed machinery, supplies, capital and population.

THE ADVENT OF GENERAL FREMONT.

This long-looked-for new era of prosperity commenced with the gubernatorial administration of Gen. John C. Fremont, the explorer of 1848. Our honored Governor's visits to the great metropolis induced large numbers of capitalists to seek from him information as to the propriety of investments in developing the mineral resources of Arizona. The visits to the East of ex-Governor Safford and other prominent Arizonians also contributed largely in enlightening the public mind as to Arizona's capabilities and resources.

THE COMING OF THE SOUTHERN PACIFIC RAILWAY.

Who can fully estimate the wonderful changes and developments that have taken place in Arizona during the three years of Gen. Fremont's administration? Within three months after his arrival the iron horse entered the Territory at the west, and marched east with rapid strides until its steam-chested lungs were recently heard celebrating its arrival at the banks of the Rio Grande. Prior to the advent of the Southern Pacific Railway many mining claims that yielded less than an average of \$100 to \$150 a ton could not be worked at a profit. Now ore assaying not more than one-fifth of these amounts can be made to pay satisfactory dividends. It is estimated that there are over 100,000 recorded mining locations in Arizona. Out of this immense number a large proportion can be relied upon as dividend-paying mines. It is well known that enormous deposits of copper have been heretofore considered of little value, in consequence of the too great cost of reduction and transportation. Now the Copper Kings and Copper Queens of Arizona are stepping to the front as contestants for the capital of investors. The copper yield of Arizona has already attracted the attention of the world.

The recent discovery of coal in the midst of these wonderful deposits is another factor in securing the immense wealth obtainable from the proper smelting of these ores.

The limits of this prospectus will not permit a more extensive view of the magnificent outlook which so clearly indicates that Arizona is rapidly becoming the seat of the grandest mineral empire the world has ever seen. We have space only for a few statistics which indicate unerringly this great result.

RAPID INCREASE OF POPULATION.

The first Federal census of the Territory, taken in 1870, gave a total population, not including Indians on reservation, of 9,658, of which only 2,470 were citizens of the older States and Territories. The balance was made up mostly of Mexicans. The recent Federal census of 1880 showed a population of 41,580, being an increase of 350 per cent., which, in comparison with the growth of the other States and Territories, ranks first. The details of these returns show that the ratio of increase in the American element was more than 1,000 per cent. Another important fact appears, that the most of this wonderful increase occurred in Southern Arizona. It is well known that the addition to the population during the last three years was greater than for the seven years preceding. Should the same ratio of increase continue at the end of the next decade Arizona ought to have an American population of about 200,000. Within the next three or four years she will have the population requisite to entitle her to admittance as one of the States of the Union.

CENSUS RETURNS OF MINERAL DEVELOPMENT.

The statistics of population, however, do not keep pace with the development of the mining interests. In 1870 the Federal census showed the following:

Mining establishments.....	4
Hands employed.....	45
Capital.....	\$ 6,500
Wages paid.....	13,700
Materials.....	1,485
Products.....	24,500

RAPID INCREASE OF BULLION PRODUCTION.

The details of the Federal census of 1880 not having yet been published we are unable to give the figures for comparison. The last annual compilation of the "Arizona Star," January 1, 1881, gives the bullion product of 1880 of Pima county alone as \$3,019,930.55. If we add to this gratifying result the bullion output of the other six counties of the Territory, including that of the great Silver King, Stonewall Jackson, MacMorris, Peck, Bradshaw, Silver Prince, Black Warrior, Vulture, and scores of other mines outside of Pima County, the product of the year 1880 will reach nearly, if not quite, \$8,000,000. We believe it would be a safe estimate to place the Arizona bullion product of 1881 at \$16,000,000. When we carefully consider the remarkably favorable change in the cost of transportation and supplies, and the millions of capital of the older States now pouring into the Territory, we certainly will be justified in predicting that the bullion output of Arizona at the end of five years will aggregate \$100,000,000. Astonishing as these results may appear to the conservative mind, we are fully satisfied that the most sceptical will accept these predictions as reliable, especially when they carefully consider the causes operating to produce these remarkable figures.

THE GRAND NETWORK OF RAILWAYS.

Consider, for a moment, the wonderful changes which will take place when the grand network of railways, which the great railway kings, with keen discernment, are projecting into Arizona to share in the enormous dividends which her glorious future promises, shall have been completed. A few weeks ago the great southern transcontinental railways celebrated their junction at Deming. The Atchison, Topeka & Santa Fe Company, not satisfied with its union with the Southern Pacific, is now laying down at the rate of two miles per day the steel track for an additional and continuous highway to the shores of the Pacific Ocean. This will be a realization of the thirty-fifth parallel route, passing through grand forests, inexhaustible deposits of coal, and precious metals remarkable in richness and only yet in the infancy of their development. The Denver & Rio Grande Railway Company is pushing forward to compete for the carrying trade of the Terri

tory at the northeast quarter. The Utah Southern, starting from the heart of the Continent, at Salt Lake City, has laid its tracks and is now running its cars to within a short distance of the northwest portion of the Territory, and in a short time these inaccessible regions will be united by railway communication with the Central Pacific and Northern Pacific transcontinental railways. On or before November of this year the Texas Pacific expects to complete their line to El Paso, forming another overland route from the Atlantic to the Pacific, and uniting us more directly with the people of the southern and southwestern parts of the Union. The Southern Pacific, having completed its road to El Paso, is now building a line at the rate of two miles per day, having as its objective points San Antonio and the gulf port of Galveston. This will enable the shippers of Arizona ores to Swansea to reach a seaport on the Gulf of Mexico by about as short a railroad transportation as by the route to the Pacific port of San Francisco, thus saving at least 15,000 miles of water transportation. The copper bullion product of Arizona can by this greatly shortened route reach the markets of the eastern world at a large reduction in the cost of transportation.

The far-seeing and liberal-minded managers of the Atchison, Tepeka & Santa Fe Railway having connected their line with the Southern Pacific Railway, are now rapidly building their road to the port of Guaymas, on the Gulf of California, by way of Tucson. This will give Arizona another sea port connection with the antipodal world of China, Australia, Japan and India.

The Southern Pacific, determining not to be outdone in competition, has surveyed and will within a few months have a branch road completed to connect Yuma with the Gulf of California. The projected road from Port Ysabel, on the Gulf of California, to Tucson will enable the merchants of this city to import the products of the Pacific ports and the western world at a reduction produced by the substitution of 170 miles of land transportation to the gulf for 1,000 miles to the port of San Francisco. This road will pass through the district of the celebrated antimony mines, the products of which will form an important source of profit to its carrying trade. In addition to the foregoing railroads completed, being built and projected, there are various other projected roads calculated to develop the great resources of Arizona.

Never in the history of any Territory has such rapid progress

been made in developing natural resources as has taken place in Arizona during the past three years.

THE AGRICULTURAL OUTLOOK.

Notwithstanding it is universally conceded that the chief reliance for the future and permanent prosperity of Arizona is to be placed upon her wonderful mineral wealth, the agricultural resources are of far greater importance than popular belief is willing to grant. To those who enter the Territory at Yuma, and pass over the arid plains on the journey to Tucson, finally reaching the fertile valley of the Santa Cruz, Arizona naturally appears to be a country of little or no agricultural capabilities. A fuller acquaintance with the entire Territory, however, will convince them that she has enough arable land lying in her valleys and capable of irrigation to supply the wants of a large State. The possibilities of her soil are very great. There is an immense area of bottom and mesa land which contains soil of great fertility, and needs only a supply of water to make it productive to an astonishing degree. As an evidence of what the most desert appearing land is capable of producing by artificial irrigation, the testimony in the final proof given in the United States Land Office in a desert land entry of 640 acres established the following remarkable facts: The land taken up was apparently the most worthless in the Territory. By digging a ditch from the Colorado river near Yuma, and distributing the water over this tract, as well as a large number of other tracts of the same area, the aforesaid tract produced, as testified to by three credible witnesses, over 1,000 tons of wheat, barley and other agricultural products. To transport this single crop to market would require 100 railroad cars. The supply of water from the Colorado River at this and other points for purposes of irrigation is sufficient to render productive an immense area of the now desert lands of Arizona.

PROJECTS FOR SECURING A WATER SUPPLY.

In his last annual message Gov. Fremont suggested for the consideration of the Legislature and the people the feasibility of retaining in immense reservoirs the surplus water of our rivers which now flows into the sea from which storage supplies aqueducts could distribute these accumulated waters over many thirsty

deserts, changing their desolate wastes into agricultural paradises.

Another project for overcoming the desolation which reigns supreme in the parched deserts of Arizona, also advocated by our Governor, is the magnificent engineering feat of conveying the waters of the Gulf of California by a canal into the basin known as the Colorado Desert. The marine fossils found everywhere on the surface of this now desolate basin point unmistakably to the conclusion that an immense inland sea once occupied its site. The unwritten history of the Aztec races, which we now read in the ruins and antiquities discovered within the limits of Arizona, forces the conclusion that the rainfall in the ages past was ample to give fertility to the land. Is it unreasonable to suppose that this great ancient inland sea may have been, in connection with other agencies unknown, the cause of the agricultural fertility of the land of the Aztecs? Gen. Stoneman, one of the noble army of sceptics who have at all ages of the world's history sneered at the theories of a Columbus, a Galileo, a Newton, a Franklin, a Morse, and a host of other great benefactors of their race, denounced this theory as "insanely visionary." This scientific (?) gentleman asserts that "it would take a river 1,000 feet wide and ten feet deep, running at the rate of five miles per hour, 200 years to fill the basin, and that after it was filled it would require a river 200 feet wide and ten feet deep, running at the rate of five miles per hour, to compensate for evaporation," which would be nearly, if not quite, equal to the flow of the Colorado River. A schoolboy familiar with the rudiments of arithmetic and provided with the data given by all ordinary treatises on civil engineering, could inform this pretentious critic how many *months* would be required to reproduce this inland sea by the ordinary flow of water through the canal. If his evaporation theory is correct, then we would suggest that the grand result sought to be acquired by Gen. Fremont could be more than realized; for if the water of the Colorado River could through any possible agency be incorporated into the atmosphere and gathered into rain-bearing clouds, how long would it be before Nature would empty these aqueous treasures upon the desert plains of Arizona? It does not come within the province of this pamphlet to fulminate theories, but only to show how very prolific this age is in expedients for overcoming the difficulties which lie in the pathway of modern progress, and how many of the drawbacks to

Arizona's prosperity may be overcome through the agency of modern scientific knowledge.

Congress recently made an appropriation to test the practicability of watering the deserts of the interior of the continent through the agency of artesian wells. Should the experiment succeed a great change will take place in the character of the lands of Arizona. It is a very well known fact that in a large portion of the Territory there are more rivers running underground than flow over its surface. This fact would seem to justify the belief that an artesian supply could easily be obtained. Considering the great changes which have been wrought by the aid of modern science in the agricultural character of California, and other States and Territories deficient in water supply, the people of Arizona have much to expect in the near future from the agricultural riches which its soil is capable of producing through this potential agency under the direction of a race of hardy, intelligent and irrepressible pioneers.

MISCELLANEOUS RESOURCES.

We have thus far referred only to the mineral, carboniferous and agricultural resources of Arizona. These alone are more than sufficient to realize all the grand results herein set forth and predicted. Dense forests, which cover the northern portion of the Territory and many of the mountains of its middle and southern portions, will furnish a source of much wealth. The finest quality of marble has been found in great abundance. Building stone equal to any in the world is found in all portions of the Territory. Kaoline, beds of mica which yield a great abundance of large plate of superfine quality, gypsum, limestone, and a great variety of other minerals, are also known to exist.

GREAT TERRITORIAL AREA.

As the Territory of Arizona embraces an area equal to that of the States of New York, New Jersey, Pennsylvania, Maryland and Delaware combined, it will readily be seen that a very large portion has as yet never been explored, therefore it is in the infancy of its development. As a grazing country it has no superior. Large fortunes are being made by the few stock raisers who have already commenced the business. Its adaptability to

the raising of horses, cattle and sheep has been thoroughly tested, and the future of this business promises great results.

The climate cannot be excelled within the limits of the Union. Eight months out of the twelve it is simply superb. During the four months of June, July, August and September the thermometer ranges much higher than in the Eastern and some other of the older States, but the maximum of 110° does not produce as much discomfort as is experienced in the more humid atmosphere of the East where the thermometer shows only 90° of heat. The purity and dryness of the atmosphere are the causes of this difference in effect.

Considering, then, all these elements of wealth, developed and undeveloped, we refer it to the candid consideration and judgment of all intelligent readers whether any Territory of this Union ever had in its infancy a future outlook so bright as our favored Territory has at the present day.

Tucson the Metropolis.

It requires but little reflection to forecast the future of Tucson as the metropolis of the country surrounding it within a radius of several hundred miles. For more than 200 years Tucson has been the commercial center of all the country lying between the Colorado River on the west, the Rio Grande on the east, Sonora, Mexico, on the south, and northern Arizona on the north. Within the limits of this ancient pueblo there have lived and flourished many generations of native citizens. The surrounding valleys have from its earliest history raised agricultural products more than sufficient to supply its population. There have always been more or less of mining operations going on around it, and from these and other sources of trade the arteries of commerce have contributed to the gradual growth of Tucson. No mushroom growth of mining camps will ever divert the trade of Tucson. She can have no rivals. Tombstone and other of the prosperous mining towns can no more retard the progress of Tucson than the building up of Chicago, Cincinnati, St. Louis, and other of the great cities of the West, could retard the progress of New York City. In the days of imperial Rome all roads led to the great capital. So in modern times all the arteries of trade proceed

from and return to the great commercial heart. Tucson is in miniature an illustration of this natural tendency of trade and commerce toward a common center. The greater the aggregation of population and capital in the surrounding cities, towns and mining camps of Arizona and contiguous districts, the greater will be the progress of this favored capital. This view of the subject is borne out by reliable data, and official and trustworthy statistics justify this favorable forecast of the future.

RAPID INCREASE OF POPULATION.

By the Federal census of 1870, Tucson had a population of 3,224, composed of, native 1,026, foreign 2,198.

The census of 1880 showed a population of nearly 7,000. The details of this census are not yet published; they show, however, that the greater part of this increase was in the progressive American element. It is estimated that the ratio of increase of this element is not less than 400 per cent.

The increase of the total population during the past three years was greater than for the seven years preceding, and was made up mostly of accessions from the wide-awake populations of the older States of the Union.

To show the rapid growth of Tucson during the past two years, we refer to the Postoffice returns, kindly furnished us by Assistant Postmaster W. J. Corbett, as follows:

Total revenue for year ending Dec. 31, 1878.....	\$ 3,858 54
Total revenue for year ending March 21, 1881.....	12,586 05

Showing an increase of over 300 per cent in two years.

No. of registered letters for quarter ending Dec. 31, 1879..	824
No. of registered letters for quarter ending Dec. 31, 1880..	1254

The increase in the freight and passenger traffic of the Southern Pacific Railroad, since its completion to Tucson, is so great that its managers do not think it for their interest to permit the publication of the figures. By referring to the annual compilation of the ARIZONA STAR of January 1, 1881, we are enabled to present the following statistics:

The amount of freight delivered in *Pima County* from all sources, including government freight and products from Sonora, for 1878, was 7,011,020 lbs. The amount of freight delivered in

Tucson alone, for the year 1879, was 12,041,000 lbs. ; this did not include government supplies. The amount of freight received in this city for 1880 was, in round numbers, 70,000,000 lbs., being an increase over 1879 of 58,000,000 lbs., or almost five times as great. The amount of freight sent out of the city was, in round numbers, 42,000,000 lbs.

The mercantile houses during the past year have been greatly enlarged, stocks of goods more than doubled, and the number of retail dealers about trebled.

GREAT INCREASE OF WEALTH.

The rapid increase in wealth during the past year may be seen in the assessed valuation of property in Pima County for 1880, compared with the assessed valuations of the two counties of Pima and Cachise (the latter a new county created from Pima) for the year 1881, as follows :

Total assessed valuation of Pima County, 1880	\$2,800,000
Total assessed valuation of Pima County, 1881	3,800,000
Total assessed valuation of Cachise County, 1881	2,725,000

By an act of the last Legislature another portion of Pima County was segregated to form a part of the area of the new county of Graham. The assessed valuation of this former portion of Pima cannot easily be ascertained, but it is undoubtedly small. By comparing the total valuation of the Pima County of last year with the assessed valuation of the same area this year, we have as a result over 250 per cent increase of taxable property in one year.

If we had space to give all the other interests which indicate the measure of prosperity of a community, they would show an equally satisfactory progress. The school attendance has rapidly increased. The volume of the business of the banks has greatly augmented. The business of the Western Union Telegraph Co., established only about one year ago, has astonishingly increased. A Telephone Company has recently been organized, and the system of telephonic communication has proven a decided social and business convenience. The sound of the trowel and the hammer of the builder is heard in all directions, and modern stores and dwellings are arising with almost magic rapidity. Population is rapidly augmenting, and new industries are springing into existence.

MINING DISTRICTS TRIBUTARY TO ITS COMMERCE.

It would be difficult to find any city more favorably located to secure a permanent trade from its surrounding mining camps than Tucson.

It is situated on a broad mesa in the Santa Cruz Valley, about midway between the Gila River and the Sonora line, some 75 miles from each, and is about 250 miles east of the Colorado River, 160 miles west of the New Mexico line, and about 350 miles north of the fine harbor of Guaymas on the Gulf of California, and about 170 miles east of Port Ysabel, also on the Gulf of California.

On the west side lies the Santa Cruz River, which has been mostly diverted from its channel into acequias, which irrigate the lower grounds of the valley. The fascinating verdure of this valley, with the bold peaks of the numerous chains of mountains which environ the city, forms a landscape of exceeding grandeur and beauty. Rising to an altitude of from 5,000 to over 10,000 feet, these mountains furnish a summer resort which will enable the residents of the city to escape the tropical heat of the summer months. Within these treasure-houses of Nature lie the wealth which will ensure its permanent prosperity.

To give a detailed inventory of the metalliferous riches already discovered in these mountain ranges, would require more space than is consistent with the character of this work. We can but briefly enumerate the prominent mining districts located in these mountains and give some of the remarkable developments which will put at rest all doubts regarding the permanent prosperity of this rising city.

To the north and west of the city lie the Santa Catalina range of mountains, rising to an altitude of 10,265 feet, the foothills of which are about twelve miles distant. There are as yet only two mining districts organized in this range of mountains, the "Old Hat" and "Canyada del Oro" districts. The first named contain the well developed and exceedingly rich American Flag mining claim, assaying very high in both silver and gold. Among other of the large number of mines in this district which have had more or less of development, may be enumerated the Silver Prince, Old Hat, Bandit, Pioneer, Wedge, Lookout, Palmetto, Manzana, Mormet and Charlotte, all on the Old Hat lode; Morn-

ing Star, Grand Central, Commercial, Mermaid, Oracle, Wiley, Pilot, Blaine, Christmas, January, Medley, Great Western, Ollie Swain, and others too numerous to mention.

The developments made on the above enumerated mines give good promise that this district will rival the best in the Territory.

To the west of the Old Hat district, about six miles distant, and about 31 miles nearly due north of Tucson, lies the Canyada del Oro district, containing very rich mines, assaying very high both in gold and silver. The ores mostly consist of rich carbonates, easily smelted. Among the most valuable of the mines in this district may be enumerated the Bonanza, Gray Eagle, Borganza, Chronicle, Beauregard, Pittsburgh, Good Will, El Capitan, and a large number of other mines, more or less developed, promising a large contribution to the commerce of Tucson. This district is supplied with an abundance of wood and water, with a delightful climate, offering a very inviting field for mining operations.

THE TORTILITA MOUNTAINS.

To the north of the Santa Catalina ranges lie the Tortilita mountains, containing the San Pedro district. Among the valuable mines in this district is the Walston, now being worked by a responsible company. The well known merchant of Tucson, Wm. Zeckendorf, is largely interested in this mine, which lies about sixty-five miles almost directly north of this city. The ore assays very high in chlorides and horn silver. There has been considerable development given to this mine, which has established the fact of well defined walls and a permanent body of ore.

The Yellow Hammer, Sample, Silver Queen, and a large number of other very promising lodes, are situated in this district, giving great promise of a prosperous camp.

The Tortilita range also contains the celebrated Bloodsucker district, with scores of mines, the great value of which is attracting much attention.

THE PINAL MOUNTAINS.

Beyond the Santa Catalina and the Tortilita ranges, to the north and northeast, lie one continuous succession of ore-bearing mountains for over 250 miles. In this region are the Pinal

mountains with their wonderful mines. No mining region yet discovered has such marvelous lodes and ores. Who has not heard of the great Silver King, with its ore body over 100 feet wide, containing an unknown quantity of native silver—specimens representing a great variety of beautiful forms? The bullion output of this mine seems to be limited only by the capacity of the machinery.

The Pinal range contains the following well known districts : Pinal, Pioneer, Globe and Mineral.*

One of the three railways which the managers of the Atchison, Topeka & Santa Fe Railroad Company have decided to build, centering upon Tucson, passes through this wonderful mineral-bearing region. The line of route will be from Tucson in a northerly and northwesterly direction, through the recently discovered Deer Creek coal fields. All along the route of this railway lie multitudinous deposits of the precious metals, which only need transportation facilities to yield an almost fabulous output of bullion. The value of the commerce which this iron highway will secure for Tucson it would be difficult to overestimate.

THE CHIRICAHUA RANGE.

Dos Cabezas district, in the Chiricahua mountains, about 100 miles east of Tucson, contains a large number of exceedingly valuable gold mines, the development of which has but just fairly commenced. Among the principal mines is the Silver Cave, milling about an average of \$40 per ton ; ledge about seven feet wide, with well defined walls ; down ninety feet, showing all the evidences of permanence ; owned by Tully, Ochoa & Co., who, being Tucson merchants, necessarily control the trade of this district.

Among the many other valuable gold mines of this district may be mentioned the following : Silver Cave East, Bear Cave, Greenhorn, Ewell Springs (owned by Norton & Stewart), Juniper (celebrated as the mine belonging to John Casey, who has got out a large quantity of exceedingly rich ores), Murphy, and a host of other good mines, all on this mammoth lode.

The trouble heretofore in the development of these exceedingly valuable mines has arisen from the scarcity of wood and water. The completion of the Southern Pacific brings these mines within fifteen miles of the railway.

All along the line of the Southern Pacific Railroad, running eastward, are exceedingly rich mineral-bearing mountains, lying to the north and south, which can obtain supplies and an outlet for their ores and bullion through this other channel, promotive of the commerce of Tucson.

THE TOMBSTONE MINES.

At Benson, about 40 miles east of Tucson, the world-renowned mines of the Tombstone district will connect with the great railway system. The Atchison, Topeka & Santa Fe Company are now building a branch road from Benson to Tombstone, and thence southwesterly, through Hermosillo, Mexico, to the port of Guaymas, on the Gulf of California.

The history of the Tombstone district is one of the wonders of the mineral world. Scarcely more than two and a half years old, it now rivals the celebrated Comstock lode in its palmy days. A bustling camp has arisen at its centre, and a large and rapidly augmenting population is fast giving it the proportions of an important city. Two years ago not an ounce of bullion was produced; to-day, each month gives its half million of bullion output. The rapidity of its present development, and the constant pouring in of mining capital, new mills and machinery, give promise that in the near future it will produce its millions of precious metals per month.

All this unprecedented progress must necessarily exercise a great influence in promoting the commerce of the metropolis.

HUACHUCA MOUNTAINS.

About fifteen miles southeast of the Tombstone district lie the Huachuca range of mountains. This locality has had but a partial exploration and development; but enough has been done to establish the fact that ledges of enormous width and richness have been located in this district. They are mostly silver-bearing. There are, however, enormous deposits of copper giving a very large percentage of metal, and much of the ores carrying also a considerable proportion of gold and silver.

The Huachucas are well supplied with wood and water, which advantages, together with a salubrious climate, afford unusual facilities for smelting and milling operations. Reli-

able information obtained from those familiar with the character of this mining field establishes the well grounded belief that an enormous yield of bullion will result from a continued development of the mines of this locality.

THE COMMERCIAL HIGHWAY TO MEXICO.

Running directly south of Tucson through the valley of the Santa Cruz, there is a natural highway which has for several hundred years contributed to the commerce of Tucson. Through this channel a large trade with the State of Sonora, Mexico, has gradually given importance and stability to this town. Almost the entire supplies of that State have come from this ancient pueblo.

The mineral riches of Sonora are so great that a large native mining population has for many generations been enabled to extract from the multitudinous mines of that region, by the rudest and most primitive appliances and the indifferent labor of a few hours per day, enough of the precious metals to give them a large measure of prosperity.

Since the completion of the Southern Pacific Railroad to Tucson, thus greatly reducing the cost of supplies and machinery, a great revolution is taking place in the method of operating the mines of Sonora. A large number of American capitalists and miners are rapidly converting this rich mineral section into one of the most prosperous fields of mining operations anywhere to be found. From those who have thoroughly explored the metaliferous resources of this region, wonderful statements are given of the almost fabulous richness of its great mines.

On both sides of this important artery of commerce—the upper Santa Cruz valley—are grand mountain ranges, filled with wonderfully rich deposits of gold, silver and copper.

THE PATAGONIA MOUNTAINS.

In the Patagonia mountains, running nearly north and south of the boundary line between Sonora and Arizona, to the east of the valley, about seventy-five miles distant nearly southerly from Tucson, lies the Patagonia mining district, celebrated as containing the old Mowry mine, which many years ago was worked with great profit when all its supplies came from San Diego, about 600 miles distant, at a cost of 25 cents per pound.

The Harshaw district lies immediately north of the Patagonia and so near together that we can only enumerate some of the most prominent of the recently developed and worked mines of this locality—the Trench, Hermosa, Altar and W. C. Davis.

The Silver Bill and a group of mines known as the Washington Pool are now being rapidly developed and worked, some of them having a mill and a smelter, producing a large yield of bullion.

ORO BLANCO DISTRICT.

Directly west of the Patagonia and Harshaw districts, having its southern boundary on the State of Sonora, is the Oro Blanco district. The leading mines are Yellow Jacket, Warsaw, Montana, Oro Blanco, Mary Jane, Ostrich, and scores of others, the value of them only ascertainable by future development.

There are some dozen responsible incorporated mining companies operating in this wonderfully rich mining field. The Orion Company are now running a twenty-stamp mill and have recently commenced making highly satisfactory shipments of bullion.

The future of this district promises much for the prosperity of the metropolis.

ARIVACA DISTRICT.

To the west and north of the last mentioned district lies the Arivaca, on the easterly slope of the Sierra Verde range.

The leading mines are the Con. Arizona, Albatross, Arkansas, Cerro Colorado, Idaho, Mentor, Alpha, Oro, and a large number of others. Several hundred other claims have been located, the value of which cannot be determined without development. Some of the older of these mines have been worked under the rule of the Jesuits many generations back. The Cerro Colorado was worked by an Eastern company in 1857, and some of its ores were sold for as high as \$2 per pound to Mexicans, for the purpose of being worked in arrastras.

Five responsible mining companies are now operating in the district, and soon a large bullion output will make this a very prosperous mining camp.

THE SIERRITAS.

In the range known as the Sierritas, lying from fifteen to twenty miles southwest of Tucson, is the Pima district, contain-

ing the Esperanza, Southern, Rough & Ready, Knox, Frazier River, Justice, Mammoth, Josh, Panaca, and scores of other good mines. It is estimated that there are over 200 locations in this district.

There are now four Eastern mining companies developing the leading mines of Pima District. They consist mostly of milling ores. There are some very large copper ledges, yielding a handsome percentage of that metal. The Esperanza is the most developed of these mines, having about 3,000 tons on the dump and an almost inexhaustible supply guaranteed by the present showing. The average of its ores go from \$80 to \$100 per ton.

This is a new field of mining enterprise, and promises to be an important feeder to the commerce of Tucson.

THE SANTA RITAS.

In this collection of little mountains lies the Helvetia district, being a little east of south from Tucson. Among the ledges are the Omega and first eastern extension of same, which are copper ledges about seven feet wide, contact veins, assaying about 42 per cent copper. Several hundred feet of development work has been done, and a large amount of ore is now on the dump. This work is being done by the owners, Tully, Ochoa & Co. There are also a large number of other very promising mines, among which may be named the Mammoth, San Domingo, San Jose and others. There are in this district valuable placer gold mines, which, owing to a deficiency of water, are only partially worked during the rainy season. Dry-washing machines are, however, being introduced, from which the best results are anticipated.

This district is connected by good roads to Tucson, and must contribute much to its commerce hereafter.

CABABI DISTRICT.

Situated in the Cababi, Cumbabi and Picacho mountains, including the intermediate valleys, about 75 miles nearly due west from Tucson. Two-thirds of the mines in this district were formerly worked by Mexicans with profitable results, the ore being sufficiently rich to justify its transportation to Guaymas, nearly 300 miles, for reduction. About 25 years ago these mines were abandoned in consequence of extensive Indian raids, by which

a large portion of the mining population were killed, the others escaping to Sonora. Until recently these mines have remained unworked, but the removal of these disturbing causes has induced some of the most intelligent and enterprising of our mining population to relocate them and commence a new era of development which is being attended with exceedingly gratifying results.

The most prominent of the mines are the Picacho, Quen-Can, San Diego, Careza, San Tomas, Cantiva, the Montezuma group, consisting of six of the best of the old Mexican claims, and a host of others. The developments are being pushed rapidly by energetic miners, who have a supply of Eastern capital to guarantee a prosperous mining camp in the near future.

SILVER BELL DISTRICT

Is situated in the Papago range, about from 32 to 45 miles due west of Tucson. The ores of this region are mostly smelting. The copper ledges contain enormous deposits of ore, yielding from 35 to 40 per cent of bullion. The Doxology, Huachuca, Abbie Waterman, Young America, Old Boot, and many other superior ledges are now being worked by responsible companies, in which some of the leading merchants of Tucson are largely interested.

A group of silver and galena mines, yielding \$45 in silver and about 40 per cent of lead, have recently been sold to parties who expect to erect smelting works for turning its ores into base bullion.

Every step in the progress of development is attended with highly gratifying results, and Tucson has much to expect in the near future from the trade of this district.

THE MEYERS DISTRICT

Is situated about 120 miles due west of Tucson, and about 45 miles south of Gila Bend station on the Southern Pacific Railroad.

Gold was found in this region about thirty years ago by a Mr. Dorsey, who worked the quartz for over one year, but on account of Indian difficulties had to abandon the property.

As soon as the hostilities of the Indians ceased, the irrepressible prospectors penetrated these comparatively isolated mining fields until a considerable mining population is now actively at work developing its exceedingly rich mineral deposits.

The principal mines in this district are the Gunsight, Atlanta, Silver Girt, Eastern, Morning Star, Crescent, Western, Monumental, Mineral Bed, and scores of more recently discovered ledges. The assays of the ores of this region give wonderful results, a large percentage being black sulphurets and horn silver, assaying up into the thousands. Capitalists are rapidly putting machinery into this field, and great results are confidently expected.

THE AZTEC AND TYNDALL DISTRICTS

Are situated almost directly south of the high peaks of the Santa Rita mountains, which may readily be seen from Tucson, looking south, and distant about 65 miles therefrom.

The ores are of high grade, and the lodes are distinctly marked and crop out boldly ; but the bad management attending mining operations heretofore carried on in this region, added to the lack of permanence in the ore bodies, has materially impaired the confidence of investors and given a set-back to the district. These remarks apply equally as well to the Tyndall district, immediately adjoining.

EMPIRE DISTRICT.

This is a new district, lying about thirty miles a little east of south from Tucson. Only within the past year has any regular development work been given to this district. The Total Wreck mine, bought and being worked by a New York company, has shafts down 300 feet, showing up an immense body of very rich free-milling ore. This valuable mine is fast developing into a bonanza, already ranking with the best lodes of the Territory. The company possesses ample capital to give it an output of bullion at no distant day which will greatly promote the prosperity of Tucson.

There are a large number of other mines in this district, which are likely to prove very valuable when developed.

OTHER MINING DISTRICTS.

There are scores of other good districts, more or less developed, promising at no distant day a large mining population, which will undoubtedly add greatly to the commerce of the metropolis ; but our limited space prohibits their further enumeration.

There are almost a small army of prospectors at work discovering new mines, and daily additions are being made to the enormous number of claims already located.

With the rapid influx of mining population, the extensive investments of capitalists, the continued increase of railroad facilities, the discovery of coal, and the various other favorable circumstances now conjoining to promote the prosperity of Arizona, we ask, did ever a community have so many evidences to rely on for a great and prosperous future?

TUCSON AS A RAILROAD CENTER.

Since the writing of the article on the network of railways, appearing in the fore part of this pamphlet, there have been filed in the office of the Secretary of the Territory articles of incorporation for a company, organized by the Atchison, Topeka & Santa Fe Railroad Company, providing for the construction of a railroad commencing at a point on the easterly boundary line of the Territory, between the 31st and 32d parallels of latitude; thence running in a westerly direction, through the most practicable pass of the Chiricahua mountains, to Tombstone; thence westerly, by a route running north of the Patagonia mountains to the Santa Cruz Valley, and thence down the valley to Tucson; also, from Tucson north to Florence, thence to Phenix, and thence to a point in Chino Valley, where it will connect with the Atlantic and Pacific Railway—in all a main line of about 380 miles. There will then be but a gap of about 150 miles, running northwesterly, to connect this road with the Utah Southern, at the northerly boundary line of the Territory. When this gap is filled, and another small gap needed to connect the Utah Northern Railroad with the Northern Pacific, there will be a continuous highway commencing at the frigid regions of the North, running southerly through the heart of the westerly part of the continent, connecting in its course with the Northern Pacific, Central Pacific, Atlantic & Pacific and Southern Pacific transcontinental railways, and finally reaching Tucson, where the products of the North can be exchanged for the products of the South. When this railway, and the Southern Pacific road, running southeasterly from El Paso through Texas, via San Antonio to Galveston, shall be completed, passengers and freight can be taken up at the

mouth of the Columbia River, Oregon, and, after passing through the heart of the continent by a continuous railway, can be delivered at the port of Galveston on the Gulf of Mexico, a distance of over 2,000 miles.

The road from Tucson to Guaymas through the Santa Cruz Valley is now being built. The projected road from Tucson to Port Lobos (erroneously stated as Port Ysabel in the fore part of this pamphlet) will without doubt be built within the coming year. The Atchison, Topeka & Santa Fe Railroad Company have decided to build a railroad from Tucson in a northeasterly direction to Albuquerque, New Mexico.

When these several hereinbefore enumerated railroads shall be completed, we will then have railroads centering on Tucson from *seven* different directions.

She then will have direct railway communication with all parts of the world, connecting with the seaports of San Francisco on the Pacific, Port Lobos and Guaymas on the Gulf of California, Galveston on the Gulf of Mexico, and all the principal seaports on the Atlantic coast. The products of the vast regions beyond can then be imported by the merchants of the metropolis and distributed through the other six highways of commerce.

TUCSON AS A MANUFACTURING CENTER.

With such advantages of railway communication there are many articles of manufacture the raw materials of which can be laid down at Tucson as cheaply if not cheaper than at any other point. Its favorable location will then offer great results from the erection of extensive reduction works for the treatment of the immense quantities of ores lying in the districts which this railway system will tap.

A bill is now pending before Congress for the establishment of a mint at this peculiarly favorable point.

The great railway companies are rapidly erecting extensive machine shops, which, together with the army of their employees required to reside here, will add much to the city's permanent population.

All these varied industries will rapidly grow, and great prosperity will soon reward the residents of this favored metropolis.

WHAT THE CROAKERS HAVE TO SAY.

To confront these statistics, and to impeach the credibility of the data promising these grand results, the croakers will have their say.

The croakers of to-day rehearse much the same prognostications of evil as did the croakers of the early days of nearly all the large cities of this great republic.

Benjamin Franklin relates in his autobiography the vaticinations of these prophets of evil, who assured the then young printer that the building which he contemplated erecting in Philadelphia to carry on his business would surely result in bankruptcy, as that town had seen its best days and was going into decadence.

All the great cities of the Union have been afflicted with these shortsighted opponents of progress.

The writer well remembers the sad and dejected physiognomies of a crowd of young men idly lounging around the gambling saloons which lined every street in the pioneer days of San Francisco, in 1849. The croakers of those days sang the same chorus as is sung by the same genus hanging around the saloons and corners of Tucson. The San Francisco lugubrious mourners were quite sure that all who had ventured to the then new Eldorado had rushed on to sure and certain starvation, as they felt assured that nothing but ruin and desolation would overtake the mushroom city on the bay. They claimed that as the mines were the only sources of prosperity, and as a sudden lull in the production of the placers gave color to the belief that those mines had already yielded up the most of their golden treasures, therefore the foundations of the embryo city had crumbled and decadence would naturally result.

These sincere but short-sighted croakers escaped, as they thought, the coming desolation by writing to their credulous but kind-hearted friends and relatives for sufficient means to enable them to get back to the "white settlements" in the East, from which they had been transported by their afflicted relatives in the hope that the new field of adventure might afford them opportunities enough to stimulate to sufficient exertion to make them self-sustaining institutions.

Only one year ago these evil genii, with owlish wisdom, predicted that when the railroad was extended eastward there were

to arise as if by magic cities which were to run away with the trade of Tucson and leave her to the inevitable decay which would naturally result. They were not quite sure as to the location of the new metropolis. When the railroad magnates located two soldiers' additional homestead warrants on the present site of Benson, these false prophets saw in their imaginations the glories of the great coming metropolis. The victims of this hallucination invested in the favored corner lots of this city of great expectations, to the great joy of the owners of the fee simple of the desolate plain which now makes up almost the entire area of that paper metropolis.

Maricopa, Casa Grande, Benson, Willcox, Deming, and other of the predicted commercial rivals of Tucson, have had their day of expectation, and still Tucson has been steadily marching on in her career of prosperity, and the army of croakers have at last ceased their doleful vaticinations, and, fortified by the reliable statistics of its subsequent progress, the believers in Tucson have anchored themselves to an unwavering confidence in its becoming the great city of the future mineral empire of the great republic.

The Wants of the Metropolis.

Having considered the future outlook of Tucson, we can readily forecast the wants of its population.

There will be a revolution in its architecture. Modern civilization calls for buildings constructed with all the comforts and convenience so characteristic of Eastern cities.

Capitalists who now invest in our great mines could not be induced to endure the discomforts and disagreeable surroundings of this old adobe town. They now leave their families in their Eastern homes, and make their flying trips here to look after their interests, staying here no longer than is absolutely necessary.

Whenever they can find beautiful cottages and mansions, occupied exclusively by a refined and cultured people, enjoying all the conveniences of water and gas introduced in their dwellings, with the same æsthetic and social attractions that they enjoy at their homes in the cities of the older States, then we will have added to our permanent population a class of people who would greatly accelerate its growth in all the elements of a refined Christian civilization.

To secure a foothold for such a population and growth, it is absolutely necessary that the whole superstructure should have a new foundation.

This cannot easily be obtained within the limits of the old portion of the town.

The present high price of land would make this impracticable, so long as unoccupied land can be obtained adjoining the old town at primitive prices.

In selecting the tract of land for this new community, it is indispensable that an abundance of water should be available for all household purposes, and for the cultivation of shade and fruit trees, ornamental shrubbery, lawns and flower beds.

THE SITE SELECTED.

In the pursuit of these indispensably necessary wants the projectors of this enterprise have secured the only tract of sufficient magnitude adjoining the city limits which affords the aforementioned requisites.

The Real Estate Associates have purchased over 400 acres of land immediately adjoining the northwest corner of the city plat, distant about one and a quarter miles from the Postoffice.

The Southern Pacific Railroad runs through the westerly portion of the tract, and the old highway, running north and south, upon which the trade with Sonora, Mexico, has been carried on for several hundred years, passes through the tract near the central portion.

It is ascertained that no difficulty will be encountered in having a railway depot on the tract whenever the wants of the community require it.

THE WATER SUPPLY.

Upon this land is a small lake or lagoon, supplied by springs. An examination of its source indicates that the water supply comes from a gravel formation which underlies the whole of the mesa to the north and east of it for many miles.

By sinking a well almost anywhere on the tract in question the gravel formation is reached in about 14 feet. Civil engineers and experts have given the opinion that this water supply will answer all the requirements of a large population.

The soil of the tract is a dark sandy loam, six feet thick. There is a vigorous growth of mesquite trees, adding greatly to the beauty of the landscape. This tree is known in Botany as belonging to the genus *Acacia*, and is similar to the locust of the East. It has a very beautiful foliage and produces a fragrant flower. The trees on this land grow thriftily without irrigation to the height of from ten to fifteen feet. By supplying these trees with water, they can be grown rapidly to a height of at least twenty feet, into the most beautiful forms.

BEAUTY OF THE SCENERY.

The tract in question overlooks the beautiful Santa Cruz Valley, which, with the surrounding picturesque mountains, forms a landscape of surpassing beauty.

It is proposed to lay out this ground with broad avenues and have them graded, which can be done with very little expense.

The whole tract will be supplied with water. Each plot will have a hydrant, from which to water the lawns, shrubbery and flower gardens. With this water supply each villa plot can raise lemons, figs, peaches, nectarines, apricots, soft-shell almonds, peas, oranges, quinces, plums and grapes; pepper, coffee and cotton trees; the pomegranate, with its lovely foliage and beautiful scarlet flower; the acacia, Australian blue gum, mountain ash, roses and flowers, and every variety of semi-tropical plants, too numerous to enumerate.

PROPOSALS FOR SECURING SETTLEMENT.

Acting from an enlightened and liberal standpoint, this company proposes to donate to the first ten heads of families of approved character, who will erect an attractive modern cottage of moderate cost on the same, a villa plot 230 feet wide on the boulevard by 200 feet deep on the cross streets, and in addition give each party who shall have built his dwelling the option of owning \$1,000 in the capital stock of said company. The company also engages, simultaneously with the erection of these dwelling-houses, to erect an equal number of other dwelling-houses, making a total of twenty attractive residences, accommodating at least twenty families of elevated social character.

It is confidently believed that as soon as these buildings shall

be completed and occupied, the rise in the value of this stock will be sufficient to pay the entire cost of the buildings erected by these first favored few.

The company proposes to secure this first settlement upon a broad boulevard, which will be a continuation of Main street. This beautiful thoroughfare will form a fine drive for the elegant equipages which are now so frequently seen upon the present narrow highways in and around Tucson.

It is proposed to establish upon the lands of the company a nursery in which to propagate all the most beautiful deciduous and ornamental trees, shrubbery, flowers, etc., which will be available in the future to stock the settlers with all that may be required to make the land a paradise of beauty.

PROFITABLENESS OF THE ENTERPRISE.

When the entire tract of not less than 400 acres shall be laid out into a boulevard, avenues and streets, and a water supply secured with a steam pump, pipes and reservoir, and all the other appliances necessary for the distribution of the water, and the land paid for, the total cost of each city lot of 2,500 square feet will not exceed ten dollars.

We refer it to the judgment of all who will reflect upon the facts set forth in this prospectus, what will likely be the average value of said lots when the contemplated improvements shall have been made and the proposed twenty dwellings shall have been erected. The minimum advance in value secured by the most conservative of calculations, will certainly answer all reasonable expectations of investors.

THE CAPITAL REQUIRED.

The capital of the company will be \$100,000, divided into 1,000 shares of \$100 each, ten per cent of which will be paid at the time of subscription, and the subsequent installments of ten per cent each will be subject to the call of the Directors after thirty days' previous written or published notice.

As immediately after the erection of the first twenty dwellings shall have been completed, there will undoubtedly be a demand for building lots, and the treasury of the company thereby materially augmented, it is confidently believed that it will not be

necessary to call in more than thirty per cent of its capital stock.

Confident of the feasibility of the project, and the great prospective gains which will undoubtedly result from an investment in the enterprise, the projectors do not find it necessary to *solicit* subscriptions to the capital stock of said company, as the demand is already greater than the supply.

It is believed, however, that the enterprise would be greatly strengthened and the profitable results much advanced by securing the co-operation of stockholders who have a large influence and great interest in the future of Tucson.

To accomplish this desirable end the stock will be *allotted* to parties who can be of service in advancing the interests of the stockholders.

A Board of Directors, composed of seven of the most responsible citizens of Tucson, of acknowledged integrity, will be brought into the direction of its affairs.

Parties desiring an interest in the enterprise may obtain further detailed information upon application to

C. M. K. PAULISON,

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