

## THE TOPOLOBAMPO ROAD, *div.*

EX-SENATOR WINDOM ELECTED AS PRESIDENT.

Something About the Organization, the Purposes of the Company, Gonzales City the Western Terminus. Other Facts.

From the N. O. Times-Democrat.

Within the last two or three months there has been considerable speculation relative to the intentions and prospects of the Texas, Topolobampo and Pacific Railroad and Telegraph Company. This company, as is generally known, is engaged in a great railway and telegraph enterprise in Mexico, and has very valuable concessions from that country. In Boston, on Tuesday, there was a called meeting of directors and stockholders of the company for the purpose of choosing a new president, electing a new Board of Directors, increasing the capital stock, amending the by-laws and for other minor purposes. After some discussion the meeting adjourned to meet in New York to-day.

As the enterprise is certain to attract a great deal of attention very soon, a brief statement of its concessions and its advantages, with some account of the men who are at the head of it, may not be uninteresting. The railway is starting out under very favorable auspices. The very

### VALUABLE ADDITIONAL CONCESSION

recently obtained from the Mexican government by Messrs. Rice and Owen, agents of the company, have had the effect of stimulating the enterprise in a remarkable degree. These concessions are as follows:

(1) Extension of time for the completion of survey and construction—giving, in fact, three years' additional time; (2) extension and grant of subsidies of \$8064 per mile to the branch line from the main line to Presidio del Norte, the original contract of concession only allowing that amount of subsidy upon the main line from Topolobampo Bay to Eagle Pass, and upon the branch line from Magatlan, in the State of Sinaloa, to Alamos, in the southern district of Sonora; (3) the right to construct branch lines from either side of the main line and branches not to exceed 100 miles in length with grant of like amount of subsidy; (4) the payment of such subsidies direct from the national treasury or by assignment of percentages on duties collected by the customs of Sonora, Sinaloa, Chihuahua and Coahuila; (5) cession of the lands, islands, rocks and flats in the Bay of Topolobampo adjacent to, and for the benefit of Gonzales city; (6) changes security for completion of road on the withdrawal of the \$100,000 deposit, already made by the company in the Monte Piedad, from a mortgage on the first section of the completed road to a deposit of \$100,000 in the company's bonds, or a mortgage on its cable, when completed, across the Gulf of California to La Paz.

### THE COMPANY

is organized under a general law of the State of Massachusetts which authorizes the construction of railways in foreign countries. Prior to the meeting to-day Hon. Frederick O. Prince, ex-Mayor of Boston, was president and treasurer of the company, and F. E. Goodrich, of Boston, was secretary. The directors were Fred O. Prince, Joshua G. Abbott and Gov. B. F. Butler. Among the stockholders are George W. Sitmons, Boston; U. T. Grant, Jr., and Elisiah A. Buck, New York; Jesus Escobar, El Paso; Albert F. Owen, Chester, Pa.; Hon. William Windom, Minnesota, and Senator Joseph E. Brown and Gen. John B. Gordon, Georgia, and Hon. John H. Rice, Washington, D. C.

### THE ORGANIZATION IN MEXICO

assures to the country the friendly co-operation of the government and people of Mexico. During the last year the executive control of the company and its principal office have been in the city of Washington, under the management of ex-Secretary Windom, Hon. John H. Rice and Dr. E. W. Cushing. These gentlemen constitute the executive committee. For some time past there has been a very earnest desire that ex-Secretary Windom should accept the presidency of the company. ex-Mayor Prince, offering to resign in his favor. He, however, felt a delicacy about accepting the trust, while a member of the Senate. On the 13th of last February, Messrs. Rice and Cushing addressed him a letter, in which they expressed their own wish, and the wish of all the other stockholders, so far as they were able to obtain an expression of opinion, that he should accept the presidency upon the terms and conditions stated by them. On the same day Mr. Windom replied that if the propositions should prove satisfactory to the stockholders he would accept. The propositions which had been submitted to Mr. Windom were at once submitted to most of the stockholders and their written approval obtained. There was no dissent from any one. At a meeting in New York to-day, therefore, Mr. Windom was chosen president and a board of directors satisfactory to him was elected.

### THE ELECTION OF MR. WINDOM

insures a vigorous prosecution of this great enterprise. He is in the prime of manhood, has the full confidence of the capitalists of the country, and possesses splendid executive ability.

It is the purpose of the new organization to commence operations at once. Work will be begun immediately on the line from Topolobampo Bay to the Rio Grande and, also, upon the coast line from Mazatlan to Alamos. Surveys have been made and approved by the government of Mexico of a portion of these lines. The length of the line from Topolobampo Bay to the Rio Grande is about 700 miles, and from Mazatlan to Alamos about 350 miles. It is confidentially believed that with the deposit in the Monte Piedad, which comes back to the company on the certificate if the completion of the first thirty-one miles of the road, and the accruing subsidies, together with local aid and the amounts accruing from the sales of stock remaining in the treasury of the company, that 100 miles of these lines may be completed without resort to the sale of bonds, or, if it is found advisable to sell bonds, a small amount only will be required. The whole amount of the capital stock of the company is disposed of at par for cash, and the remaining stock will be sold in like manner, as required for the best interest of the company.

Mr. Windom shows his faith in the enterprise by agreeing to accept his salary for four years in the stock of the company. It is

### THE PURPOSE OF THE COMPANY

to construct the roads without the intervention of a construction company, and without giving out contracts upon the usual plan of exorbitant rates of compensation. The intention is that if anything is to be made out of the work of building the road, the stockholders should receive the benefit.

The line from Topolobampo Bay to the Rio Grande, with its Texas connections, will furnish the shortest transit from the Gulf ports and the leading cities of the Atlantic to the Pacific ocean. Topolobampo harbor is only about 1000 miles from Galveston and 1250 miles from New Orleans. By this line the distance from New York to the Pacific coast, in comparison with any other railway line, is shortened about 800 miles, the distance from New Orleans to the coast is about 1000 miles shorter than by other line.

The company has just about 500 miles.

from Parrell to Topolobampo. The maps and preliminary report of the survey are now being prepared by the engineers. According to this survey, the general grade of the road will be less than forty feet to the mile, the maximum grade less than one hundred. The Cordilleras are crossed on this remarkably easy grade, for mountain crossing, without a tunnel. The line runs through the richest mineral belt in the world.

GOLD, SILVER, IRON, COPPER AND COAL are found in abundance. Batopilus, where the well known ex-Governor Shepherd is now working forty mines, and where he has already gathered an enterprising population of over 5000 people, is within 16 miles of the line. The timber belt through which the line runs is superb. It is between 250 and 300 miles wide, and contains a great variety of wood, such as logwood, fustick, chincona, amapa, copal, white and other varieties of pine, oak, etc.

One great advantage this route has is that it is south of the snow line and north of the Tropic of Cancer. The climate of the region through which the road runs is never either extremely hot or extremely cold. The company sets great store by its new town, Gonzales City, which has been laid out on the north shore of Topolobampo Bay, on an extensive and attractive scale.

The harbor of Topolobampo is the only deep and large harbor on the Pacific coast of Mexico, north of Acapulco, as shown by the surveys of this government and the government of Mexico. It carries twenty-one feet over the bar at low water, which can, at very moderate cost, be increased to thirty.

It is more capacious than Acapulco, Guaymas and San Diego combined.

### GONZALES CITY

has more deep water anchorage in front than New York, Brooklyn, Jersey City and Harlem, all put together. It is a land locked harbor, and is protected from all winds on all sides of the narrow entrance by hills and mountains, ranging from 500 to 800 feet in height. The city site and adjacent property belonging to the company comprises about twenty-nine square miles. It is a beautiful plateau, rising gradually from the water's edge at the harbor, extending in the direction of the valley of the Fuerte river, about eighteen miles distant—a mountain stream—from which the supply of water for Gonzales City will be obtained. It is the largest inland river of Mexico, and its fertile valley has been for many years under cultivation by proprietors of ranchos and haciendas. The local traffic tributary to the line, including supplies for timber, camps and mills and the mining towns and cities that will rapidly increase along its route through the mountains, and the transportation of their products, the live stock and agricultural produce and various industries of the fertile table lands and slopes toward the Pacific coast and the Rio Grande—cotton, wheat and other cereals, sugar, coffee, cocoa, all the fruits of the more Northern latitudes, the apple, peach and grape, and the orange and banana of the South, will be very large. With respect to through freight the advantages of the line for transportation from ocean to ocean, and especially from the Pacific to the Gulf ports, on a comparison with competing routes, are evident, and must secure for it a decided preference.



*D. J. Owen*

**THE TOPOLOBAMPO COLONY.**

**Hon. A. J. Streeter has an Audience with the President.**

Hon. A. J. Streeter, who has been the guest of the Iturbide Hotel for the past few weeks, had an audience with President Porfirio Diaz on Friday evening. It is said that the interview was a lengthy and most cordial one and that the subject of the existing dissensions between a portion of Topolobampo colonists and Mr. A. K. Owen, the concessionaire, was broached to Mexico's Chief Magistrate.

It is pretty generally understood in this city that Mr. Streeter has been delegated by the dissenters to present their grievances to the Department of Public Works, against the manner and methods employed by Mr. Owen in fulfilling the terms of the concession granted him by the General Government; and the petition embodying the complaints has already been placed in the hands of Hon. Manuel Fernandez Leal, the chief of the department where the difficulties are likely to be given a hearing.

Mr. Owen was the founder of the colony years ago and, of course, as no two men think exactly alike, there has been much difference of opinion as to the proper management of this new departure in colonization schemes. However, if the majority of the colonists continue to remain on the side of Mr. Owen there need not be much risk in the prediction that the government will assist in every way possible to the furtherance of the welfare of the Topolobampo settlers. It was understood yesterday as coming from Mr. Streeter that President Diaz had stated to him that Mr. Owen had been furnished with letters for high officials in the state of Sinaloa, where the colony exists, for the purpose of aiding him in effecting a mutual and satisfactory arrangement.



## BANQUET TO GEN. GRANT

### VIANDS AND RAILROADS.

On Monday last at the Tivoli de San Cosme Messrs T. B. Lewis, T. J. Gargan and A. K. Owen extended a magnificent banquet to our illustrious visitor, Gen. U. S. Grant, and in response to a cordial invitation at the appointed hour we found a large concourse of guests already assembled. The spacious *salon*, the scene of many similar diplomatic and social gatherings, was tastily decorated with bunting and flowers and as we entered the hall we were struck with our paradisiacal surroundings. Here and there upon the walls hung the Mexican and American flags neatly draped and united in the bonds of friendship, or decorated the portrait of some Mexican patriot while from the ceiling hung baskets of flowers. A large pyramid of tropical plants adorned the centre of the room. Hanging on the wall back of General Grant was a specimen of floral work which attracted no little attention; a representation of the Mexican Eagle holding the serpent in his mouth and resting upon the shield of the United States.

From each side of the shield hung the Mexican and American flags and all these national ensigns were executed with flowers of the required colors. This memento is one of the finest and most perfect works of artistic arrangement we have ever had the pleasure of seeing and won the admiration of all present.

At one o'clock the guests took their seats and in looking about us we noted the following eminent personages: General Grant, Hon. I. Mariscal, Secretary of Foreign Relations, Hon. M. Herrera, the Guatemalan Minister, Hon. E. Neyt, Belgian Minister, Hon. G. Treviño Minister of War, Chargé d'affaires of the French Legation, Col E. M. Neil, Secretary of the United States Legation, Gen. O. E. Ord, Hon. Carlos Pacheco, Governor of the Federal District, C. Quaglia Governor of the State of Morelos, Mr. D. Sanchez of the Morelos road, Gen. J. Ceballos, H. E. Dawson, U. S. Grant Jr. Gen. S. Ochoa, F. W. Prida, P. K. Gallardo, G. G. Gostkouski, T. Cañedo F. Fernandez, President of the Senate and many others. The press both of the United States and Mexico was well represented by Mr. Dillon St. Louis *Globe and Democrat*, W. H. Bishop of *Harpers*, Mr. A. Gutierrez of the *Siglo*, Editor of the *Telegrafo*, J. M. Clarke of the *Two Republics* and Mr. M. Caballero of the *Noticioso*.

The menu card consisted of a neatly arranged folding sheet bearing the names of each present and reading within as follows: "Banquete del Lunes 2 de Mayo de 1881. En obsequio del General U. S. Grant, en el gran Tivoli de San Cosme, á las doce del dia."

Here follows the menu embracing all the delicacies of the season. Following the "Punch au Champagne" our estimable toastmaster Mr. T. J. Gargan proceeded to discharge the duties set before with a few remarks of salutation Mr. Gargan said he had the honor to extend to all present a most cordial welcome; that he with others had shared the hospitality of Mexico's people and her tropical climate; and with the flow of Railroad and mining capital within her borders "who could picture the future of Mexico." But like the many statesmen we find in this Republic, we have one with us today who has "exhausted the honors of the North. Gentlemen, I have the honor to present General Grant."

Great applause followed and Gen. Grant arose and made the foregoing remarks:

Gentlemen: It is with very much diffidence that I rise on this occasion to respond to a toast so personal to myself. I should have felt much more at ease if I had been called upon to say something upon the subject which the gentleman who called me to this banquet came to this country to prosicute.

They have visited Mexico in an interest—the Texas Topolobampo Pacific Road—in which I feel a deep personal interest without having any pecuniary interest therein: They have come here as the representatives of a proposed railroad through a portion of the territory of this great empire. I hope they meet with every success: that they may obtain from the Government what is necessary for their enterprise and that Mexico may reap all the benefits, of which I have no doubt. There are a great number of these roads in contemplation, but I do not think a single one that is not necessary to the growth and development of Mexico. So far as I have observed there are no two which will come in conflict

interest with each other. For my own part while partially representing one of these enterprises, I wish all the others the greatest success financially to themselves, to the development growth and prosperity of this great country. I believe it to be the duty and ought to be the pleasure of all persons engaged in building railroads in Mexico to help each other and to wish each other God Speed. Mr. Chairman, Gentlemen, I thank you for the honor you have done me.

Hon. Ignacio Mariscal was then introduced to the assemblage: Mr. Mariscal said he had not come prepared to make a speech but that he not only considered it a duty but an honor to make a few remarks concerning the distinguished guest. One year ago we welcomed General Grant as a guest of the nation and extended courtesies as such, now in addition we welcome him as a friend interested in the development of our industries. This friendship he had shown from the presidential chair and from that epoch its fervency had not deminished.

It is true our guest came to us first as an enemy, we look upon that portion of his life as an historical event. He now comes to us not with a sword in hand but with a laurel branch—the Oaxaca Railroad.

"To General Grant as a great and well tried friend of Mexico."

Applause and whisperings of general approval followed.

Mr. Hidalgo y Teran was called upon and responded with a few appropriate allusions to the illustrious guest, his past and present achievements.

Our toastmaster here called upon General J. B. Frisbie referring to him as a soldier, whereupon the General replied. It is so long since I was a soldier that I have almost forgotten the fact. It is a gratifying fact to have with us today the emancipator of the American slaves. From this achievement he arose to the presidential chair; the eyes of the world have been upon him, have shaken his hand; and now his last effort is to develop the vast resources with which this country is endowed. "He is the greatest friend outside of your country that Mexico possesses." Laurels he does not want, but though friendship he seeks the development of your industries.

Your rivers are not navigable and modern science supplies the place of natural science. Your mountains and your valleys are producing innumerable resources and yielding the greatest revenues capital alone must build your railroads and increase your revenues. Aside from the soldier and statesmen, General U. S. Grant, we have with us today a man who has lost limb after limb in the defense of his country; to know him is to love him I refer to Gen C. Pacheco.

General Frisbie never disappoints his hearers and on this occasion his efforts were appreciated by long and hearty applause. We only regret that we are unable to report his speech in full.

Hon. M. Romero followed in an extensive and interesting speech on Gen. Grant and his enterprise referring to the benefits of the proposed Oaxaca Railroad. Mr. Romero's speech was that of a patriot anxious for the development and progress of his country and called forth a hearty response.

Governor C. Pacheco next afforded us a short but impressive speech on progress and development of Mexico, thanking General Frisbie for the complimentary language of the latter. Dr. Trowbridge, U. S. Consul at Veracruz being called upon responded: It is perfectly unexpected to be called upon today but "out of the fullness of the heart the mouth speaketh." I am in favor of this Mexican "boom" and believe it will result in the development of the virgin resources of Mexico. "The best knowers of Mexico are those who know Mexico the best.

Carlos de Olaguibel y Arista, M. C. from Guanajuato, said:

Gentlemen: I am not prepared to make a speech on this occasion; but my esteemed friend Mr. Gargan, a citizen of Boston, invites me to say something, and as Boston is, after the state. I represent in congress, and after my own country, the city I most admire and love, I cannot decline Mr. Gargan's kind invitation, and will say just a few words.

Heretofore, all our friends, both Americans and Mexicans, have drunk to the health of Gen Grant. Quite right and just! Gen Grant has in his glorious career two pages which secure for him an immortal place in History. The first one is the liberation of four millions of slaves; the second, especially worthy of remembrance by the Republicans of the North American Continent is the steady and sincere friendship he manifested to our country during the dark and bloody times of the so-called Empire. While the soldiers of France were murdering Mexican citizens, daily, by the thousand, Gen-Grant stood by us and showed on every occasion his worthy sympathies to our cause, which was the cause of Freedom and American institutions.

So, Gentlemen! it has been nothing but right and just that we Republicans and Mexicans have drunk to the health of the great soldier and distinguished statesman, and I join heartily with those who have done so.

But Gentlemen! I must call your attention towards another as sincere and good a friend of Mexico. His efforts in favor of our country have not been known but by very few, because he has not occupied any high political position; but they have been as great as disinterested and as deserving as those of the distinguished citizen and soldier who is the honored guest at this banquet. He has been struggling alone and bravely, against a form of tyranny worse than that of monarchy as bad, perhaps, as the worst kind of military despotism. I speak of corporate power, of moneyed monopolies. This friend of Mexico who is no other than the gentleman at the end of this table, Mr. A. K. Owen—(applause) did all in his power to spare to our country the sad experience, the bitter trials, the heart-breaking troubles which soulless corporations inflict upon Nations whenever they have a chance.

Had our friend been supported, Mexico could have obtained numberless benefits and a brighter future.

I have been an eye-witness of Mr. Owen's efforts, and I repeat what I said before: they have not been known as those of Gen-Grant because Gen-Grant stands high in the world and is seen by all, like the sun, but for all



that they are not less deserving. So Gentleman! I drink to the health of Mr. A. K. Owen the good friend of Mexico; and to the prosperity of Boston, the Athens of the new world!!

Mr. T. B. Lewis in able speech pictured the necessites of Mexico "the effect of introduction of capital and the future of this Republic."

During the last few speeches Mrs. Grant Mrs. J. Grant. Miss Sharpe, Mrs. Allen, Mrs. Romero paid the festive hall a visit and were shown to comfortable seats overlooking the table. Having been noticed by the guests' and in response to a call General Ceballos proposed a toast to the ladies who honored us with their presence and in closing toasted to Gen. Grant and Benito Juarez. The Guatamalian Minister Mr. Herrera next favored us with an enthusiastic toast urging the closest relations between the three "greatest Republics of the continent, Mexico, the United States and Guatamala. His effort met with hearty applause.

Hon R. Pacheco, ex-Governor of California in response to a toast paid a tribute to his ancestors' patria, a son of Mexico he had not lost his love for the country of his birth. Mr. Pacheco urged the extension of relations between the two Republics. We regret we were unable to procure Mr. Pacheco's speech in full, a masterly effort which would have interested our readers.

Gen. Ord, while devoted to a plate of "didon et roast-beef," "was aroused by our genial toastmaster and pushing back his chair he responded: I did not know I was going to make a speech. But I will drink to the success of all grants each" to fight it out on its own line if it takes all summer."

Mr. Herrera in French toasted to Guatemala France and Belgium.

We regret that space will not permit us to report the able responses of messers Dillon, Loeza, S. Solis, Luis Pombo, F. Garay, Father Gillow, Mr. Hammiken and others.

In closing we desire to call the attention of our readers to the interesting response of Mr. A. K. Owen which Mr. Owen has permitted us to produce in full.

Gentlemen! it was not my intention to say anything on this occasion; but as you have desired otherwise, it will be my pleasure to state briefly the position Mexico holds, geographically and commercially, to the United States and to Europe and Asia.

Mexico contains an area of 863,000 square miles—an area equal to that of France, Spain, Austria and Lombardy combined—an area as large as ten times that of Great-Britain—an extent of surface covering as much as the twenty five states East of the Mississippi River; and Mexico is capable of producing every product which these countries and states combined are able to send to market.

Mexico has a boundary coterminus with that of the United States for 1,573 miles; and that the India just across the Rio Grande, just south of California, Arizona and New Mexico, should have remained so long without interesting the people of the United States, is a mystery to me. Eight years ago when I spoke to prominent railroad men and to our officials in Washington, the almost universal opinion expressed was that Mexico consisted of a series of rugged, barren, impassable mountain ranges, one piled up against the other, with narrow deserts of sand lying between—deserts overrun with scattered bands of indians who scalped each other and gave special chase to the adventurer who dared enter their saered retreat. So great was our people's ignorance upon everything relating to Mexico, that even one of our leading Senators, then the pride of Indiana, a great leader who now sleeps in a hero-patriot's grave, spoke of Chihuahua as a seaport town. And other popular oficiales made equal errors whenever they ventured an opinion on the subject. As early as 1873, I spoke with Gen. Grant, then President, upon Mexico, and the advantages the U. S. would obtain by extending their system of railroads across and through this Republic. Gen. Grant, even at that time, was familiar with Mexico, its history, its resources, its people. He is the most intelligent prominent man on this subject. I have spoken with him; and he has been and is one of the truest and most earnest friend Mexico can claim.

Mexico occupies geographically the most unique, the most strategically commercial position of any country in the world. Mexico stands between oceans—the Atlantic and Pacific; between continents—Europe and Asia, North and South America; between the great trade or ocean rivers—the Gulf stream and Japan current; between Republics—the United States and those of Central and south America; between the Indies—the West and the East; between zones—the Frigid and Torrid; and Mexico stands directly in "the West Passage," between the Occident and the Orient—in that highway over the Ocean, in that "zone of Empire" for the possession of which every nation has struggled in all ages yet recorded.

This united land of 27 States, one Federal District, and one Territory, inter-oceanic in respect to the populations, productions, manufactures and commerce of the World; with its inexhaustible internal resources of every material and product that affords food, clothing and comfort for man: with a diversified climate adapted to every race and temperament; with political, civil, social institutions favoring universal education and the inalienable rights of each and every one, all foreshadow a development upon the Mexican shore, within half a century to come, transcending all predictions yet made by statesmen and philanthropists. Mexico in more instances than one is the complement of the United States.—Here we have low latitudes. and high altitudes, and there we have high latitudes and low altitudes.. This is the land of the sun; that is the land of the cloud. Here the fig, olive, pome granate, mango, pine-apple, lemon, lime, guayaba, platano, tuna, cocconut, orange and date grow with their richest flavors; there we have the peach, apple, pear and berries unexcelled. Here the raw materials are itexhaustible; there the combinations of mechanical inventions need a market for their articles of finished manufacture.

Gen. Grant, in his remarks at the Banquet given him by the delegates from Oaxa-

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ca, told us that Indiana contained more railroads in active operation than Mexico had give concessions for. Such is the fact; but it is not so much the resources contained by this single State, as it is that it lies in the direct path between the East and the West, that so many miles of railroad are made to pay. A railroad pays in proportion as one or more sections of its line lacks that which another or other of its sections has a surplus to supply; and this being the case, railroads passing from the United States south through Mexico, and from the east to the west, across Mexico, must necessarily return handsome revenues upon their cost.

In ages ago—far back in the misty past, centuries before Cortez came to these shores, there existed in Mexico opulent communities and a wonderful civilization. Ruined cities, pyramids, cyclopean walls and monuments in stone, lie scattered through Oaxaca, Tabasco, Chiapas, and Yucatan; and they not only attest the wealth and grandeur of their builders, but they mark the line of the great commercial highway or portage which, in those early, prehistoric days, crossed Mexico, uniting the Occident with the Orient. "The forty cities," the ruins of which astonished Stephens, Kingsborough, Humboldt, and the half dozen other great savants who have described them, were erected by the lucrativeness of this commerce. To it Thebes, Nineveh, Babylon, Persepolis, Palmyra, Balbec, Arabia Petrea, Carthage, Rome, owed their magnificence, their power. And when this commerce is again intelligently directed across Mexico, opulent trade centers will again arise along its zone, proud cities will—as if by magic—rise from out the desert; and, if the railroads are managed in a spirit of equity, happy and prosperous people will crowd and co-operate in all useful and ornamental arts along its route. May the many circumstances which seem to be propitious at this time, speedily unite to consummate such result!

Gentlemen: it is gratifying to all well-wishers of the two great Republics of North America, that the prominent men of each people, now in this Capital, have met today to shake hands, to converse, to eat together. May all our facilities of intercourse be speedily bettered and cheapened, that we may bring the chairs of our firesides nearer the one to the other; and may the harmony which now exists be encouraged and perpetuated.

Gentlemen: I say, and affectionately,  
*Adios!*



2 de Mayo 1881

## BANQUETE AL GENERAL GRANT.

Verificóse el lunes, como lo anunciamos, el banquete ofrecido al Sr. general. Ulises S. Grant por los empresarios del ferrocarril de Topolobampo, en el salon alto del Tivoli de San Cosme. Gratísimos recuerdos dejó en nuestro ánimo esa fiesta en que la expansión de los más nobles y elevados sentimientos de fraternidad internacional fué saludada por innumerables aplausos. En nuestra seccion inglesa damos una larga descripción de ese banquete y por ese motivo no la repetimos en este lugar.

Asistieron los Sres. generales Grant, Ord, Frisbie, Treviño, Pacheco, Loera y Ceballos; los Ministros extranjeros de Francia, Bélgica y las Repúblicas de Centro-América; los Secretarios de Relaciones y Fomento; gran número de senadores y diputados notables, entre los cuales se contaban el Sr. Hammecken y Mejía, los Sres. Pombo, García Granados y Salas; el Sr. Trowbridge, cónsul americano en Veracruz; el Sr. Matías Romero, el Sr. Ferguson, el Sr. Braniff, el Sr. Delfin Sanchez, el Rev. Padre Gilow y otros representantes de negociaciones ferrocarrileras; el Sr. Olaguibel y Arista, el Sr. Juan A. Mateos, el Sr. Mastella J. Clarke, el Sr. Frank A. Skilton y nuestro Director, en representación de la prensa, y otras muchas honorables y distinguidas personalidades de nuestra sociedad y de la colonia americana.

Pronunciáronse brándis muy notables, siendo dignos de llamar especialmente la atención, los del Sr. general Frisbie, entusiasta admirador y positivo amigo de los mexicanos, entre los cuales vino á radicarse con su familia hace ya varios años; el del Sr. Mariscal Ministro de Relaciones, el del Sr. D. Matías Romero que hizo explicaciones importantes respecto á la Empresa del ferrocarril meridional mexicano; el caluroso y elegantísimo *toast* del distinguido diplomático D. Manuel de Herrera; la natural y expansiva peroracion del general Ord, y el amistoso, cordial é inteligente *speech* del Sr. A. K. Owen, uno de los anfitriones. Los mexicanos y los americanos se confundieron en un sólo sentimiento: el engrandecimiento de los dos países por el trabajo, por la paz y por la fraternización.

“La América, señores, dijo el Honorable Ministro de Guatemala, es el gran crisol destinado por la Providencia para fundir en ella un día, todas las razas en una raza, todos los idiomas en un idioma, todas las ideas en una sola idea, todos los intereses en un sólo interés, todos los pueblos en una sola entidad grandiosa y venerable que se llame *la humanidad*. Brindemos, señores por los destinos de la América.”

Ese *toast* fué, puede decirse, la síntesis del banquete. Colocábase allí una piedra más en el cimiento de ese soberbio edificio de libertad y de union que ha de cobijar un día con su bendita sombra á todos los pueblos de la tierra.

La fraternidad universal no es un delirio vano, no es una loca utopia. El riel, mensajero de progreso, ata ya con vínculos de fierro á las naciones. Está sentada la base del edificio. Siglo vendrá que sobre ella, como un coronamiento de luz, tienda el vínculo de solidaridad y de amor entre todos los miembros de la raza humana.....

A las seis de la tarde terminó aquel banquete, no empañado por la más ligera nube.



## MEXICO'S FUTURE.

The Union of the Occident and the Orient—  
The Future Relations Between the United  
States, Mexico and South America—Rail-  
roads the Pioneers of Civilization.

Correspondence of *The Inquirer*.

HOTEL ITURBIDE, MEXICO CITY,  
Mexico, June 9, 1881.

A. K. Owen salutes General Manuel Gonzales, President of the United Mexican States, and, in behalf of the Texas-Topolobampo Pacific Railroad and the telegraph company, thanks President Gonzales, and through him, Senor Manuel Fernandez Leal and those in authority, for the prompt and courteous attention with which the company's business has been received and despatched. Let Mexico be assured that the company appreciates the favors which have been granted it; and, in fulfilling its part of the contract, will endeavor to be faithful to its conditions in every particular.

Mexico is a country so interesting in its future, so unique in its geographical and in its commercial relations to continents, to oceans and to peoples, that on an occasion so appropriate as this, and on the eve of leaving your good capital for the United States, your friend desires to say a few words relative thereto.

The United States, during the past century, has occupied in the New World the centre of attraction and has absorbed the greater part of the interest, the immigration, and has encouraged most the association of intelligent labor, and rapid and marvelous has been the mechanical and business development of its people. While the United States controls a very large portion of the total area of North America and a population of fifty million of people, composed of all nationalities, there are seven other Republics on our continent containing a vast area and about eleven million of inhabitants, all of whom speak the Spanish language. North of the United States there is another great area containing four million of people who speak the English and French languages. Altogether the Continent of North America has nine distinct nationalities, an area of eight million square miles and sixty-five million of people.

Our twin-continent in the New World—South America—is represented by fourteen distinct nationalities who speak the Spanish and Portuguese languages. They number twenty millions, and their territory contains seven million square miles. The New World—North and South America, connected by the Isthmus of Panama—therefore, contains twenty-three distinct nationalities, mostly republics, eighty-five millions of people, and an area of fifteen millions of square miles. This area equals that of the continent of Europe four times, and is three-fifths of the whole space of the globe. Three-fifths of this entire area consists of valleys, prairies and plains of inexhaustible fertility, while three-fifths of the surface of Europe are covered with mountains and unavailable lands.

Mr. President, Mexico, with her area of 863,000 square miles and her 9,500,000 of willing and industrious people, stands in the midst of this area—almost in the centre of this great population—for two distinct nationalities and fifty-four millions of the English and French-speaking people live to the north of her, and twenty distinct nationalities and 21,500,000 of the Spanish and Portuguese-speaking people live to the south of her; and, as Mexico is in the direct highway—is at the half-way station between them—these people must pass through her States to associate and to exchange.

These Spanish and Portuguese talking people and these English and French speaking populations, are neighbors, are brothers, are fellow-pioneers in a new world. The love of discovery, the search for gold and silver, the restlessness for adventure, the pride for conquest and the desire to spread the Roman Catholic religion brought the Spaniards and the Portuguese to these our continents full half a century earlier than the Pilgrim fathers came to the barren, uninviting shores of New England; but it has been the misfortune of these good people to perpetuate the social life, the customs and the crude civilization of three centuries ago, and to share but little, if any, in the mechanical progress so brilliant and enriching to the United States and to the Canadas.

The railroads have been the basis for the great advancement which has taken place among the people living to the north of Mexico. The railroads have facilitated, cheapened and made comfortable intercourse, and have encouraged and fostered the diversification of home industries, and the diversification of home industries has developed the physical forces and has given character to the manhood and to the womanhood of our English and French speaking people.

The same ways, with improved means, will push the Spanish and Portuguese speaking people to a much higher civilization; for here, in Mexico, particularly, and, measurably in the States to the south, the climates and the natural resources are better and greater than in the States to the north, and in them it may be that Almighty causes have designed that the race shall be perfected. In them already nature, unassisted, has done more for the floral, plant and fruit kingdoms than in most other districts on the earth; and it is in them that we find the birds of Paradise. And, may it not be that here, too, one day, will be developed the grandest men and the noblest women? In them we have the land of the South—the land of the sun; the everlasting source of warmth, of light, of color, of growth, of life—and, with a mechanical basis and under modern, skilled direction, why should we not have in Mexico, and in the States to the south, the land of intelligent thought, co-operative action and equitable distribution?

The enlightening influences of the railroads are powerful. We owe it to them that local prejudices and those of race are disappearing; to them that diffusion of progressive ideas which will distinguish the nineteenth from all the centuries which have gone before; to them the suppression throughout all Europe of the passport system and of the simplification of custom house regulations—two annoying hindrances to liberty and to travel. And railroads will yet make all the people of this New World shake hands, eat together and be brothers in a common cause—in the cause of humanity—in the cause of bettering the physical condition of each other. Railroads, by facilitating our ways of intercourse and by bringing us constantly and agreeably together, will make us speak one language, sing the same songs, laugh at the same jokes, bow in respect to one God and be at home at each other's firesides.

The course of empire, of trade, of conquest, has been along parallels of latitude. The course of friendship, of commerce, of interdependence will be along parallels of longitude, for their sections within narrow zones are opposites, and opposites, like man and woman, are necessary one to the other, hence love and interdependence one with the other—uniting the North with the South, the Saxon with the Latin, the supplement with the complement, winter land with summer land, the new with the old; and may Providence bless and prosper every one and all circumstances which may hasten and strengthen so greatly needed a result.

A glance at Mexico and her position in the Old World—with Europe and with Asia—will complete the picture essayed in this sketch; not in its shadows and lights, but simply in its outlines. A better artist must do the colors. It would be but a daub were more attempted on this occasion.

Had there been no continent for Columbus to discover there would have been from Spain

westward to Japan, China, British India and Australia, one vast unbroken waste of waters, covering more than 200 degrees longitude and an area of about 14,000 miles square. The United States and Mexico interpose between the Occident and the Orient. The South Atlantic and Mexican Gulf States of the first, and the eastern border and Californian Gulf States of the latter stand in the "great passage" in the channel of the long-hoped-for "secret strait" in the direct route from Europe to Asia. And these facts bespeak for Mexico no small importance, no little influence in the great commercial race of the near future.

In years now old, Egypt was to the nations of the Mediterranean and to those of the "far East" as Mexico; in years to come will be to the nations of Western Europe and to those of Eastern Asia—Mexico will be their best portage. Across Mexico France, Germany, Belgium, Italy, Spain and Great Britain have greater natural advantages and better distances in regard to time and comfort to Japan, China, British India and Australia than by any other commercial lines, and when modern facilities are completed across Mexico on well-selected routes a large portion of the \$1,725,000,000 worth of exports from the Pacific shores of Asia and from Oceania will be attracted across Mexico to exchange for the finished manufactures of the nations living on the shores of the Atlantic; and as this commerce is the most lucrative of all exchange, it will enrich every locality where it touches or rests.

Eighteen hundred and more years ago, when naked savages festered and feudalized in the islands now known as England, and in the greater part of the continent now known as Europe; Carthage and the Peninsula nations of the Mediterranean—those people living in Asia Minor, Greece, Italy, Spain—had well-selected routes across Persia, Tartary, Syria and Egypt, to China and India, and along those routes here arose metropolitan cities and great trade centres—cities, the ruins of which show a grandeur unknown to modern times; trade centres, where the merchants of Europe and Asia met to greet one another and to exchange.

The Portuguese, the Spaniards, the Dutch, the English, however, were driven to new and ocean routes to reach India and China. The old caravan roads were deserted, and those nations living between the Mediterranean and the Himalayas, between the Black Sea and the wall of China, grew weak, broke into fragments and perished; and Lisbon, Amsterdam and London became the Carthage, the Venice, the Athens, the Rome of the new era; and New York, San Francisco, Sydney and Melbourne became the halting places for this commerce, and hence, they, in their turn, became the Alexandria, the Bagdad, the Persepolis, the Byzantium of our day.

But years before the Christian era, far back into the night of ages, when Elephanta, Ellora and Agra were magnificent and powerful centres of dominion, their merchants had a portage across Mexico, through Quaxaca, Tobasco, Chiapas, Campechy and Yucatan to the Mediterranean and Euxine nations, and the line of this portage is marked with as imposing piles of edifices, at Palanque, Mitla, Chichen, Itza, Uxmal as one can find at Baalbec, Arabia, Petrae, Palmyra, Philae; and, Mr. President, what has been will be again, if like circumstances are directed by like intelligences.

Wherever and whenever the Western nations have exchanged with the Eastern people, wherever and whenever the Occident has selected a route to go to the Orient, there, and then, and among all people, have been built great centres of civilization; there and then have learning and arts been advanced; there and then have the people been pushed to a higher plane of thought and action, and, as it has been in the past, so it is in the present, and so it will be with increased advantages and security and permanency under skilled inventions, applications and combinations in the future.

The destiny of Mexico is grandeur! The people of Mexico shall yet diversify their home industries, and they shall be free, comparatively, from the workshops of other lands, and with industrial freedom they shall be great. It is not interdependence of, nor dependence upon, but it is inter-dependence with other nations for which Mexico must struggle. If the Mexican people advance as resolutely and as uncompromisingly for industrial and financial freedom as they did for political independence, rapid and certain will be their ascendancy over those people and nations who ride with their backs to the locomotive engine and never see anything until it has passed.

The Architect of the Universe has placed Mexico in the direct route between continents, between oceans, between zones. It does not take a prophet to foretell her future. "The handwriting" is plainly written in the wake of the ships as they pass into "the commercial currents" and into the "trade winds" of the Atlantic and Pacific oceans. If British India is the "jewel pendant" of Asia, Mexico is the "jewel beaclet" to America, North and South; it is the clasp in the chain which binds the English and French speaking peoples of the cold countries with the Spanish and Portuguese talking peoples of the warmer lands; it is the connecting key which unites the land where music is but harmony with the countries where music is melody. Mexico is the half-way station between nations and between continents; Mexico is the portage between islands and between seas; Mexico is the midocean resting place for the millions of Europe and the hundred of millions of Asia, and these circumstances bespeak for Mexico great wealth, great opulency.

When Mexico's system of railroads is completed, east and west, north and south, and is controlled by the government in the spirit of equity, and is made the basis for the diversification of home industries and the security of the nation's credit, then the people of the earth will come by common consent to Mexico to exchange courtesies, to negotiate business; for Mexico will then be the mutually accepted rendezvous for the merchants of the world, and here will be the commercial clearing house for the nations of two hemispheres for the same reason that Novogorod, at the junction of the Volga and Don, is the accepted mart of exchange for the merchants of Russia and China.

In Mexico will be made the introductions, here will be given the hand-shakings, here will be formed the friendships which will in its own good time bring "peace on earth and good will to mankind."

Mr. President, such is the destiny of Anahuac. A greater, a surer one, no other country has so many advantages to build upon.

As a member of the missionaries in this great work of progress, the Texas, Topolobampo Pacific Railroad and Telegraph Company will assist all and any co-operator in the cause of Mexico, commerce and friendship.



## TOPOLOBAMPO.

### INTERVIEW WITH A PROMINENT ENGINEER OF A GREAT ENTERPRISE.

Commercial Advantages—Agricultural and Mineral Resources to be Developed by the New Railroad Line.

Mr. A. K. Owen, chief engineer of the Texas, Topolobampo and Pacific Railroad, arrived in the city on Friday from Pensacola, Fla., where he had been spending a few days with his brother, Surgeon Owen, of the Pensacola Navy Yard; he stopped here en route to Texas and Chicago, where he goes on business connected with his road. Yesterday a reporter of the T.-D. called upon Mr. Owen for the purpose of obtaining some knowledge of the port of Topolobampo, and the important line of railroad with which he is connected. Mr. Owen courteously gave the reporter the following interesting information on the subject. He said:

The line of the Topolobampo Pacific from the Gulf of California to the Rio Grande has been for the most part determined upon, and the location and construction will begin and continue together. Our examinations in the Sierra Madre of Sinaloa and Chihuahua have extended over 1700 miles; and the lines reported by our engineers through the coast lands of Sinaloa and Sonora, and across the plateaux of Chihuahua and Coahuila cover a distance of over 2000 miles. The Topolobampo system of railroad lines, trunk and branches, will have a length of about 2000 miles—running from Mazatlan to Alamos, from Topolobampo to Presidio del Rio Grande, from near Santa Rosalia to Presidio del Norte; together with local branches to coal and silver deposits, etc.

The company will, probably, build and equip the first 40 miles, from Topolobampo to the silver mines and sugar fields of the Valley of the Rio Fuerte, without placing any bonds; and while this is being done the negotiations already commenced with certain parties here and in Europe can be consummated.

THE TIMES-DEMOCRAT of March 23, 1883, published a full account of the reorganization of the company in New York city March 22, 1883. Ex-Senator Windom is president, and has the main office of the company at No. 1509 H street, Washington, D. C. Ulysses S. Grant, Jr., is vice president. The second vice president and general manager will be an experienced and prominent railroad man, whose name we at present do not wish to mention. Some of the more prominent of the stockholders are: Gov. Butler, of Massachusetts; Gov. Foster, of Ohio; Gov. Terrazas, of Chihuahua; Gov. Ramon Fernandez, of the Federal District of Mexico; ex-Senators Yulee and Gordon; Senators Brown, of Georgia; Blair, of New Hampshire; Logan, of Illinois; Sabin, of Minnesota; Jones, of Nevada, and Ignacio Pombo, of Oaxaca; ex-Mayor Prince, of Boston; Henry Hastings, Josiah Abbott, Nathan Appleton, Wendell Phillips, George W. Simmons, (Oak Hall, Boston,) T. E. Sickels, C. E., E. A. Buck, proprietor and editor of the *Spirit of the Times*; Jesse R. Grant, Wm. S. Chapman, of San Francisco; Hon. John R. Young, Minister to China; Hon. Philip H. Morgan, Minister to Mexico; Hon. Matias Romero, Minister to Washington; Thomas Wade Howard of Texas, Hon. John H. Rice of Washington, Hon. W. K. Rogers of Ohio, ex-Gov. Warmoth of Louisiana, ex-Gov. John C. Brown, of Tennessee, ex-Gov. Alexander R. Shepherd, of Washington, D. C.; Jesus Escobar, Mexican consul, El Paso, Texas; Francisco M. de Prida, Jorge Hammiken y Mexia, Romero Rubio, Francisco Bulnez, Carlos de Olaguibel y Arista, Collector of the port of Matamoros; Charles M. Loring and A. M. Reid, of Minnesota; Charles Storrs, of Brooklyn; Col. John Hancock, of Washington; Gen. James B. Price, of Missouri; and L. H. Stevens, of New York. This latter gentleman and ex-Gov. Shepherd represent the Batopilas Company, which is now working some 40 veins of silver in Western Chihuahua and

Batopilas Company is composed of such men as George W. Quintard, of New York, and George M. Pullman, of Chicago, and they will render very substantial aid to the Topolobampo Company when it begins to construct its mountain section.

The Topolobampo Pacific will be virtually a Southern trunk line to the western ocean. No truly east and west line can be south of it; and every line north must be longer, whether it runs from Quebec to Puget Sound, from Duluth to the Columbia River, New York to San Francisco, or from New Orleans to San Diego.

San Francisco lies 600 miles south of the Columbia River, San Diego 441 miles south of San Francisco, and Topolobampo 650 miles in a direct line, or 936 miles via Cape San Lucas—the southern point of Lower California—south of San Diego; while Acapulco lies 740 miles south of Topolobampo, too far to the southward, however, for a possible transcontinental highway.

Remarkable it is that these perfectly sheltered and, with one exception, (the Columbia River) easily accessible commercial havens, and the only ones of first-class facilities on the west coast of our continent, occur at distances so nearly regular. There can be between them no jealousy or rivalry, save that which springs from a just emulation. They are separated by intervening distances of half a thousand miles. Each has a back country immediately its own; lands which are empires in extent, with population, diversified industries and inexhaustible agricultural and mining wealth; and each fronts Asia with more or less advantages. None has all of the favors of distances, climates, trade winds and ocean currents; but when the advantages of Topolobampo are compared with the advantages claimed by each of the others, our stockholders have occasion to congratulate themselves.

From Topolobampo, for 118 miles eastward, we have the tropical and inter-tropical belt in which most of our groceries, fruits and vegetables, medicinal and dyeing barks and roots, hard woods and fibre plants, etc., are produced, and with but little labor; then follows a belt of 200 miles of the best white pine, oak and cedar timber, and silver and copper mines, which, for quality and quantity, have no equals in a like area on the world's surface; after this zone is crossed and while still within the humidity of the Sierras, we have, for 100 miles, the great cereal belt of the plateau of Mexico; this is succeeded for 200 miles by a cotton and grass belt, in the centre of which are found the fabulously rich iron mountain of Jalisco and the famous low grade, but easily worked silver ores of the Sierra Mojada, where plenty of water has recently been discovered; and then the line passes over the coal fields of Santa Rosa to those on the Rio Grande, between Eagle Pass and Laredo; hence, as a line of railroad pays in the proportion that one section of its line lacks that which another section can supply, it seems fair to predict for the Topolobampo Pacific a prosperous and brilliant future, even locally considered.

In *Harper's* for May, 1883, my friend W. H. Bishop has an unusually attractive and instructive article relating to San Francisco—glimpses at its past, present and future. "This remarkable young city, which had 850 people in 1843, 20,000 in 1849, has now, after an existence of 34 years, 300,000;" and yet San Francisco never had the natural advantages for a harbor, as bold shores, as good a site for a city, as even a temperature, as rich a gold and silver district immediately back of it as Topolobampo has; or, is California so rich a country, agriculturally, as is Sinaloa. And Topolobampo lies in the track of commerce, of empire, of civilization and of immigration equally with San Francisco. It lies 800 miles nearer to New York than San Francisco by railroad routes, and on the same parallel with Canton, Calcutta, Muscat, Mecca, Thebes and Havana; and a person passing from Liverpool to Sydney, Australia, would save 600 miles via Fernandina, Mobile, New Orleans and Topolobampo, over the route via New York, Omaha and San Francisco.

"San Francisco faces Asia, the great English-speaking colonies of Oceania and the islands of the sea, just as New York faces Europe. It enjoys already a trade with the Orient amounting to ten millions per annum in imports and eight millions in exports. The possibilities of the extension of this trade among the teeming populations in the cradle of the human race and of civilization, now that the circuit of the world has been completed, seem almost limitless. \* \* \* Between countries separated by water and depending each

Duplicate



other's productions, cities arise at the places of transfer and receipt, and with its situation, San Francisco cannot escape its destiny of greatness; and far less can Topolobampo—for Topolobampo stands in the centre of the trade winds and ocean currents to India; and even Omaha, Neb., is nearer by 150 miles to Topolobampo than it is to San Francisco, and so is every harbor on the Atlantic Ocean from Halifax, Nova Scotia, to Point Isabel, Texas.

"The Oriental trade is but a small item in the total as yet. The ships which sail out, besides those bound for the regular Eastern and European ports, are going to the British and Russian possessions in the North to Mexico, Central and South America, to Tahiti, Feejee, Manila, the Sandwich, Navigators' and Friendly Islands—to all those far-off islands in the South Pacific, in short, which now in their turn promise to shine with the light of civilization, and become principalities and powers of the earth. \* \* \* But it is particularly Australasia and our coming relations toward it that awaken admiring speculation. Melbourne has already more than 280,000 people, and Sydney 225,000, while along the coasts of that cannibal New Zealand, which sends us its insurance companies, are scattered also a line of flourishing cities like Dunedin with 43,000, Auckland with 40,000, Christchurch, with 32,000, Wellington, with 22,000, and I know not how many more. Astoria and Portland in Oregon, San Diego, and no doubt, in time, ports to be created along the Mexican shores, will receive their share of these new influences arising in the world;" and when the Texas Topolobampo Pacific is completed they will "touch us first and nearest," and by land routes the least interrupted from snows reach every centre of the United States; and it can easily be shown that a ton of wheat can be taken from Chicago or from St. Louis to Topolobampo and placed in almost any port in "the British and Russian possessions in the North, to Mexico, Central and South America, to Tahiti, Feejee, Manila, the Sandwich, Navigators' and Friendly Islands, to all those far-off islands in the South Pacific," for the cost it now takes to put the same upon the quays of San Francisco. The land travel between our centres of population and industries and those of the Pacific worlds must be shortened. The carriage by the sea routes only amount to mills where the carriage by land is counted by cents per ton per mile.

"What is the world to do," Mr. Bishop asks, "when it has no longer a West? How is it to get on without that vague open region on its borders which has always been its safety-valve, the outlet for surplus population and for uneasy spirits? And when the race has quite arrived at the further shore, will it stop here? Or will it possibly go round the world once more, and yet many times more, starting always at the highest pitch of perfection it has attained, and the weaker types dying out in front to make the necessary room, till it shall become in its march an army of dazzling light?"

The answer to Mr. Bishop and to all other inquirers upon this subject, that as "the circle is complete" and the "old quiescent East has become the bounds of the impetuous new West," that the great Southwest—Mexico, Central and South America—must hereafter, so far as our generation and race are concerned, be the "safety-valve, the outlet for surplus population and for uneasy spirits." And nothing is more certain than that Mexico is the greatest El Dorado the world has ever seen, and there is now going on a larger and better conditioned immigration into her border States than was ever before attracted to any other section of the world; and an immigration of our own educated and business people, pushed forward by the railroads, the telephone and the inventions of our age. And in the next ten years there will be larger fortunes amassed in Sinaloa, Sonora, Chihuahua, Coahuila and Durango than were ever made in California, Nevada, New Mexico and Colorado, and the Topolobampo Pacific will be the best paying of all the East and West lines, because it is the shortest possible trans-continental line, is the commercial link between Europe and Asia, will cost but a fraction of what has been expended upon its rivals, can be operated for less, is never interrupted by frost or snows, and is better populated to begin with and far more attractive in its general features than any of our east and west continental lines.

Here is a copy of a letter from Col.

David B. Rea, of Tucson, Arizona, who has just paid a visit to the Fuerte River section of Sinaloa. It is interesting, as it shows the opinion of an experienced miner after visiting a part of the proposed route:

"I am quite favorably impressed with the great resources and future prospects of this country. It is truly a country of rich and varied resources, and I consider it now on the eve of tendering itself to be utilized by energy and capital in keeping with its true merits. The survey of the Texas, Topolobampo and Pacific Railroad has just been completed from the most favored land-locked harbor on the Pacific, across the Sierra Madre to Eastern Chihuahua, and its actual construction is about to begin.

"I am stopping with the company's local land agent, William V. Lamphar, who has kindly given me some very important data as regards the status and prospective operations of the company; the line, indeed, presents itself as one of the most important to be built or projected from the Atlantic to the Pacific coasts. Two surveys have been made across the Sierra Madre, and the most feasible route will pass directly through the mining district, and this line, I believe, has been specially recommended by the chief engineer. The project may now be deemed a fixed fact, and will put this great mineral region on the line of direct railroad communication with the Atlantic and Pacific outlets. This line will afford an important outlet, for not only one of the richest and most extensive mineral regions of copper, silver and gold in the world, but for a country of the most unlimited and rarest agricultural resources in the production of sugar cane, cotton, tobacco and other staple products, for which it seems especially adapted.

"Besides the finest tropical and semi-tropical fruits, the precious woods are found in the greatest abundance all along the line on the Pacific side, and immense pine forests stretch all over the upper ranges and valleys of the mountains. All these sources of wealth lie now to a measure dormant, awaiting the construction of the Topolobampo Pacific, the greatest of the east and west lines on our continent.

"With this enterprise coming, this section of Sinaloa truly presents to American capital and energy one of the most favored fields now lying out of doors. I consider this Topolobampo Railroad among the most interesting data of my trip, and will collect all I can on the subject and submit the same to you, as it will be an important factor in facilitating our proposed mining operations in this section."

**The Philip Best Brewing Company,** of Milwaukee, Wis., has just received a carload of their celebrated Bohemian, Bavarian and "select" bottled beer, which is really as fine as ever came into this market. The same can be had at—

Liedertafel Club.  
Redwitz saloon, 132 and 134 Common street.

Joe Walker's Crescent Hall bar.  
A. Mercadal, 5 Varieties alley.  
Times saloon, 186 Gravier street.  
Pickwick, 110 Canal street.  
Jewel of the South, 153 Gravier street.  
John Miller's, 143 Common street.  
C. F. Carruthers & Co., 27 Carondelet street.

Albert Heim, 128 Gravier street.  
John Schmitt, 143 Gravier street, and at several other places.

The office of their New Orleans branch is for the present at No. 2 South Peters street, Ed. F. A. Thielepape agent.

#### Insure Against Fire.

The recent alarming conflagrations have caused a great deal of uneasiness among those of our citizens owning property, and a feeling of insecurity has come over those not fully insured. The Home Insurance Company, No. 78 Camp street, one of the staunchest and most independent companies in the city, advertises that they are not in any way bound by any rules and regulations governing other companies. They are entirely independent to make such rates as they may desire. They have ample facilities for reinsuring in foreign and Eastern companies, and stand prepared to take full line of risks on cotton presses, sugar-houses and commercial risks of every description. The prompt and equitable adjustment of losses makes the Home Insurance Company popular, and their independence enables them to take risks at any rate that they deem sufficient. By all means if you are not insured interview them.

The elegant mansion known as the Carroll House, 215 First street, advertises rooms and board in another column. No more attractive locality or comfortable rooms could be had in the city from any other.



incomplete  
The First Gun of the Campaign in Chester  
Fired at the City Hall.

The City Hall was filled with people last night in attendance at the initial meeting in advocacy of B. F. Butler for President. The speakers of the evening were A. K. Owen, Esq., of this city, and Dr. J. B. Welch, of Wilmington. Mr. Owen was called to the chair and made the following introductory remarks. The speech of Dr. Welch was an hour and a half long, and was filled with statistics, information and interest. Mr. Owen said:

FELLOW CITIZENS OF DELAWARE COUNTY, I thank you for asking me to preside at this, your first campaign meeting for 1884. We have met to-night to exchange opinions upon the status of our National affairs, to consider the great questions underlying our civilization, and to suggest remedies for the evils we suffer. The great, the underlying problems which have agitated, which have convulsed the races of man during all the ages of Recorded History are two—Production is one. Distribution is the other.

The first great problem of civilization is how to produce wealth, how to cultivate, how to work, how to manufacture, how to make that, how to perfect this.

The second great problem of civilization is how to distribute wealth, how to move the products grown, how to exchange the articles made; how are we to transport the coal from the deep, dark hole where it is of no use, to the iron furnace, where it is greatly needed; how are we to exchange this extra pair of shoes, which we do not want, for that surplus barrel of flour, at the mill, which our family must have or die.

These then are the two, the great, the basic, the underlying problems upon the intelligent solution of which our civilization, our very existence depend.

The first great problem of civilization is to produce wealth. The second great problem of civilization is how are we to distribute the articles produced?

The first problem contains the questions relating to labor, to force, to mechanics, to invention, to chemistry, to science.

The second problem contains the questions of wages, of transportations, of exchanges, of ethics and of the ways and the means of payments.

In the first problem the question is how to occupy labor, how to employ force, how to apply invention, how to utilize discovery and how to diversify and perfect our finished articles of manufacture.

In the second problem the question is how are we to distribute the wages, the burdens, the taxes, the necessities, the conveniences, the luxuries of our labors, of our fields and of our workshops?

From the intelligent employment of force results national power. Force represents the first problem and if solved alone, it will form an ill-constituted grandeur—a barbaric confederation—a government of privileges and incorporated classes such as we have in these United States to-day, in which all the material elements are combined and into which no moral principle enters.

From the intelligent distribution of services results individual happiness; and upon the prosperous homes of an educated people a great nation can be formed. By intelligent distribution we must not understand equal distribution, but equitable distribution. The highest equality is equity. With equity we will have justice and good-fellowship, we will have the strong and educated having a care for the weak and the uneducated, we will have co-operation in the place of competition, we will have interdependent-common-interests in the place of independent-special privileges, and we will have a high plane of intellectual, wholesome, vigorous life instead of the low, depraved, diseased, criminal existence through which we now struggle.

The solving of this the second great problem of civilization without at the same time solving the first great problem would be fraught with disaster no less gory than history has painted in our own and ancient times in connection with the solution of the first great problem. The two great problems of civilization must be solved together to be well solved.

There have been and there are several nations which have measurably solved the first of the great problems of civilization. There have been possibly two nations—Peru under the Incas and Venice under the Doges—which have started upon the correct solution of the second; but there never has been a nation, ancient or modern, which has solved the first and the second problems together—hence it is that the world has always been and is filled with contentions and confusions, with wars and suicides, with miseries and crimes.

The United States, England, France, Belgium and Germany have measurably solved the first great problem of civilization. As producers and as manufacturers they are a success. Their vegetables, cereals, fruits, bread-stuffs, meats and articles of finished workmanship are wonderful in growth, in make and in abundance; and grand and beautiful are their steamcars and steamships, their electric telegraphs, cables, telephones and motors, their canals and bridges, their railways, their water works, their gas works and their buildings. But these countries have only yet learned the A. B. C. of the second great problem of civilization. They are all bad—they are wretched distributors. They push the solution of the first problem without regard to the solution of the second problem and this leads their people inevitably to the two extremes—monstrous opulence on the one side, monstrous misery upon the other. All the enjoyments to the few, all the privations to the many! All the privileges, all the offices, all the envoulements, all the honors, all the luxuries to the cunning, to the designing, to the insignificant tricksters and middle-men. All the burdens, all the taxes, all the dishonors, all the disadvantages to the producing, to the unincorporated people.

The mission of the Greenback-Labor party of the United States is to force upon the consideration of our people of every class the vital issues underlying the second great problem of civilization and to urge through political organization and management the application of its principles, at the same time that our home industries are protected, diversified and perfected, that we as a people may progress to a high plane of intellectuality and that we as individuals may have some security, peace and happiness on this earth's surface in this our own generation.

The ways and means by which this result is to be accomplished will be told us this evening by Dr. Welch and by other persons who, from time to time, may speak and publish during the campaign.

enough in to show us that there are some earnest men dissatisfied with the mismanagement of our public affairs. Such diversity of issues, such determined organizations are a happy sign for this and future campaigns.

Let us thank Almighty causes! that our people are not all asleep. Let us be more than glad that there are some few men who can see beyond the party ties which have for so long made them do service and which have rendered to them no adequate return. Let us be proud that the spirit of evolution is in our midst. Not revolution which means destruction, but evolution which means construction—construction with a purpose, a plan, a forethought.

Mr. Blaine, in his letter of acceptance, very forcibly and commendably speaks in support of the first great problem of civilization, but he ignores the second which for the present and future must be the more important problem of the two.

Mr. Cleveland disdains to allude to either the first or the second great problem of civilization. It may perchance be that Mr. Grover Cleveland is ignorant of both.

Gen. Butler writes in detail and with earnest feeling upon the first and second great problems which underly our civilization, and in counselling with us suggests a ways and a means by which we can break into fragments the Republican-Democrat party and secure to the people the controlling force in the management of their public business.



# A Hundred Years Ago

Centennial of a Great Irish-American Publishing Firm.

## MATHEW CAREY AND HIS WORK.

Sketches of Henry C. Carey and Henry Carey Baird.

THE 25th of last month was the hundredth anniversary of the establishment of the well-known Industrial Publishing House of Messrs. Henry Carey Baird & Co., Philadelphia. For many reasons the event was one of much interest to Irish-Americans. The founder of the House of Baird & Co. was a Catholic Irishman, who, like thousands of his countrymen in his day and in ours, was compelled by oppressive laws to flee to a foreign land for a shelter and a home. He was also an Irishman of patriotic principles, who knew that England was the prime cause of all Ireland's ills, and who heartily sympathized with Ireland's efforts to rid herself of British rule. The principles of Mathew Carey have been preserved and cherished by his descendants and successors. Henry Carey Baird, the present head of the Philadelphia firm, is as warm a friend of the Irish cause as was the patriot and refugee who opened the house on the 25th Jan., 1785. Few men in this country have rendered more solid service than Mr. Baird to the various movements which have been initiated in recent times to advance the interests of the working masses. He has employed his voice and pen eloquently and effectively in advocating an honest settlement of the land and labor questions in Ireland and elsewhere, and he has made his firm the agency for disseminating throughout the world accurate information and sound views on industrial subjects. The readers of THE IRISH WORLD are tolerably familiar with the names of Carey and Baird and their record in the service of the people. They will therefore readily recognize that the Carey-Baird Centennial has special claims on our attention, and we are convinced they will feel much interest in the matter relating to it which we publish to-day, as our contribution to the literature of the anniversary—our tribute of respect to the memory of the patriot dead and of gratitude to the living friends of the cause in which we and they are co-laborers.

The subjoined sketches are abbreviated from biographical notices in the *Cyclopedia of American Literature*, and the *Lives of Eminent Philadelphians*, and other authorities.

### MATHEW CAREY.

Mathew Carey, a man of the type by which great systems are founded, was born in Dublin, Jan. 28, 1760. Like his father he was a strict Catholic, and through life was a warm advocate of the claims of the Catholics of Ireland to religious freedom in their own country. He commenced his career as a public writer at the early age of 16, and in 1779 had already attained a more than national reputation by his pamphlet on "The Urgent Necessity of the Immediate Repeal of the Whole Penal Code Against the Roman Catholics," on account of which he was denounced in the Irish Parliament and forced to take refuge in Paris, where he first made the acquaintance of Franklin and Lafayette. The excitement which caused his banishment having subsided, he returned to Dublin the following year, and became engaged on the *Freeman's Journal*. In 1783 he established the *Volunteer's Journal*, the object of which was to defend Irish commerce, manufactures, and political rights against the oppression and encroachments of Great Britain.

Thus early in life he consecrated himself to the two great objects to which his whole career was devoted, viz.: The protection of industry, and resistance to oppression. In April, 1784, his articles were declared treasonable by Parliament, which resolved "That an address be presented to the Lord-Lieutenant requesting that he would please issue his proclamation offering a reward for apprehending Mathew Carey." He was arrested and brought before Parliament, and, on his liberation, embarked for Philadelphia, in Sept., 1784. Among the first friends he met upon arrival was Lafayette, who, without any solicitation or suggestion on the part of Carey, contributed the then large sum of \$400 to assist him in establishing a newspaper, and secured the co-operation of Robert Morris, Thomas Fitzsimmons, and other eminent Philadelphians, in the publication of the *Pennsylvania Herald*, the first number of which was issued by Mr. Carey, Jan. 25, 1785. From that year until 1793 he was engaged in the publication of the "Columbian Magazine," and the "American Museum;" and in the latter year he established the publishing house which still flourishes under the control of members of his family.

Mathew Carey's career as an official and a public-spirited citizen fills a large space in the annals of Philadelphia, but it was as a writer and public instructor that he was particularly distinguished.

About the year 1814 Mr. Carey entered upon the two great literary works of his life, "The Vindication of Ireland," and the series of writings against the "Unsound policy of withholding support and protection to that important branch of human industry employed in converting the rude products of the earth into elaborate articles suited to the necessities and comforts of mankind." Upon this great subject his fundamental views are stated as follows in Simpson's biography:

He believed that the prosperity of the country in all its departments of industry, agriculture, trade, and commerce, as well as manufactures, depended upon the latter; and that, therefore, it was not sectional or special, but a great national question.

That it was superior in importance to any question ever agitated in the country, except the Declaration of Independence and the adoption of the Federal Constitution, and that much of the value of these two depended upon the proper settlement of this question.

That in the result of this question the happiness and prosperity, not merely of his contemporaries, but of generations yet unborn, were involved.

That the facts in favor of Protection were so strong, and the arguments so plain and clear, that nothing more was necessary than to give them free and general circulation.

That it was a public duty of those who believed in the efficacy and advantages of the Protective system, to promote its success by such means and sacrifices as their circumstances and situations could justify.

In support of these principles, between 1819 and 1833 he issued no less than 59 works, of which Mr. Madison said: "I see no possibility of resisting the facts, principles, and arguments they contain."

Beyond all question the writings of Mathew Carey were the principal cause of the passage of the tariffs of 1824 and 1828. But, while so actively devoted to promoting the welfare of his adopted country, he was no less strenuous in his exertions to vindicate the character and improve the condition of his native land, to whose services he had devoted his earliest efforts, and on whose behalf he in youth surrendered fortune and home. His work "Vindicia Hibernica, or Ireland Vindicated," is beyond all question a superior historical inquiry, exhibiting the same traits of clear logic, ardent devotion to truth and liberty, and hatred of falsehood and tyranny that characterized his political works on American policy. This Irish history is so strong a presentation of Ireland's cause that our astonishment is that it is to-day a work so little known. Its purpose is indicated by the author's own statement in his preface, from which we make the following extract:—

the following extract:—

The history of Ireland is almost one solid mass of falsehood and imposture, erected particularly during the seventeenth century on the basis of fraud and perjury—fraud and perjury so obvious, so stupid, so flagitious, that, to the most superficial observer, it must be a subject of inexpressible astonishment how it ever gained currency.

Nevertheless, from such foul and polluted sources alone, the knowledge of that history is derived by nine-tenths of those who have condescended to study it, and, however extravagant it may appear, it is nevertheless a serious truth that a large portion of even those who pride themselves on their literary acquirements are almost as ignorant of the affairs of Ireland, from the twelfth to the eighteenth century, as of those of Arabia or Japan. They are, in fact, in a worse state. With respect to the details of the history of the latter nations, they are barely ignorant, but with respect to Ireland almost all they know is wholly untrue. They give full faith and confidence to some of the most extravagant and spurious stories that ever were ushered on the world, to delude and deceive mankind, under the prostituted names of histories.

To correct these falsehoods and impostures was the design of Mr. Carey's great work. He describes the cruelty of England's Ireland, from the time when the Irishman was punished only by loss of Irish language or customs, confiscation of land, and any man dressing his hair or beard according to his own taste was treated as an enemy. Through the changes of English sovereignty, were designated in statutes and treatise administration as "Irish enemies," and in 1650 plans for the extirpation of all the inhabitants of Ireland were openly to be accompanied by the forfeiture of millions of acres of land, more than one-third the land in Ireland. Then came the Cromwellian Period, the "curse of God upon the Green Land. No description of the terrible time equals Carey's. From two paragraphs:—

Three thousand men, women, and of all ranks and ages, took refuge in the forest of Cashel, hoping the temple of God would afford them a sanctuary from the butcheries that were laying the whole of the island desolate. The barbarian Ireton, the gates of the church and let loose his hounds amongst them, who soon found them how vain was their reliance on the altar of God. They were slain without discrimination. Neither rank nor character, saved the nobleman, the priest; nor decrepitude, nor head, the venerable sage bending the grave; nor her charms, the virgin's virtues, the respectable matron; nor lessness, the smiling infant. Butcher order of the day, and all shared the fate.

Sir William Cole, with one regiment of five hundred men, and one troop of horse, recorded by Borlase to have slain 2,000 various skirmishes and battles! A "starved and famished of the vulgar" property they had previously plundered than "7,000 persons," and thus, added English in all parts fought, so as to rebels lost in the general many men of their substance." That they lost their substance," and that their end as justly celebrated for their skill as for their thirst of blood, is beyond

That this terrible saturnalia of deliberate and made with the approval of "saints" in England, and lowers, Carey shows by extracts from works as that of Stephen Botwell, p. London in 1647, which says:—

I beg upon my hands and knees petition against them may be under the hearts and hands of our soldiers whom I will be bold to say briefly: he that holdeth back his sword from cursed be he that maketh not his drunk with Irish blood! that maketh heaps upon heaps of slain, and the dwelling-place for dragons, an astonishment! Let not that eye look for that hand be spared that pities or spares and let him be accursed that curse bitterly!



In his 38th and succeeding cha shows the terrible operation of B against Irish production. The sup the exportation of cattle as a comm of the woolen industry; of the im "everything but rum;" of the sil ures, and finally of brewing and facture of glass. Of the effect commercé of such measures agains ures, our author says:—

Under a succession of such outra tions of the rights of Ireland it is ful that her tonnage has been o degree scarcely creditable. Thoug lation is half that of England and English carry on six-sevenths of th of Ireland.

In the closing chapter of his "I cated" Mr. Carey says:

That no industry, talent or er withstand the deleterious effects o barous and unrelenting persecu carried on against the national ind land, must be obvio on the s

ry consequence revails, must be ple of profitable demand for labor, broad desolation and clear as the noonday sun. Such have bee pernicious effects in Ire land.

Mathew Carey died on September 16, 1839, in the 80th year of his age, and his death was mourned as a public loss. His remains were followed to the grave by thousands. A venerable and distinguished journalist, who had known him long and well, announced his death in the following terms:

The friend of mankind is no more. Long and sincerely will he be lamented, not in high places only, amid the pomp and circumstance of grief, but in the solitary corner of the poor and friendless. Upon his grave honest tears will be shed. The orphan and the widow will wander there, and in the heart's deepest accents implore the blessings of heaven upon his departed soul.

Mr. Carey was held in high esteem by Washington, Franklin, Jefferson, and the other illustrious men of his time to whose genius and patriotism we are indebted for our independence and liberty. The following letter, addressed to Mr. Carey at a time when he was much troubled as to the position and prospects of a literary enterprise, will be read with interest:—

George Washington to Mathew Carey.  
MOUNT VERNON, June 25, 1788.

SIR:—Although I believe the *American Museum* published by you has met with extensive, I may say with universal approbation from competent judges, yet I am sorry to find by your favor of the 19th, that, in a pecuniary view, it has not equaled your expectations. A discontinuance of the publication for want of proper support would, in my judgment, be an impeachment on the understanding of this country; for I am of opinion that the work is not only eminently calculated to disseminate political, agricultural, philosophical, and other valuable information, but that it has been uniformly conducted with taste, attention, and propriety. If to these important objects be superadded the more immediate design of rescuing public documents from oblivion, I will venture to pronounce, as my sentiment, that a more useful literary plan has never been undertaken in America, or one more deserving public encouragement. By continuing to prosecute that plan with similar assiduity and discernment, the merit of your *Museum* must ultimately become as well known in some countries in Europe as on this continent, and can scarcely fail procuring an ample compensation for your trouble and expense.

For myself I could heartily desire that copies of the *Museum* might be spread through every city, town and village in America. I consider such easy vehicles of knowledge more happily calculated than any other to preserve the liberty, stimulate the industry and meliorate the morals of an enlightened and free people.

With sincere wishes for the success of your undertaking in particular and for the prosperity of the typographical art in general.

I am, sir, etc.

GEORGE WASHINGTON.

In Ireland and in America, in private and in public life, as philosopher, political economist and essayist, Mathew Carey was eminently an apostle and leader of the minds of men in his own day and generation, and for generations to follow. The appreciation of his works and life is daily increasing on both sides of the ocean, and no name is more powerful than his, and no guidance more effective among those of his race who learn from his writings what American policy can best aid them in resisting English imposition, and in vindicating Ireland.

Henry Charles Carey.

Henry Charles Carey, son of Mathew, was born in Philadelphia, on the 15th of December, 1793, and died there on the 13th of October, 1879, having nearly completed his 86th year. From early boyhood he was a bookseller and publisher. When he was but twelve years old

his father sent him to take the superintending charge of a branch establishment in Baltimore, and at this time he was known by the title of the "Miniature Bookseller." In the year 1824 he instituted the still extant system of book-trade sales. He had been a partner in the business with his father from the year 1814. In 1821 his father retired from the firm, and Henry C. became the leading partner in the company of Carey & Lea, in their time the largest publishing house in America.

By reason of his more recent living presence, and by reason of the more general circulation of his works among us during late years, Henry C. Carey is better known to-day than his father, Mathew, or his brother, Edward L., who, possessing the distinguishing ability of the family, devoted his time principally to business, and died at the height of his success in 1845. Henry C. Carey is the author of several important works, including "Principles of Social Science," "The Unity of Law," "The Past, Present, and Future," and "The Harmony of Interests."

In the last-mentioned work Mr. Carey set forth his views on the policy of Protection, of which he has an ardent and life-long advocate. In an able review of the book referred to Prof. Robt. Ellis Thompson writes:—

In 1851 Mr. Carey presented his defence of the Protective policy in "The Harmony of Interests: Manufacturing and Commercial." His aim is to show that American agriculturists were impoverished through the absence of such a development of our manufactures as would furnish them a home market for their products. He called attention to the great importance of local centres of trade and interchange, showing that economists had made the blunder of regarding the interchanges between distant points as the chief part of commerce, when in truth those which go on within a neighborhood are both more extensive and more beneficial to both producer and consumers, while they are less subject to the taxation exacted by the middleman known as the trader. He set up Adam Smith's maxim of bringing the farmer and the artisan into neighborhood, as the great rule of national policy in this regard, and showed that in the existing status of international commerce this could only be effected by protective legislation. He maintained that all classes would find their benefit in the national laws which naturalize manufactures on our soil.

This work appeared in that golden age of cosmopolitan sentimentality when, under the leadership of their Prince Consort, the English were inaugurating "an era of international harmony," and, as the *Saturday Review* says, were setting up "a new religion compounded of Free Trade and the pleasanter parts of Christianity." Mr. Carey's proclamation of a robust nationalism in economic matters, might well seem a voice wasted on the empty air. Nowhere did it seem more so than in his own country. Our secretaries of the treasury were talking in official reports, like Cambridge professors, of the beauties of the "let alone policy," and things grew worse as years went on. By 1857 the wretched Dallas Tariff was made still more wretched by a reduction of all duties on imports, causing another panic throughout the land. Mr. Carey never faltered in the belief that our country would return to protection and others would follow her example, but he did not then expect to see Congress enact a highly protective tariff in 1861, and a general "wave of protection sweeping over the world," as the *London Times* expresses it, within twenty years afterwards. And to this result no single man—no ten men—contributed so powerfully as did Mr. Carey. His personal influence above all, his infectious confidence in the righteousness and the success of his cause, no less than the weight and practical directness of his arguments, have been felt everywhere, and there is hardly a Protectionist in the civilized world who did not in some sort look up to Mr. Carey as the patriarch and the prophet of the movement, with feelings of personal regard and esteem. He was brought into correspondence, by his views, with persons in all parts of the world.—Sweden, Germany, Hungary, Spain, Italy, France, England, Australia and Canada being among those from which we have seen letters in his correspondence. Probably no

American, per ag ma a range of acqu y letter, of personal int which perso faces he had nevequired as to and welfare, showe that his foreign r had discovered the man behind the books.

HENRY CAREY BAIRD.

Henry Carey Baird is the present worthy representative of the philosophy, politics, and science and business of Mathew Carey and his sons.

He was born at the United States Arsenal, Bridesburg, Philadelphia county, Pennsylvania, on the 10th day of September, 1825. His father, Capt. Thomas J. Baird, a graduate of the United States Military Academy, West Point, and an officer of the War of 1812 was then in command of that Post. Mr. Baird's grandfather, Henry Baird, was one of the United Irishmen, and was engaged in the rebellion in which Robert Emmet lost his life. After having been imprisoned for twelve months without trial in the Castle of Kilmainham, Dublin, where his son Thomas accompanied him in his captivity, Henry Baird emigrated to the United States in the year 1803. His grandfather on the maternal side, was Mathew Carey.

His earliest literary tastes ran in the direction of American history, in which he had collected an extensive library and many valuable original manuscripts. The crisis in September, 1857, however, induced him to turn his attention to the writings of his kinsman, Henry C. Carey. Within thirty days all his tastes and modes of thought were changed. He had then seen a new revelation—he had entered a new universe. From that hour to this, the grand ideas of this philosopher of the relations of man to his fellow-men have become his own, and have been the light and the guide of his footsteps. No more interesting history of the growth of the intellectual life is recorded anywhere than that which Mr. Baird gives of his own experience in the memorable Fall of 1857. He immediately became an ardent speaker and writer on social questions, and in November presented a paper to the Board of Trade of the City of Philadelphia on the causes of the crisis and in favor of Protection to American industries. This was the first utterance before any public body in the country in favor of the abandonment of Free Trade subsequent to the Free-Trade craze of 1846-57. He was also one of a committee which got up a great public demonstration for Protection in the City of Philadelphia in the Spring of 1858. This was the inauguration of the movement that led to the enactment of the Tariff of 1861, and has given us Protection ever since.

On the Land Question Mr. Baird holds the views now shared by all honest men who have given the subject study and attention. In conversation with Michael Davitt a couple of years ago he gave expression to the following:

A landless people must of necessity be practically serfs. The reason of this is that association with his fellow-men, the power to exchange commodities, services and ideas, is the first and greatest need of man. The land is a great instrument which gives man the power of association with his fellow-men. Plant a man firmly upon the land, free from debt, and it will be a difficult matter to bring him to want. Take the same man with nothing but his own muscle and brain to depend upon, and a few months, weeks, or even days, will bring him to absolute want.

Mr. Baird has repeatedly given most valuable testimony before Congressional committees in session at Washington, at their urgent solicitation. In this connection his testimony before the Monetary Commission and the Ways and Means Committee in '76 and the committee on bank and currency of the House in 1878 are notable for their strong and masterly presentation of Mr. Baird's views.



LA COLONIA DEL PACIFICO.

(TOPOLOBAMPO.)

[Expresamente para el "Siglo."]

INFORME DE MR. A. K. OWEN, SOBRE LO QUE HA HECHO PARA EL ESTABLECIMIENTO DE UNA COLONIA DEL PACIFICO.

(Continúa.)

"Life is before you; from the fatal road  
You cannot turn: then take ye up the load.  
Not your to turn or leave the unknown way.  
Ye must go over it, meet what ye may.  
Gird up your souls within you to the deed,  
Angels and fellow spirits bid you speed."

A los accionistas de la Compañía del *Credit Foncier* de Sinaloa.

Amigos: Háse dicho, con chiste y oportunidad, que hay en los Estados- Unidos dos clases de personas: "una clase que se decide y hace algo, y la otra que se está quieta y pregunta por qué aquello no se hizo de otro modo." Es evidente que nuestros colonos no pertenecen á la segunda clase, porque, á pesar de cuanto pudiera decirles para impedir que se dirijan á Sinaloa, ántes de que estén impresas y distribuidas, entre ellos, las instrucciones para dirigirse á aquella comarca, y ántes de que tengamos concertados nuestros planes definitivos para ir allá y establecernos de una manera permanente, nuestros *pioneers* de California, de Oregon, de Wyoming, de Colorado, de Maine, de Illinois, y de Minnesota, en número de 308, contra el tiempo, la corriente, la distancia, las contrariedades é incomodidades de todo género, y á pesar de gastos de no poca monta, han abandonado sus hogares y han marchado á tomar posesion de nuestros terrenos y concesiones en Sinaloa.

Ningun camino real conduce á las obras verdaderamente útiles. Horacio Greeley comprendia perfectamente las condiciones de una situacion como la nuestra, cuando decia: "El modo de proseguir es proseguir." "Lo cierto es,"—ha dicho Sidney Smith—"que para hacer algo que valga la pena de hacerse, no hay que permanecer en la orilla, tiritando y pensando en que el agua está muy fria y profunda, sino lanzarse á ella con resolucion, y componérsela lo mejor que se pueda, nadando, ó braceando, ó pataleando, hasta salir á la orilla opuesta." George Eliot ha puesto en boca de uno de sus personajes las siguientes palabras: "Los que saben aprovechar las oportunidades y sacar ventajas, son los que, en este mundo, sacan ventaja á los demás. Esas ventajas preciso es espiarlas y saberlas aprovechar, porque, de lo contrario, se corre el riesgo de esperar indefinidamente sin que ellas nos salgan al encuentro." Y Séneca dice: "Podemos estar seguros de sacar algo bueno de la Fortuna, si nos decidimos á ir á arrebatárselo."

Aunque el establecimiento de nuestros *pioneers*, en la playa de Topolobampo, haya sido algo prematuro, anticipándose á todo arreglo respecto de trasportes, exenciones aduanales, economía y comodidad, debemos, sin embargo, sentirnos muy satisfechos con la prueba elocuentísima que nos han suministrado de cuál es el espíritu que los anima, y de la energía de que son capaces, no ménos que del paso importante de *estar ya sobre el terreno*, lo que es siempre, pues, un deber nuestro—deber mezclado de placer—ánimos, y

procurar por cuantos medios estén á nuestro alcance, ayudar y sostener á nuestros valientes camaradas, que nos han precedido en la jornada, y que nos preparan nuestros futuros hogares en aquellas rejanas comarcas, en donde brilla un sol esplendoroso, en aquella parte de México que va á ser nuestra tierra de promision.

Lo que sigue, es, en tiempo, la relacion de lo que he hecho en estos dos últimos dos meses.

En la tarde del dia 24 de Octubre de 1886, Mr. Jesse R. Grant, Mr. Burt Pressoy, y yo, salimos de Guaymas, (Sonora, Mex.) á bordo del "Neptuno," pallebot de 14 toneladas; y el dia 27 del mismo mes, á medio dia, desembarcábamos en el lado Norte del Estrecho de Josué (bahía de Topolobampo.) Los reconocimientos y deslindes, entre Libertad y Topolobampo, habian sido comenzados (el dia 20 de Octubre) por el ingeniero Federico G. Fitch; y el dia 2 de Noviembre visité y examiné los trazos y líneas en los alrededores de Sufragio. Di instrucciones al ingeniero Jays para que alquilara un número suficiente de indigenas y que procediera á abrir una brecha, en línea recta, desde el Paso de Seguin hasta el cruzamiento de las avenidas Norte y Sur de la "Ciudad del Pacífico."

Esta línea es, no solo la exacta y corregida que debe seguir el ferrocarril: "Texas, Topolobampo y el Pacífico," sino la base ó punto de partida para el deslinde de los terrenos baldíos, á que se refiere nuestro contrato ó concesion de 22 de Julio de 1886. A lo largo de esta línea correrá el camino entre nuestro desembarcadero en el Estrecho de Josué y "Los Mochis" y nuestra estacion de Vegaton (el rancho de La Libertad,) en la margen izquierda del Rio del Fuerte; y en esa misma línea correrá nuestro canal ó tubería para llevar el agua del rio á la ciudad. La apertura de este camino (de 35 millas de extension) nos economizará una tercera parte de la distancia para ir á Libertad, comparada con los caminos existentes, son malos, polvosos, atascosos en tiempo de aguas, y que debemos evitar hasta donde sea posible. Proporcionará este camino á nuestros colonos una comunicacion fácil y directa con los terrenos de Los Mochis (nuestra hacienda modelo), y nos servirá de base para las obras en el desembarcadero y en la ciudad, enfrente de la bahía. Mi intencion era que quedara abierto para el 1.º de Diciembre. Despues de conferenciar con los dueños de terrenos de Sufragio, Libertad y San Blas, respecto á adquirir el suficiente para establecer una colonia en aquellos alrededores—proyecto que he venido madurando hace tres años—y habiendo obtenido la promesa de la mayoría de dichos poseedores, de que se tirarán las escrituras correspondientes, me dirigí á El Fuerte para atender á otros negocios relacionados con nuestras tierras de la Bahía y de Los Mochis; y el dia 5 de Noviembre salimos por tierra, vía Alamos, Baroyeca, Buena Vista y Ortiz, para Guaymas, con el fin de fletar si era posible, un vapor que hiciera viajes regulares entre aquel puerto y Topolobampo, procediendo en seguida al Este de los Estados- Unidos para publicar las instrucciones necesarias para nuestros *pioneers*, sobre la época en que debian marchar á Sinaloa, marcándoles la ruta que debian seguir, punto de reunion, etc., etc.

(Continuará.)



Duplicate

MEXICO.—Miercoles 9 de Febrero de 1887.

LA COLONIA DEL PACIFICO.

(TOPOLOBAMPO.)

[Expresamente para el "Siglo."]

INFORME DE MR. A. K. OWEN, SOBRE LO QUE HA HECHO PARA EL ESTABLECIMIENTO DE UNA COLONIA DEL PACIFICO.

(Continúa.)

Eran todos estos factores que tenían que alterar nuestros planes, necesariamente, y que demandaban prudencia y método. Las cosechas, en la parte setentrional de Sinaloa, se habían perdido; y una gran escasez se presentaba en perspectiva; había habido solo tres días de lluvias (en Agosto) en todo el año; el maíz y el frijol—que por lo general se pueden conseguir, en buenos años, en el Rio Fuerte, á \$1.00 la fanega, valian entónces \$5.00, y la poca existencia que había se agotaba rápidamente. Todo lo que podía conseguirse, en los valles del Fuerte y del Sinaloa, eran calabazas, azúcar, arroz y naranjas. Ganado podía obtenerse de \$15 á \$20 por cabeza; y los ríos y bahías podían proporcionar pescado en abundancia; además, en las islas de nuestro puerto había millares de huevos de las aves marinas que allí abundan. Pero no había pastos en los alrededores de nuestro punto de desembarco, y todos los charcos y arroyos estaban secos, entre la bahía y el río, y en toda nuestra línea de mejoras. Para agravar más las cosas, las tropas mexicanas se habían posesionado de todos los campos á lo largo del río Yaqui, y habían obligado á los indios á desbandarse en pequeñas partidas, y á buscarse la manera de subsistir como podían; así es que no escaseaban los casos de asaltos á los viajeros, en que éstos eran despojados de armas, municiones, dinero, vestidos, caballos, y en más de una ocasion, hasta de la vida. Sin embargo, todas estas circunstancias no habían alterado nuestra resolución de que nuestros primeros colonos se movieran en este invierno; pero sí nos habían hecho reflexionar en que era indispensable obrar con prudencia, y en que era preciso que cuantos se encaminaran hácia Topolo-

bampo lo hicieran llevando consigo provisiones, armas, municiones, vestidos, calzado, etc.; que solo en casos excepcionales debían llevarse caballos y ganado; y que los colonos que se dirigieran allá por tierra, atravesando el Estado de Sonora, lo hicieran con toda clase de precauciones y en suficiente número para poder resistir con éxito á las partidas merodeadoras de los Yaquis. Era necesario hacer otra importante recomendacion á los colonos que tomaran la ruta de Sonora, y era ésta: había viruela en Hermosillo y en Guaymas, así como en los puntos intermedios, en la línea del ferrocarril; y aunque se me ha asegurado que es raro que los extranjeros se contagien de viruela, en climas cálidos como son Sonora y Sinaloa, sin embargo, era conveniente que todos supieran que existía tal enfermedad y que tomaran toda clase de precauciones, rehuyendo todo contacto con los naturales, á fin de evitar el contagio.

En la tarde del día 16 de Noviembre 1886, regresé á Guaymas, y allí supe que algunos colonos estaban en vísperas de llegar á Topolobampo, procedentes de San Francisco (Cal.) conducidos por el vapor "Newbern." Esta noticia me hizo diferir mi proyectado viaje á Nueva-York, porque era deber mio (y en ello tenía no poco placer) quedarme algunos días más, á fin de ayudar á los recién llegadas en todo lo que me fuera posible. Sabía que el "Newbern," como buque americano, no podía entrar á Topolobampo sin un permiso especial de las autoridades aduanales, y que, probablemente, alteraría las condiciones de su póliza de seguros entrar en aquel puerto sin contar con boyas para buscar la entrada, y sin prácticos para encaminarlo. Además, tenía yo mucho interés en ver cómo se verificaria el desembarco de nuestros valientes pioneers en lugar tan desierto y desamparado como Topolobampo. Pero se portaron admirablemente: el Newbern fondeó frente á Guaymas el día 19 de Noviembre, y supe por su capitán, Mr. Mittlstaed, que había conducido á 27 colonos bajo la direccion de Mr. Schellhaus; que habían fletado, en Mazatlan, y



el "Newbern" había remolcado de aquel puerto á Topolobampo, adonde había llegado el día 17, un pailebot; y que todos estaban buenos; que tenían provisiones, herramientas, etc. También me dijo el capitán del "Newbern" que aquellos colonos "eran de los pasajeros de mejor conducta que había conducido." Telegrafí en el acto al prefecto del Fuerte (1) para que despachara un extraordinario á Topolobampo, dando de mi parte, la bienvenida á los recién llegados, diciéndoles que había diferido mi viaje á New-York.

Apoco, recibí el siguiente telegrama:

"Denver, (Colorado) Noviembre 15 de 1886.—Arreglado salida el veintidos. Diga qué arreglos respecto á Aduana y transporte en Guaymas.—S. T. Peet."

Los colonos á que éste telegrama se refería, era evidente que estaban listos para ponerse en camino. Detener su partida por telégrafo, sin darles explicaciones detalladas, era cosa seria, pues la orden de esperar tenía que causarles mal efecto, y además era preciso sostener á Mr. Schellhous; su pequeña partida era demasiado reducida para emprender gran cosa; por otro lado ¿era justo dejarlos aislados? Telegrafí, pues, al Dr. Peet que se pusiera en camino con su gente; y me ocupé en el acto de conseguir embarcación para conducir á estos nuevos colonos á Topolobampo, de prepararles alojamiento durante su permanencia en Guaymas, y de activar que vinieran de México las órdenes necesarias para la Aduana. El día 21 de Noviembre salí para Nogales, que está 267 millas al Norte, para hacer arreglos con un agente para que atendiera al despacho en la Aduana, etc. Mr. Grant se me reunió en Hermosillo, camino para los Estados-<sup>de</sup> Unidos. Pero no llegué á Nogales; pues á las 3 de la mañana del 22 de Noviembre, fui despertado por uno de los miembros de los colonos <sup>de</sup> Wyoming; me levanté en el acto; me traspordé al tren de bajada (en el que venían,) y regresé con ellos á Guaymas. Ya he dicho ántes de ahora, que estos colonos (nueve hombres y una mujer) fueron despachados en el pailebot "Fortuna" á las nueve de la noche del 24 de Noviembre.

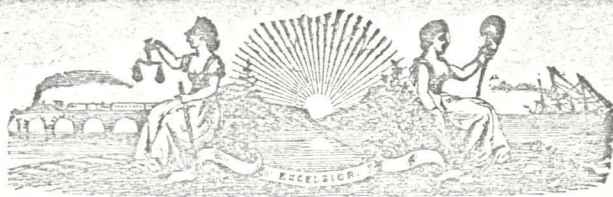
No es cosa difícil manejar á 10 ó 20 personas y despacharlas de Guaymas á Topolobampo, porque generalmente se encuentran pequeños pailebots en el puerto, que pueden fletarse y despacharse sin grandes dificultades ni demoras; pero sin embargo, en el caso presente era preciso, ó comprar el barquito ó pagar \$200 que por fletarlo me pidieron. No se puede conseguir que esos barcos hagan viaje expreso á Topolobampo ó á alguno otro de los pequeños puertos de aquel litoral, sin fletarlo por entero, y el precio que por lo general exigen es el de \$200 por el viaje; y son embarcaciones tan pequeñas y mal arregladas, que apenas tiene uno lugar á bordo donde acomodarse. En el golfo de California aun no hay arreglos de ninguna clase para obtener transportes regulares. Hablé con los agentes de tres vaporcitos, pero no me fué posible fletar ninguno de ellos. Por fin recibí respuesta á un telegrama que había enviado á Mazatlan, en la que se me decía que el "Altata," remolcador de 70 toneladas, podía conseguirlo por \$400. Acepté este precio, y el día 26 de Noviembre me puse de nuevo en camino para Nogales, para arreglar todo lo concerniente á Aduana. Hice escala en Hermosillo, en donde recogí una carta del señor gobernador Torres para el Sr. Rosas, administrador de la aduana de Nogales, carta que me sirvió de mucho, pues facilitó grandemente nuestras relaciones con los empleados de aquella aduana fronteriza. Permanecí en Nogales dos días; hice arreglos con el Sr. D. Próspero Sandoval para que sea nuestro agente en aquel lugar y se entienda con los despachos aduanales; visité varias veces á los empleados superiores de la aduana, y les informé extensamente acerca de nuestra colonia, etc., etc. Habían recibido las correspondientes órdenes de México, pero como eran órdenes por telégrafo, sin detalles ni instrucciones especiales, fué necesario que diera yo una fianza para que todos aquellos artículos

(1) El Sr. D. Camilo Vega, uno de los amigos más decididos y entusiastas de nuestra empresa que, desgraciadamente acaba de fallecer súbitamente el día 9 de Diciembre último.



Duplicate

# The



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## A NEW AND STRANGE YANKEE COLONY IN MEXICO.



[TOPOLOBAMPO IN JANUARY, 1887.]

### MR. ALBERT K. OWEN'S GREAT SOCIALISTIC UNDERTAKING AT TOPOLOBAMPO.

TOPOLOBAMPO, Jan. 5.—Here, at a point where, less than two months since, the land was covered with chaparral and cactus, is the beginning of a colony like unto which there is none other, if the enthusiasm of its founders shall be kept alive and the principles upon which it is based shall prove correct. The purpose in view is the establishment of an ideal community with all the accessories of an advanced civilization, diversified industries organized upon a large scale, with railroads constructed and inter-State and foreign commerce, organized, under the belief of those engaged, that the colony will in time swell into the proportions of a State.

Topolobampo is a bay in the State of Sinaloa, in the Gulf of Mexico, about midway between Guaymas on the north and Mazatlan on the south, in northwestern Mexico, being about two hundred miles distant from either place. The bay contains over fifty square miles of area, and is divided into two sections, the inner of which is a capacious harbor, on the north bank of which is the site of the projected city. Except on maps of the most recent date, Topolobampo Bay is not shown at all. For many years it was known only as the resort of smugglers. Some fourteen years since a young man engaged as a civil engineer, surveying routes for the Mexican railway system, discovered the bay, and, finding there was a depth of water equal to twenty-one feet at low tide on the bar at the entrance, with deep water clear to the banks on either side, he thought he saw a situation that opened up commercial advantages not inferior to any port of the Pacific coast for general commerce, and greatly superior advantages for transcontinental traffic.



But further, he believed that the opportunity was afforded to build up a model colony, based upon a system of integral cooperation—a plan of industrial and social organization which he framed in his own mind, and which he believed would eliminate poverty and guarantee to all within the scope of its influence not only the means of self-sustenance, but in the end give the opportunity for the highest development, moral, intellectual, and physical, of which each was capable. For in this colony the accumulation of large estates by individuals is to be rendered impossible, and yet each and every one will have the advantage of concentrated wealth in the hands of the corporation, and eventually the State, which shall throw its protecting mantle over all.

Such is the scheme presented by Mr. Albert K. Owen of Chester, Pa., which has aroused the day dreams of others for a realization of a Utopia on the western coast of Mexico. Seeing, as he thought, the possibilities, Mr. Owen began drawing attention to the place and his proposed enterprise.

The commercial advantages were so far perceived that the United States Government, through his instigation, made a hydrographic survey of the harbor and the approaches to it, and a number of leading men were induced to cause surveys to be made for an extensive system of railways, with the view of opening up transcontinental traffic. This being a part of Mr. Owen's scheme, he was able to obtain, in connection with the project, valuable concessions from the Mexican Government, by which for ten years the colonists are to be exempt from import and export duties upon whatever is necessary, and the right to build, within the same period, lines of railroad nearly 2,000 miles in length. In time he was able to arouse an interest in the project of colonization.

Among the few who were attracted by it were Mr. Edward Howland and his wife, Mrs. Marie Howland of Hammononton, N. J., both writers of very progressive views on questions of finance and social reorganization. Nearly two years since they began the publication of a little paper called *Credit Foncier de Sinaloa*, which became the organ of the movement, and up to this time five thousand men and women have subscribed for shares in the enterprise. In the mean time a charter was granted by the State of Colorado to the *Credit Foncier Company*, and directors were duly elected, and preparations were made to break ground for the colony during the past autumn.

During December I was at Guaymas when several bodies of colonists arrived from Minnesota, Colorado, Maine, Chicago, and Wyoming, with Topolobampo as their objective point. They were about 140 in number, and their approach had been announced at Guaymas, which is the terminal point of the Atchison, Topeka and Santa Fé Railway system. A schooner and steamer were chartered to convey them down the coast to their destination. They were full of enthusiasm and with bright hopes of happiness in their new homes to be created, and I asked and was accorded the privilege of accompanying them to Topolobampo. We arrived at the bay, and found that an advance party of colonists from California and Oregon, numbering twenty-seven, had arrived in the latter part of November, and were in camp on the north shore of the strait that connects the two sections of the bay. Others have arrived since, and at the present time over 300 people are on the ground, and to this number will be added 100 more within the next thirty days, making 400 in all, of whom 75 are women and about the same number children.

The ground was cleared of its undergrowth for the beginning of the settlement, and tents were pitched for the accommodation of the colonists. As they came into a previously uninhabited country they had to bring with them the means of subsistence (except meats, fish, eggs and tropical fruits), and the necessary comforts of domestic life. They have within them many pursuits and trades, and it was but a short time before they were surrounded with all that was necessary for their daily needs. As they arrived in the dry season, they needed no shelter from the rain. The situation of the place, near the lines of the tropics, made out-of-door life more comfortable and healthful than life within doors at the homes which they had left. Large numbers of men went to work to clear the way for the first section of the projected railway to extend from the harbor thirty-five miles north to the Fuerte River, and on the completion and equipment of it within two years and a half from the present time the colony will become possessed of a controlling interest in the stock of the company to own it. Others are preparing to erect buildings for permanent abodes and for public use, one of which is to be the Custom House for the Mexican Government, through which merchandise is to pass for the use of people without the colony. Others, and a good many of them, are breaking ground for the sowing of seed for crops to be raised during the coming season for the sustenance of the people, and perhaps to sell outside.

No more desirable situation could be found for the beginning of the enterprise. There is but little variation in the temperature through-

out the year. The range of the mercury in the shade at noon in summer is 86° and in the winter 52°. At night cool breezes prevail, which enable one to sleep with comfort. The harbor will float vessels of the greatest depth. Edible fish abound in the waters, green turtles and their eggs invite the epicure to feast upon them, and I am told that the best quality of oysters is to be found in large quantities but a few miles distant in other waters. The soil is a dark, vegetable mould, capable of growing the cereals and fruits of the temperate zone, as well as products of a semi-tropical character.

But something must be said in reference to the plans of the organization of the colony and its people. It is incorporated, as I have said, under the laws of Colorado. It has become possessed of the site for the city, containing about thirty square miles on the inner harbor, and of a large tract of farming land adjacent containing about 36,000 acres. The city is laid out in lots 25x100 feet, contained in blocks 600 feet long by 300 feet wide. Avenues of 200 feet in width, streets of 100 feet, and ways of 50 feet intersect one another at right angles, while running diagonally, at an angle of 45 degrees, in each direction across the city plot, are to be wide avenues called "pradas," to facilitate movement from one part of the city to the other. The city looks lovely on the map.

Each colonist must be a subscriber for at least one share of the stock of the company, the value of which is \$10, and for which he is entitled, on the payment of an additional \$10, to become possessed of one of the first series of lots, not, however, in fee simple, but the use of it in perpetuity and by his children after him. Dwellings will be built upon the lots by the corporation in accordance with the wishes of the party holding the lot. Neither lot nor improvement can be sold to another, but will be taken off the owner's hands at any time at their actual cost by the corporation itself. Land speculation will not be permitted and land monopoly can never exist. No colonist can employ another. Each works for the company alone. He fixes the price for his labor, which, if satisfactory to the corporation, they pay him. The products of labor are deposited in the storehouse of the company and sold by them to colonists at their actual cost, including the cost of handling. The corporation is the only merchant. In selling to the outside world the prices are regulated by the state of the general market. Whatever profits are made upon a commodity sold goes to the producer. Women are to be employed in all light pursuits for which they have a taste. Especially the effecting of exchanges in the storehouse will be mainly done by them. So far as practicable the pay of the workers will be by the piece, as being the most equitable method of compensation. But at present, in the beginning of the community, each is paid by the day, men and women alike receiving a daily wage of \$3. They are paid in the credits of the company, that is to say, each is credited with the amount of his services, and will be furnished with house, furniture, food, clothing, and whatever is possessed or obtainable by the company to the extent of the amount of his credit, and if a balance remains he can draw the value in money or in any form desired. The buildings will be of all classes, above a minimum class suggested by the company. A resident hotel is to be erected at an early day, at which colonists or visitors can live. Mr. Owen prefers extensive apartment houses, occupying an entire block, with spacious verandas and open grounds and with kitchen, dining room, nursery, and music hall separate from the main building, and by which women can be freed from household cares and be enabled to engage in productive industries. Others, from force of habit, will doubtless prefer separate households upon their lots. Still others favor the erection of grand unitary edifices, like the social palace of Guise, in France, where M. Godin has built extensive edifices, in which his workmen and their families dwell, numbering nearly 2,000 people, and live in a style far above others in their walks of life, with art galleries, schools, and music halls.

All public utilities, street railroads, heating and lighting, the telegraph and telephone, messenger service, amusements, and nurseries are to be provided by the company. Physicians and lawyers will be employed on salaries. Church organizations and secret societies will not be permitted within the limits of the domain of the corporation. The utmost freedom of worship is allowed among families, but no combination of individuals will be allowed to establish a sect.

The use of tobacco is discouraged. Public saloons for the sale of wines and liquors will not be permitted. They can be purchased only at the storehouse of the company, and then under wise restrictions. Earth closets are to supercede water closets, and the excrement saved for fertilization, and not to pollute the adjacent waters by ordinary sewer drainage.

The affairs of the company are managed by ten directors elected by the shareholders, each having a vote for every share he holds. The canvass for the election of directors is to be conducted without the machinery of public elections, where eloquence and specious argument can sway the feelings of the listener. Matters of public interest will be discussed in the columns of a journal printed under the



auspices of the corporation.

A word as to the character of the colonists. The great portion are young men and women under forty. Now and then a patriarchal face is to be seen, but a marked feature of all is the evidence of intelligence and deep thought. They seem to be practical in their ideas. Thus far no cranks have shown themselves among them. Strong common sense is a prominent characteristic. Many are persons of superior education and who have been successful in the homes they have left, but who have become identified with the movement because of the opportunities it seems to them to afford for a more harmonious and pleasant social life.

It is useless to prognosticate the result of the experiment. At this time varied industries for a self-sustaining community are impossible. The colonists have neither the capital to erect the necessary buildings nor to purchase the machinery, nor have they numbers on the ground. It will probably be many years before they can establish all the industries necessary to supply all the products for their use without depending to some extent upon the outside world. But they are happy and not only hopeful, but even confident that each month will work favorable changes, and that, within a year, everything will be organized upon a permanent plan that will present advantages over the organization of society as it now exists.

The present question seems to be not how to gain a rapid increase of the colonists, but how to prevent it. The efforts of Mr. Owen, who is the leading spirit, are to keep the growth within the limits at which sustenance, comfort, and employment are practicable. There are probably 3,000 others ready to start for the colony when the word shall be given.

A few days ago Christmas was celebrated with delightful festivities. It was made a general holiday. The Christmas feast had the adjuncts of pudding and fruit cake, with oranges and lemonade. In the afternoon the Stanley family from Oregon, who were among the earliest colonists, and have a band of eleven pieces among themselves, discoursed excellent music under the shade of a huge cactus, on what has already been christened the "Plaza." A Christmas celebration in summer weather, with the mercury at 70, was a novelty to me. A few days previously, in the only building then erected, on "Engineer Hill," there was a fancy dress ball in blankets, taking the hint from the Mexicans, who at night wrap their blankets about them for comfort, and the young people danced into the small hours of the morning.

But all has not been joyous here in the short life of the little colony. On the 21st of December a little son of one of the colonists died and in the afternoon was laid to rest. It was a gloomy day, but outside from that pathetic episode and a light epidemic of measles the people seem to have regarded their experience as a prolonged picnic even in the midst of their labors, and yet each day there have been discomforts endured. There is no flagging in enthusiasm. They seem bent upon the successful issue of the enterprise, but they are more sanguine of the kindly feelings of the Mexicans and the integrity and permanency of the Mexican Government than we are accustomed to have in the United States, even though Mexico has been at peace within herself for a considerable period. It may be that the colonists have the best of reasons for the faith that is within them, and that they will inaugurate the social millennium. I have had a most delightful experience in the primitive life here, and so long as I am within their influence I feel as if I was one of them, with now and then a misgiving. Within a few days I will take my departure, and when I reach my usual surroundings I may conclude that after all they are delightful enthusiasts who may for a brief period live in a hopeful dream of an earthly paradise, only to be disappointed as thousands have been who have cooperated in experiments of a kindred nature in years gone by.



Duplicate

April 20, 1891

### A SUPERB RANCH.

The San Augustin Hacienda of the Messrs. Schuster Near El Paso—A Magnificent Property.

Fertile Valley Lands and What they Yield—Breadstuffs for Yucatan—Farming on the Rio Grande.

Editorial Correspondence New Mexican.

ON-THE-RIO GRANDE, TWENTY MILES BELOW EL PASO, April 15, '91.—Dropping off at El Paso the other day a NEW MEXICAN representative was met by Messrs. Ben and Bernard Schuster, former well known residents of New Mexico, and who accorded him a hearty invitation to pay a visit of inspection to their San Augustine ranch while on pleasure bent in this part of the Rio Grande valley. The invitation was accepted, and I find myself at this writing in the center of

#### A TYPICAL HACIENDA,

one of the most beautiful, valuable and fertile properties among the many that border the Rio Bravo.

As most of your readers throughout New Mexico are aware, the Messrs Schuster are among the best known and most influential business men in this locality. They have been identified with the prosperity of the central Rio Grande valley for years; have had their ups and downs, but by pluck, far-sighted investments and splendid energy they will soon again reach the top of the heap, as it were, and I was only too glad to accept their hospitality, as broad and open-handed as their vast stretches of valley lands, and do myself the pleasure of enjoying a real outing amid rural scenes and pastoral views. Such a trip breaks in upon the life of the closely confined office man like an oasis in the monotonous Sahara of humdrum professional life.

#### THE SAN AGUSTIN RANCH.

Some description of this magnificent property will no doubt serve to entertain the NEW MEXICAN's readers. Accustomed as many of them are to small farms nestling in the valleys of the Rockies, where agriculture is as yet in rather a primitive state by reason of the lack of water development, and carrying with them the idea that a "ranch" signifies only a broad stretch of plains country dotted with wild cattle, commanded by cowboys; and where agriculture is the exception rather than the

rule, for such of your readers as well as for the struggling rain-belt farmers of Kansas, Colorado and Nebraska, a description of the Schuster-Angenstein property ought to have a peculiar interest as tending to show what wealth and comfort there really is to be gotten out of a well managed farm in the south-west.

Twenty miles south-east of the cities of El Paso and Juarez, on the right side of the Rio Grande, district of Bravos, state of Chihuahua, lay the San Augustin estates of the Messrs. Schuster & Company. Crossing the El Paso bridge a three hours drive over a good wagon road will land you here, or if you prefer, the trip can be made in an hour and twenty minutes by taking the Texas Pacific or Sunset railway alighting at Elizario and driving eight miles across the country.

THERE ARE 114,500 ACRES

in this tract. This is divided up as follows:

	Acres.
Under cultivation.....	3,600
Under ditch but not yet farmed....	1,300
“ “ but not yet cleared or cultivated.....	1,500
Cultivable land not yet under ditch..	12,500
Grazing lands.....	94,600
Timber lands.....	1,000

Of the 3,600 acres of land at present cultivated seven-eighths of it is inclosed with a substantial barbed-wire fence. There are over 100 miles of irrigating ditches on the place, the main ditch heading on the right bank of the Rio Grande and having an average width of thirteen feet carrying a volume of water three to three and a half feet deep. The estate is divided into three sections, as in fact it is too large for one overseer to manage. Its frontage on the river is about seventeen miles, whence it gradually slopes back and toward the north six miles to the foot hills. The valley land is a rich sandy loam, very fertile and productive, and here stretch out for miles

#### THE GREAT GREEN FIELDS

of wheat, rye, barley, corn, alfalfa, sugar cane, etc., all of which are now growing luxuriantly, forming an attractive picture to the eye and redolent with the perfumes of spring. Last year the estate cultivated:

	Acres
In wheat.....	2,100
In corn.....	850
In alfalfa.....	290
In sugar cane.....	100
In barley.....	250

How the profits on these products roll up to fill the coffers of the lucky owners we shall see farther along.

#### HOME COMFORTS AND IMPROVEMENTS.

There are \$45,000 worth of buildings on the place. Mr. Bernard Schuster's ranch residence is a substantial and commodious structure, fitted up with all modern improvements, located near the center of the estate, and a little way off is a structure 200 feet long and 50 feet deep, the home of the overseer and his principal attendants—for it takes a small army of



men to run a plantation like this—and here and there at convenient locations about the estate are little groups of dwellings occupied by the farm hands and their families. There are 165 laborers on the place, and these with their families make the resident population on the estate about 500 souls. During the farming season each man is given a tract of land to cultivate on shares; and usually this amounts to enough to keep him busy three days in each week, the other three days he works as a farm hand for the owners of the estate and receives therefor seventy-five cents per day in the coin of Mexico.

#### EMPLOYER AND EMPLOYEE

carry on business much after the old southern plantation style, only here settlements are made twice a year, in August and December, at which time the wheat and corn crops respectively have been harvested.

On the premises is a general store where everything required on the place is sold, and this does a business of about \$40,000 annually. There is also a perfectly equipped modern steam roller flouring and grist mill (with the very latest improvements attached), that is in itself a perfect bonanza. This plant has a capacity of 150 barrels of flour in every twenty-four hours. It occupies a three-story building, and is fitted out with the latest improved patent rollers (the only mill of the kind within 250 miles in any direction), and its owners enjoy almost a monopoly as far as concerns the manufacture of the better grade bread stuffs. This the writer saw demonstrated to his entire satisfaction when he witnessed the loading of seven car loads of

#### FLOUR FOR YUCATAN.

This product being from Mexico soil it has to pay no duty as do the American bread stuffs, and the flour is shipped in bond from El Paso station over the Texas & Pacific road to New Orleans, thence by water to the southern ports of Mexico and South America. No small profit is realized also from custom grinding, and Mr. Schuster informed me that up to the present time he has not been able to supply the demand for bread stuffs; he simply has to turn business away.

One feature that impresses me is the happy and contented condition of the people residing within the limits of this private empire. Their homes are clean and tidy. The Mexicans employed on the ranch are the very best of laboring people in the country. They have pleasant homes on the ranch and good families. Mr. Schuster has arranged for the education of their children by erecting a comfortable school house and securing a good teacher. There are 82 pupils now attending the school. All children on the ranch between the ages of six and twelve years are compelled to go to school.

#### FARM MACHINERY

of all modern makes may be seen in use here. There is a building set aside and known as machinery hall where everything is kept under shelter and in good order when not in use. There are fully \$10,000 worth of small implements and farming tools to be seen here. There are sixty plows, four mowers, four binders, two seeders, two hay rakes, two huge land breakers, threshing machines and one twelve horse power traction engine. For the improvement of roads and bridges on the estate the owners have expended fully \$15,000, and the transportation facilities comprise 100 horses and mares, eighty mules, seventy-five oxen, sixteen wagons and the necessary harness to work them.

#### GRAZING AND TIMBER LANDS.

On the 94,000 acres of grazing lands some 1,200 head of stock is now kept, though there is grass and range and water enough for from 10,000 to 15,000 head. One point noted about this grazing pasture is the reservoir system for catching water, scooped out of the earth in natural depressions are tanks or catch-basins, costing very little to make, and here the waters that come in the rainy season are caught and stored with the greatest success, completely putting to rout the Colorado and New Mexico bug-bear idea that, because of too rapid evaporation, storage reservoirs can never be made a success. In these tanks the water thus caught has never given out, and the stock have free access to it at all times.

As for timber lands, which are valuable here chiefly as fuel, there are 1,000 acres, and these contain 50,000 cords of wood.

#### PRODUCTIONS AND MARKETS.

After spending a couple of days very pleasantly looking over this superb property, I asked Mr. Schuster to prepare for me a conservative estimate of the profits of farming in this part of the Rio Grande valley, thinking such figures would be of special interest to some of your readers. This is what he has given me:

Estimated profits on the following crops per acre:

Wheat.....	\$ 21.00	Corn.....	\$ 35.00
Barley.....	16.80	Alfalfa.....	50.00
Beans.....	30.00	Sugar cane..	17.00
Oats.....	15.00	Rye.....	15.00
Cotton.....	20.00	Apples.....	80.00
Peaches....	80.00	Pears.....	80.00
Cherries....	80.00	Strawberries.	100.00
Blackberries,	50.00	Quinces....	50.00
Grapes.....	100.00	Plums.....	50.00
Vegetables..	100.00		

Compare this with your non-irrigation farming districts in the United States and you will see at a glance how far ahead in profits is farming by irrigation in the central Rio Grande valley.

The close proximity of this property to

#### THE MARKETS

of the United States as well as to those of Mexico and South America causes it to increase in value at a rapid rate with each passing year. The country round about is also settling up at a rapid rate which means increased demands upon this farm for its productions. Another feature about this land is the low taxation. In Texas, just across the river, similar lands are valued at from \$20 to \$30 an acre and such a tract as this would be taxed at least \$7,000 annually; here, however, the tax amounts to but \$400 per year.

This property has a splendid future. It is alone capable of sustaining amid plenty and comfort a population of 5,000 souls, and the nature of the surrounding country is such that a ready market is open for all their products at prices far in excess of those obtained by farmers in other sections of the west. Here could be located a large colony of Mennonites or Swedes that would soon render productive every foot of this vast domain. The policy of the Mexican government

#### FOSTERS SUCH ENTERPRISE

most generously, paying \$100 for every family so brought in there. It is also proposed at an early day to connect this estate direct by rail with El Paso. Estimates already made show that this can be done at a cost of \$60,000. At present this property is said to be worth something like \$600,000. With the extension of their system of irrigation which the owners propose, and the increase in their cultivable area the estate will be worth at least a cool million and a half dollars within the next two years.

F.



Duplicate

# WORKING FOR THE COLONY.

HOW TO MAKE THE TOPOLOBAMPO VENTURE A SUCCESS.

An Interesting Lady Member of the Co-operative Colony Gives Valuable Advice to San Antonio Members—Her Letter.

The Co-operative Club of San Antonio, which has for its object the furthering of the interests of the Topolobampo colony, situated in the State of Sinaloa, has received the following letter from Derrill Hope, a charming lady writer of the colony:

To some pleasantries about standing by the colors a new-comer recently responded, "Give us integral co-operation and we'll stick." It was the expression of the faithful adherence to principle without which we must be without hope, and the failure of which in such a number who have come to the colony so well might wrought its ruin.

But the words suggested to me a question whether something more than this was not needed at this stage of our progress, and the answer I give myself is: "Yes; every man or woman who comes to Topolobampo now should come not to find integral co-operation but to make it." Prepared not only to comprehend the plan and to support it as far as it has been put into operation, but with clear judgment, earnest resolution and strong nerve and muscle to aid in carrying the design into completest execution. The story would be too long to recount here the difficulties the colony has had to overcome, but were they enumerated it would be manifest how vigorous and right the plan must be to have survived the assaults upon its existence. Let it suffice for the present to call attention to the fact that beside all the force expended in defending the colony's life against sharks and wreckers the chief duty of the colonists has been not to establish a co-operative community of themselves for their own enjoyment—a few hundred acres in some neighboring county at home would have sufficed the handful of pioneers for that—but to hold and improve territories and concessions for the benefit of the hundreds of thousands who should come after and unite with them to build the new city on the foundations thus prepared for it. They have been like Abraham in the promised land—moving from place to place, pitching his tent now here and there as occasion demanded to hold possession of the promise for the coming generations of his people.

And now the princely inheritance is secured and the broad field cleared of obstacles so that the thousands may now come and co-operate to build homes, multiply public utilities and create wealth, comfort and luxury for all.

Possession of the public farm was obtained only a year ago, and little time and strength has been left from the necessary exertions to get housed and produce something to eat for the outlay necessary to establish public conveniences. The work done individually, however, which might be done co-operatively, is done under protest and only as a temporary expedient forced upon us by circumstances. Integral co-operation is not to be found just now in the Topolobampo colony for the same reason that frescoes and interior conveniences are not to be found in a house that is building, although they may be in the design of the architect. But who will say that the procuring of a satisfactory design, the securing of perfect titles to the desired site for the buildings and clearing it of obstacles, the laying of the foundations and raising the walls is not enough to encourage the plasterers, the cabinet makers, the plumbers, the decorators to lend their skill and labor hopefully to the task of finishing?

This is the stage of co-operation at which Topolobampo has arrived in the execution of the noble design of its architect, and so far as executed it commends itself to the admiration of the most thoughtful observers of it. It may safely be said, I think, that just so far as the design has been adhered to the result has given satisfaction, and wherever it has been departed from for whatever cause the reverse has resulted.

Common ownership of land, public control of commerce, transportation, education and exchange of service is established. A neat and comfortable public dining hall has been completed and thoroughly furnished and placed under competent management for the accommodation of the single people, the intention being to extend the accommodation to families as means permit. Various other industries and public comforts are yet to be established and will be as rapidly as practicable.

This friends—you who believe in integral co-operation—is your opportunity. Not to enter ingloriously into the rest of other men's labors, but to share the cares, toils and honors of building the new city, which is to be the blessing of many generations. A little longer and the former will be all that will be left to you. Will you co-operate with us now when your talent, whatever it may be, may be just the contribution needed to the finishing of the edifice, or will you wait only to co-operate in the enjoyment of the luxuries of established integral co-operation?



## CREDIT FONCIER CO.

HOW IT OPERATES THE TOPOLO-BAMPO COLONY.

The Colony Is Recruited Under Promises of "a Higher Life," Which Are Not Reduced to Practice—\$4.50 Land Put on the Market for \$265,000,000—Agency for the Lots Exists in Denver—How the Foncier Company Builds a Railroad—One Man Picks Away on a Mountain, Etc., Etc.

To the Rocky Mountain News:

FUERTE, Sinaloa, Mex., Jan. 1.—About a month since I came here in company with W. A. Wotherspoon to see the country and to investigate affairs touching the Topolobampo colony, located here some seven years since by A. K. Owen, under concessions from the Mexican government.

Mr. Owen lives in New York most of the time, but his colony, the Credit Foncier company, has from start to finish been a sad and gloomy failure. His concessions were made the basis of a money making scheme by him and his coadjutors in New York, among whom were John W. Lovell, John H. Rice, Jose Ortez, E. O. Ball and others, who appear to be "as mild a mannered crew as ever scuttled ship."

Through false and glowing advertisements they induced some fifteen hundred emigrants to come here from time to time during the last seven years. They were induced to come here under Owen's plan of a "higher life" theory, but not yet in practice by himself. Owen is a visionary theorist, extravagantly so, but lacking in ability to induce others to reduce his theories to practical utility. He is a spendthrift by nature, and yet very successful, yes remarkably successful in obtaining money from friends and dupes. He levies a \$10 assessment upon all colonists when he gives a "permit" to go to the colony. The money is ostensibly taken for a share of Credit Foncier stock, and for which a receipt is given, but no stock was ever issued. Whenever a colonist was found who had money he was solicited for a loan, usually to be paid as soon as Owen could send to his New York office. These loans were seldom, if ever, paid. Such loans are found in large numbers, both here and in the United States and territories. I found a goodly number of such victims of Owen's confidence game on my way down here without making any inquiries.

Owen pretended and still pretends to own large landed properties here in the Fuerte valley, as a basis of credit and loans. When, from the records, which I have caused to be examined, he does not own an acre of land in the Fuerte valley.

His colony is now situated on the "Mochis" tract, to irrigate which the Kansas Sinaloa Investment company constructed a large canal. No part of this tract is owned by Owen, nor ever was. In support of this statement one Charles D. Streeter has recently purchased the "Mochis" tract, comprising some 60,000 acres, of the rightful and legal owners, as shown by the records in this city.

The so-called "city site," in which Owen and his agents have been and are now selling for cash what they denominate "lot uses," (see advertisements in New City of New York, editor A. K. Owen, and in Credit Foncier of Sinaloa, editors Maria Howland and Ida Hoagland.) is a fraud and a barefaced swindle. Owen does not own an acre of land in "city site," so-called, as appears from the records in this city. But the parties who do own the same are represented here, and are offering the said "city site" for sale at a reasonable price.

For the information of those who have bought such "lot uses" of Owen or his agents, and may wish to get legal title to the same from the rightful owners, I will state that the owners are represented by The Mexican-American Investment company, a reliable and responsible business institution. A letter addressed to W. A. Wotherspoon, president and attorney of said company, at Abilene, Kan., U. S. A., or H. A. Hart, secretary, at Fuerte, Sinaloa, Mex., will receive prompt attention and insure full and reliable information.

There is nothing small about Owen when he comes to estimate values of city lots in the co-called "city site." His latest price to the colonists for entire city site is \$265,000,000 in gold coin, out of which he reserves a personal commission of \$66,250,000 for his services in floating this gigantic real estate deal. The owners, however, through their legal representatives here have this day offered me the entire city site, 22,290.85 acres, at \$4 an acre, on easy terms of payment.

I am advised that a Dr. B. A. Wheeler, residing in Denver, Colo., has an agency for these lots from A. K. Owen and is making some sales. It is high time the people in Colorado should know the facts, and to this end I am in part writing.

It has repeatedly been charged to Mr. Owen that he did not own the so-called "city site." To this he replied that he held an "irrevocable power of attorney" to sell the same. "An irrevocable power of attorney" to sell the property of others is good. But Mr. Owen's scheme to construct the Mexican Western railroad is the grandest of them all. Carefully read the bond enclosed and you will see that it was issued in the state of Colorado, U. S. A. On its face you will read the following provision for its payment: "Interest upon income bonds to be paid only after interest upon first mortgage bonds to the amount of \$10,000 per mile, and after a cumulative dividend has been paid upon \$10,000 per mile of preferred stock, each at 5 per cent. per annum, and after the further payment of all necessary expenditures for the maintenance, operating, renewals, repairs, additions to and improvements of said railway, telegraph, telephone lines and other properties and their equipment and appurtenances." After all these payments have been attended to, this "laborer's bond" may come in for a dividend; provided always that the holders of \$10,000 per mile of common stock, as provided for in the charter, but not mentioned in the referred to income bond, do not come in and claim a prior dividend, as they have the power to do, since the common stock elects the board of directors. These bonds, as I am told, are being sold for money and supplies, and are to be sold in payment for labor in the construction of the road bed. I am also informed that these income bonds are now being publicly offered and sold by John W. Lovell at the New York office, and by "B. A. Wheeler, M. D., G. O. C. F. Co., U. S. A., at his office, 1447 Stout street, Denver, (which being translated means, medical doctor and general organizer of the Credit Foncier company for the United States of America), at 33 1-3 cents on the dollar. For the information of those who may wish to buy I will say that in the colony the price is not so high, as will appear from the following actual transactions: \$800 in these bonds were sold even up for a set of old harness, and \$1,000 in these bonds were sold for a fairly good secondhand saddle, but the man who got the saddle had to pay \$3 in coin to boot.

I find by investigation, however, that work on the railroad is still progressing favorably. There is one old and grey-headed man down at the bay whose duty is to work every day in its con-

struction. He appears to be an honest, sober and well-meaning man, named McBride, who seldom sees his name in print. I saw him on two different occasions solitary and alone at his task of removing rock and throwing the broken fragments into the bay. Since Owen and the railroad company had commenced the removal of rock for the road bed, some years ago, they had advanced upon the outer face of a huge rocky butte, or mountain, and removed a part of the rock for the space of thirty or forty feet, but on the other side of the mountain, which was several hundred feet high and probably more than a half a mile through, not a rock had been moved. I interviewed the man at work and learned that he was working for Credit Foncier company. "Credits" at the rate of \$3 per day of eight hours, and these "Credits" could be exchanged for "Income bonds" at the rate of \$9 in bonds for one day's work in "Credits." This I thought to be good wages till I learned the value of the bonds! He told me that he had been at work alone for some weeks. I then asked him how long he thought it would take him to construct the road! To this question he had no clear answer.

Changing the subject to something better will say that there is a great future awaiting this part of Mexico. I speak more particularly of the Fuerte valley, which is truly a wonder in its fertility and possibilities. This valley comprises about 2,000 square miles of as good land as I ever saw. It appears to have been made purposely for irrigation and the river to supply the water for that purpose. The soil, an alluvial deposit, is of unknown depth to me, but have seen the same to a depth of ten to twenty feet repeatedly and no bottom in sight. It slopes toward the sea at a grade of two and a half to three feet to the mile and has an even surface.

The valley is mostly in a state of nature, covered with mesquite, cactus and other brush. Indians make contracts to clear off the same and prepare it for the plow, at a cost of \$2 an acre. The water in the Fuerte river is excellent clear, pure mountain water. If this valley was within the United States and with its certainty of irrigation in the near future, it would all be bought up in sixty days at \$10 per acre. The price is now \$2 to \$5 an acre. The extremely low rate of taxation on land is another great advantage. The unimproved lands pay very little taxes, say from \$1 to \$2 on each 1,000 acres per annum.

In my opinion the most profitable crops will be cotton and sugar cane. I saw cotton plants which had but little irrigation, with branches bending to the ground with their weight of balls, like an overloaded peach tree. The cotton plants continue to grow on from year to year. Sugar cane does exceedingly well in all parts of the valley and does not need to be planted more often than once in eight to twelve years, and without other cultivation or labor save that of cutting and burning the weeds after harvesting each annual crop. The best crops are those produced from the fourth to the tenth years. This looks like an extravagant statement and by some may be doubted, still I have it verified by all the best citizens in this valley and some will testify that they have grown fifteen crops from one planting.

Mr. Editor, I think it better to make no further statements now touching the productive energy of this valley. Another great advantage to investors is the cheapness and abundance of common labor. Feon labor is abundant and can be had at 40 to 50 cents per day in Mexican silver, and the laborer feeds himself. They are strong, hardy and willing. This labor whenever properly managed is very profitable. Owing to high tariff duties on imported goods and the further fact that the canal constructed by the Kansas Sinaloa Investment company is the only one of note in the valley, the price of skilled labor and of many agricultural products are high. Mechanics wages from \$3 to \$5 a day. Price of Mexican wagon, \$400; American wag-



Duplicate

**CREDIT FONCIER COMPANY.**

**How It Operates the Topolobampo Colony—A Reply from Dr. B. A. Wheeler to A. J. Streeter's Letter in "The News."**

To the Rocky Mountain News:

DENVER, Jan. 20.—In your issue of last Sunday, January 14, you have an article under the above headlines, purporting to have been written by one A. J. Streeter.

The movement Mr. Streeter attacks is designed to better the condition of humanity and demonstrate the feasibility of theories long discussed. The subject rises above mere personalities and interests many people. It is on the ground of general interest I therefore venture to claim your indulgence for a brief reply to the misrepresentations contained in the article.

Mr. Streeter writes from Mexico, "I came here in company with W. A. Wotherspoon to see the country and investigate affairs touching the Topolobampo colony, located here some seven years since by A. K. Owen, under concessions from the Mexican government."

To properly understand the subject it is necessary to relate some of the history of the colony for the past three years:

About that time there was organized in Kansas "The Kansas Sinaloa Investment Company," with the declaration in its incorporate papers that its object was to assist the Credit Foncier company in establishing a model co-operative colony in Sinaloa, Mexico. This company was made a trustee with power to collect money and expend it in the construction of a large irrigating ditch, costing nearly \$200,000. "Improvement fund script" was issued to investors, which was to be redeemed in either one of three ways. First, in stock of the C. F. Co.; second, in use of the water from the ditch, and third in cash, if there should be money in the treasury, and failing in the last the first two should be certain means of redemption.

The ditch was built and turned over to the Credit Foncier company a year ago last summer. The trustee company became inspired with the idea that it owned the ditch, and boldly asserted its ownership and demanded possession, and its management. This absurd position was of course not admissible, and the Credit Foncier refused to surrender either the property or its management. Therefore the war waged fiercely. The Kansas Sinaloa Investment company had a large following. Something over 100 of those on the ground ranged themselves on that side. This contest prevented industry and it became necessary to support this faction from the north. The officers of the Kansas Sinaloa Investment company advertised that their friends in the colony had sent them a large amount of "improvement fund script" to secure a loan of money to aid them until they could gather their first crops, and pledging said crops as additional security. In response to this advertisement Mr. Streeter sent them \$2,000. Instead of receiving the improvement fund script with the signatures of fifty or more individuals, and pledges of their crops, Mr. Streeter was astonished to receive an entirely new issue of script. This script was of course illegal and valueless as there was no authority for its issue after the ditch was constructed and turned over to the Credit Foncier company. Being thus defrauded out of his security, Mr. Streeter was justly indignant at his false friends. He has been striving ever since to find a way to collect his money. As the money was received by the Kansas Sinaloa Investment company, and expended in the support of those who were seeking to destroy the Credit Foncier company, of course

the latter could not be held in any manner responsible. Thus Mr. Streeter is clearly the victim of misplaced confidence in supposed friends. It seems to me that Mr. Streeter's true course is to hold the officers who insured the illegal script, personally responsible for their acts, and as far as possible the bankrupt Kansas Sinaloa Investment company concern.

Seeking to recover his lost money, therefore, is the true reason of Mr. Streeter's trip to the colony at Topolobampo, which he attempts to keep out of sight by saying he came "to investigate affairs touching the Topolobampo colony." The surprising thing is that Mr. Streeter is hunting for his gold 2,000 miles from where it is to be found.

So far as the charge of failure to attain to the high ideals portrayed in Colonel Owen's writings is concerned, I assert that most of the obstacles which have hindered the progress of the colony have been deliberately planned and placed in the way by these conspirators, under the direction of the K. S. I. Co.

In spite of all obstacles, both natural and artificial, the Credit Foncier company has steadily marched on to success.

The bulk of the disturbing element has already left the colony. Ninety have already gone. Fifty of the ninety left while Messrs. Streeter and Wotherspoon were upon the ground, the others had gone before. There remain about twelve families who are yet unable to get away. Their support having left them helpless to carry on the fight at the front, they are now trying the effects of a fire in the rear. The true colonists are proportionately rejoiced, and are prosecuting their labors with redoubled energy. They are now planting hundreds of acres of diversified crops, and every available man is busy upon the public farm. They are also clearing more land. This accounts for but one man being left on the railroad rock work, over which Mr. Streeter attempts to be very jocular. They are erecting a brick building for their grist mill, the machinery for which is already upon the ground. They are moving and enclosing their saw mill at a more convenient point. Their carpenters are pushing the work of house building for homes. Their machinists are pushing for the establishment of a machine shop and foundry. They have a tin shop well equipped. They have a shoe shop, also a harness and blacksmith shops.

They publish a semi-monthly paper at the colony, which alternates with another colony paper issued from the New York office, thus making weekly news for all friends of the movement. These two papers are each soon to become a weekly, as the arrangements to that end are almost completed. Figs are already on the trees. The banana trees are budding to blossom. Hundreds of orange trees give promise of their first fruits this coming summer. Strawberries are coming into season. The first grapes from the farm were gathered last season, and the next will yield an ample supply. To enumerate all the products of the industry of the hundreds of earnest and diligent colonists would be to make a very long list. When this rush of farm and mechanical work is somewhat over, then will the work upon the railroad be resumed with enough energy to sicken the enemy, for it means assured success, and the final blow to the conspiracy to destroy the colony.

There goes with the concessions to the railroad a large land grant. These lands amount to millions of acres, to be selected by the colony anywhere in the five northern states of Mexico, not in alternate sections, but anywhere

that government land can be found, whether coal, mineral, timber or agricultural land, whether mountains or plains.

The bay of Topolobampo is the best harbor between San Francisco and the isthmus. The shores, islands and rocks around and in it, within a square of

thirty-one miles, are already deeded to Colonel Owen by the government. This gives absolute control of the port. It is the first great step that makes sure of the railroad. The surveys of the line of the road are completed to the summit of the Sierra Madre mountains, and are accepted by the government. Three hundred thousand dollars in cash will buy a steamer and purchase all the railroad material necessary for its construction to a point within the reach of the mines. The labor of the colony will do the rest.

The mining business will then build the balance of the 650 miles across Northern Mexico to a connection with the railroad system of the United States, the colony furnishing the labor. Bonds are not being offered nor sold to outsiders either in Denver, New York or elsewhere. Our hope is, that friends interested in the colony and its principles will be the only ones to own any interest in the railroad.

It will then be purely co-operative, managed and operated by the colony.

Mr. Streeter says: "Changing the subject to something better, will say that there is a great future awaiting this part of Mexico," and then goes on to boom it and tells of the cheapness of labor at hand. I fully agree with him in all he says in this part of his communication and can truthfully say more in favor of the country than he has yet done. I will only call attention to the evident design he has in so booming it. His labors will not have been in vain if he can divert some one from the Credit Foncier company and its co-operation colony to the Mexican-American Investment company, a reliable and responsible business institution."

Both of these gentlemen "have safely arrived at home," having escaped from under the gathering clouds caused by their having sent false and misleading statements and telegrams to various Mexican officials.

Mr. Streeter complains that "Owen is a visionary theorist, extravagantly so," and that he is a spendthrift by nature." An idea must be conceived before a voluntary act can be born. When ideas assume shape and form they become a theory. Thus the idealist and theorist is a busy man, an architect and a designer; men of ideas and action. So have been all reformers and poets, such are the kind of men who were the seers and prophets, and, I say it reverently, such is the Divine Being Himself.

The noble Owen has seen and formed the plan, has been a "spendthrift" and lavished a large fortune upon it. It now remains for untold numbers to join hands and carry it to grander success. It is written, "Eye hath not seen nor ear heard, neither hath it entered into the heart of man, the things that God hath prepared for them that love him."

B. A. WHEELER.



## La Aspiración Nacional

### Medios y arbitrios de pagos,

O LAS CUESTIONES DEL DIA

CONTESTADAS

POR ALBERT K. OWEN (1)

El trabajo, (2) y no el oro ni la plata, es el que debería ser acuñado en forma de dinero.

Cada ciudad debería tener una oficina de ocupaciones y trabajo y una Comisaría; y debería abrir libros para *acreditar y debitar*, á sus ciudadanos, por sus ocupaciones y trabajo.

Sí; soy uno de los que abogan por la creación del papel-moneda del Tesoro. Allá, por los años de 70; nos llamaron *greenbackers*. Desde el año de 1873, cuando los especuladores, en créditos, de las calles de Threadneedle (de Londres) y de Wall (de New York), influyeron en el Congreso de los Estados Unidos, para que desmonetizara el "dollar de nuestros padres," hemos permanecido firmes, defendiendo la libre acuñación de la plata, en la proporción de 16 de plata por 1 de oro; y así continuaremos mientras se siga acuñando libremente el oro. Pero, es lo cierto, que no queremos que se acuñe ni oro, ni plata, sea de la forma que fuere. (3) Si el oro y la plata, son

(1) Entrevista publicada en "The Two Republics," de México, en Septiembre de 1893.

(2) Abraham Lincoln, en su Mensaje del día 3 de Diciembre de 1861, dijo: "El trabajo es superior al capital, y merece mucha mayor consideración que éste."

(3) Las siguientes preguntas fueron hechas por el justamente célebre Obispo Berkley, en su *Querist*, escrito en 1770, en Cloyne (Irlanda):

134 es la célebre pregunta: "Si hubiera un muro de bronce de mil toesas de alto, que nos apartara del resto del mundo, nuestros naturales, á pesar de él ¿no seguirían viviendo bien y cómodamente, arando la tierra, sembrándola y recojiendo las cosechas?"

114. "¿Una nación no tiene, dentro de ella, riqueza verdadera y suficiente para dar á sus habitantes poder y distinción, sin apelar al oro y á la plata?"

35. "¿No es verdadera riqueza el poder dominar la industria de otros? ¿No será la moneda *fichas ó señas*, nada más, para ejercer ese poder? ¿Consecuentemente, ¿no será indiferente el material que se emplee en esas *fichas*?"

metales preciosos, lo son, porque son útiles en las artes; pero al acuñarlos y al guardarlos, el Congreso los aparta de aquellos usos, que son los únicos que les dan valor; y los convierte y coloca en una forma en la que son perjudiciales al comercio y una maldición para la humanidad; perjudiciales al comercio, porque la cantidad de oro y de plata que existe, no es adecuada para proporcionar moneda suficiente; y de aquí resulta que se impone al comercio una verdadera carga, obligándolo á depender de esa moneda para sostener su crédito; y una maldición para la humanidad, porque siempre conserva ésta asociada, la idea de moneda con *fichas ó señas, ó piezas* diferentes; y, mientras esto dure, mientras las naciones y los pueblos sigan luchando, y perseveren en sus errores, incapaces de arreglar la manera y los medios de sus pagos, continuará siéndolo, hasta que lleguen á obrar, con toda justicia, unos con otros.

La mejor moneda de todas, es la *moneda de cuenta*. Ella indica todos los precios. La moneda de cuenta nada tiene que hacer con los cuños, ni con el oro, ni con la plata, como no tiene que hacer con el hierro, ni con el estaño, ni con el cobre, ni con el trigo, el maíz, el arroz, las tierras, etc., etc. Con la moneda de cuenta, todas las personas, de todas las nacionalidades, ajustamos nuestras compras y nuestras permutas; esto es, apreciamos el valor de nuestros servicios cuando queremos cambiar algo, que tenemos y que no necesitamos por algo que no tenemos y que necesitamos. La unidad de moneda de cuenta de los Estados Unidos es el *dollar*; la de México es el peso (4); la de Inglaterra, es la *libra esterlina*; la de Alemania, es el *marco*; la del Japón, es el *yen*. Cuando los pueblos respectivos de esos países hablan de negocios, usan de sus respectivas monedas de cuenta para fijar los precios; pero las liquidaciones ó pagos, se hacen de mil maneras diferentes; y, si llegan á usarse monedas, es, cuando más, en las pequeñas transacciones al menudeo. Las monedas, en sí, no tienen un objeto diferente que el que tiene una yarda ó un metro, verdaderas medidas. En este mundo, todos luchamos por el servicio y por los productos manufacturados de los demás.

Hé aquí un ejemplo de cómo la moneda de cuenta es usada, y en qué casos para nada se piensa en monedas ni en billetes: Jones es un hacendado de Kansas; se encuentra

(4) La moneda de cuentas de México, de hecho, es el *real*, el *medio*, la *cuartilla* y el *tlaco*, á pesar de que la ley prohíbe el uso de tales monedas.

En Inglaterra, se usa de la *guinea* en las cuentas; pero no hay *moneda* que corresponda á esta denominación.



pregunta vd.: "¿qué cosa es moneda universal?" Estrictamente hablando, no hay tal cosa. No hay una moneda común, de cuenta, ni moneda ó billete alguno internacional. Las cartas de crédito, las libranzas ó letras de cambio, son usadas por los viajeros y los comerciantes, al viajar por países extranjeros y al ir á hacer compras en ellos. El comercio internacional es el trueque de comodidades. Entre Inglaterra y los Estados Unidos, el balance ó saldo, de ese comercio, se paga en oro, cuando no se ha especificado otra cosa en el contrato, no en moneda de oro, sino en metal de oro.

Cuando una persona va de los Estados Unidos á Europa, no lleva consigo moneda de oro, ó metal de oro; lleva una carta de crédito, de un banquero para otro banquero, por \$500, por \$1,000, etc. y, cuando llega á Inglaterra, presenta su carta de crédito, y ella le es pagada, ó se le dá crédito por su importe, en moneda de cuenta de Inglaterra. El banquero inglés no pregunta, ni le importa, cómo obtuvo aquel crédito en los Estados Unidos, el portador de aquel documento. No le interesa que lo haya obtenido entregando polvo de oro, guano, cobre, estaño, tierras, hipotecas, acciones de ferro carriles ú otros valores. El hecho es, que es portador de una carta de crédito por aquella suma, y, el resultado es que se le dá crédito por aquella suma, en Inglaterra, en Francia, en Alemania ó en cualquiera otra parte.

De aquí es, que el crédito es la moneda universal, el crédito es la manera y el medio por el que los extranjeros pagan sus gastos cuando viajan.

Si, seguramente. Estamos en favor de que el gobierno compre plata, pero estamos en contra de la acuñación de oro y de plata. ¿Por qué ha de preferirse el oro y la plata, sobre cualquier otro producto? (1) ¿qué han hecho los mineros de oro y de plata, para que sus productos tengan, por disposición legislativa, privilegio para tener dependientes á todos los demás productos? Eso es injusto: es una

(1) El Senador Teller presentó un hecho económico, difícil de combatir, cuando, en su discurso, dijo: "Toda la moneda que hay en el mundo es el resultado de una ley positiva; y no habrá, ni ha habido nunca una moneda natural." En nombre de un pueblo que, hace tan largo tiempo, viene sufriendo y padeciendo, ¿por qué no ha tenido alguién el valor de admitir este hecho en el Senado hace ya mucho tiempo? //

monstruosa iniquidad por parte del gobierno, sea el que fuere, hacer que los productos de un grupo de hombres sean convertidos en "moneda legal," para apoderarse de los productos de los demás. Creo que este hecho comienza á ser palpado por los que se dedican al estudio de este asunto de la moneda, sus funciones y sus substitutos.

Además, el hierro, el cobre, el plomo, el estaño, son millones de veces más útiles, y consiguientemente más valiosos á la sociedad que lo que han sido y serán el oro y la plata. La verdad es que el oro tiene menos usos que todos los demás metales, empleándose hoy, solamente, en orificar dientes picados; y aún en este uso ó empleo particular, comienza á ser substituido por el aluminio.

Pero ¿por qué no habla de anunciar el gobierno de los Estados Unidos que, á partir del día 1<sup>o</sup> de Enero, y, durante todo el año venidero, pagará á un precio fijo, cada onza, por tantos millones de onzas de plata; (2) y á un precio fijo, cada libra, por tantas libras de nickel, de cobre, de platino, de iridium, de aluminio, etc.; y á un precio fijo, cada tonelada, por tantas toneladas de hierro, de plomo, de estaño y de carbón; y á un precio fijo, por cada bushel, tantos bushels de trigo, de maíz, de arroz, de frijol, etc.; y á un precio fijo, por bala, tantas balas de algodón, de cáñamo, de lana, etc.? Todos estos son artículos de primera necesidad, que nuestro pueblo usa y necesita, de una manera ú otra, y que emplea en las industrias, en las artes, y en satisfacer las necesidades de la vida, todos los días, todas las horas; y todos ellos son necesarios para nuestras industrias nacionales. Pues bien, que el gobierno les fije un precio equivalente al que han venido obteniendo desde hace veinte años.

El plan que aquí sugiero es que el gobierno pague al contado, por esos artículos, al serle entregados, en las depositarias y subdepositarias que se establecieran, en billetes del Tesoro, que el gobierno emtiera con todas las precauciones á fin de evitar la falsificación, cuyos billetes serian recibidos en pago, por toda clase de derechos y contribuciones, en todos los Estados Unidos. Estos billetes, naturalmente, no podrían ser emi-

(2) Relegad el oro al rango de las comodidades, á las que pertenece.—Lord Garrison.

En China, el oro y la plata son nada más que comodidades, cuyo precio está regido por las leyes de la oferta y la demanda.



... más que por valores recibidos y en ósito; y, cuando el gobierno llegara a vender aquellos artículos, recargándolos con el costo de almacenaje, etc., aquellos billetes volverían, en pago de dichos artículos, y podrían volver á ser usados para pagar bonos, etc., etc., y para volver á comprar más barras de oro y de plata, más hierro, más trigo, etc., etc. O bien, como los tómbres postales, una vez hecho su servicio y llenado su objeto, podían ser anulados y destruidos; y del 5 á 10 p. S. que el gobierno podría

utilizar, al proporcionar esa moneda corriente, segura y superior, al pueblo, resultaría una renta, un nuevo ingreso que aumentaría cada día, con el cual podría muy bien ser pagado el servicio civil, y ser cancelados los Bonos emitidos.

En cuanto á moneda subsidiaria, el aluminio sería mucho mejor que los pequeños billetes; porque, con una liga de cobre, es ligero, duradero, bonito, y comparativamente barato. Pero habría que emitir, también, moneda postal, en papel, por 5, 10, 25 y 50 centavos, para facilitar el envío de pequeñas sumas de dinero, en cartas, sin tener la molestia de ir á buscar órdenes postales.

¿Qué impulso daría una medida semejante á toda clase de industrias nacionales; y qué excelente moneda corriente obtendría, así, el pueblo! Además, ¿qué motivo de congratulación tener esos artículos de primera necesidad, sustraídos de la ruínosa influencia de las Lonjas esas verdaderas casas de juego de nuestras ciudades metropolitanas! y luego, tener sus precios fijos, de un año al otro, sin fluctuaciones ni cambios, de manera que nuestros grandes productores y fabricantes pueden, con toda seguridad y certeza, calcular sus operaciones.

¿Qué vergüenza! ¡qué ultraje! Decir que todo negocio, en la altura que hemos alcanzado de nuestra tan cacareada civilización, está sujeto á la incertidumbre, al azar, precisamente porque el gobierno, los gobiernos todos, insisten en

(1) "No hay derecho alguno adquirido, que pueda subsistir ante el bien público; y tanto la ley común como cualquiera otra reconocen este principio. De aquí es que todo derecho adquirido puede ser anulado por el legislador que lo confirió. Conforme á estos principios, la propiedad privada puede ser ocupada por causa de utilidad pública, y todos los derechos, de corporaciones é individuos, que se opongan ó estorben al bien público, pueden ser abolidos."—Peter Cooper.

que ellos han sido establecidos exclusivamente para imponer contribuciones, declarar guerra, y legislar en favor de monopolios especiales.

No, nada hay en la Constitución que se oponga á este plan. Sin embargo, no faltará quienes digan que es anti-constitucional, como acontece cada vez que se trata de realizar algún adelanto, algún beneficio para el pueblo; como aconteció cuando se habló de manumitir á los esclavos negros; como acontece, cada vez que se habla de libertar á los esclavos blancos, mejorando su condición respecto de los patronos, y haciendo dumentar sus jornales. (1)

La Constitución no impide absolutamente, á nuestro Secretario de Hacienda, el que pague un dollar por cada 23 21993 granos de oro, que le sean ofrecidos en venta, ó el que vaya reduciendo, día por día, el precio de la plata, compeliendo al dueño de ella, á cedérsela al precio reducido, que, cual usurero judío, le ofrece.

¿Qué hemos de pensar de un gobierno que continúa comprando dos metales comparativamente sin valor—el oro y la plata—que se usan, tan sólo, para hacer teteras, cucharas y cajas de relojes, anillos y aretes, y otras cosas no esenciales para la vida, y que sin embargo sostiene que la Constitución no le autoriza á fomentar y proteger la producción, y á casar su moneda corriente en metales tan útiles y de tanta importancia como el hierro, el cobre, el estaño, el plomo y el aluminio?

No, yo no creo que ese fuera un paso final; pero sí sería un medio sano, seguro y fácil, para salir del barullo en que el sistema de créditos bancarios nos ha sumido. Y esto me trae á lo que quería yo decir. Creo que cada municipalidad debería tratar, desde luego, de ocupar á sus propios ciudadanos, estableciendo una oficina de ocupaciones, para emplear á los que no tienen en qué ocuparse, conforme á planes fijos, en sanear y purificar lugares abandonados, en mejoras públicas, y en general, en embellecimientos y comodidades. Toda ciudad debería tener su jardín público, hacienda municipal, sus fábricas, etc., aunque no fuera más que para dar ocupación á cada clase y condición de sus habitantes, que no estuvieran ocupados en otras labores. La gran lección que nuestros legisladores y nuestros magistrados tienen que aprender, todavía, es que *no son el*



oro y la plata, sino el trabajo lo que constituye la cosa más preciosa en una ciudad y en una nación. El trabajo es la joya más valiosa de toda comunidad, del trabajo depende toda ciudad, toda nación; y precisamente en la proporción y con la inteligencia en que se emplea el trabajo, en que se le protege é impulsa, y en que se diversifica, es como las ciudades y las naciones adelantarán y adquirirán poder é influjo. Sólo las industrias nacionales diversificadas son las que pueden dar su valor al dinero. Así es, que permitir que se pierda el trabajo por falta de dirección y por falta de un lugar en que acumularlo, es el mayor derroche de riqueza de que pueden hacerse culpables los gobiernos. No está muy lejano el tiempo en que el no alentar el trabajo de los ciudadanos, será considerado como un verdadero crimen, mayor si es posible, que robar los fondos del municipio.

La ley, ó las leyes, que sean dictadas para emplear, utilizar y proteger el trabajo, serán las que resolverán, de la manera más pronta y mejor, el problema monetario y todos los demás problemas que actualmente preocupan—y con razón—á todos los gobiernos.

¿Por qué no ha de tener cada ciudad, (1) una Oficina de Ocupaciones ó una De-

(1) "El Alcalde Municipal del Second Arrondissement, en París, ha emprendido un experimento muy interesante. Hace algún tiempo que ha abierto un Registro de Ocupaciones y Empleos, que—dicen—ha resultado ser de gran utilidad. Ahora lo que se propone es publicar listas de las personas que solicitan ocupación, y de las que solicitan personas á quien ocupar. Estas listas se fijarán en cuadros, en tres lugares concurridos, sin cobrar nada á los interesados."

"La Municipalidad de Stuttgart (Alemania), ha establecido una Oficina para registrar las solicitudes de ocupaciones y empleos, sin cobrarse nada á los que se registren. Calcúlase que esto costará al municipio unos \$1,250 al año."

"Hay una solución á la cuestión de los que no tienen trabajo, y solo una, y es que el Estado ó la Municipalidad emplee á cada cual en el oficio ó arte que profese, con jornales suficientes para su subsistencia. Ohio tiene ya una institución de esa clase, en Columbres—la Penitenciaría—que es una especie de ciudad manufacturera. El Estado proporciona terreno y edificios, libres de renta, y también la maquinaria. El producto del trabajo de los sentenciados, provée á su manutención. El Estado va á construir fábricas fuera de los muros de la prisión, y dará á sus honrados ciudadanos la manera de ganarse la vida honradamente. ¿Por qué Ohio había de favorecer á los criminales, dejando morir de hambre á sus ciudadanos honrados.

positaria de Trabajo; como si dijéramos una especie de Montepío, en donde toda persona que tiene un día de trabajo que dar, puede ir y ser empleada? ¿Por qué la ciudad no habría de utilizar ese trabajo, acreditando en sus libros al que se lo ofreciera?

No hay una sola ciudad en este mundo, que no necesite de toda clase de servicios para llevar á cabo en ella constantes mejoras. Los grupos de ociosos y desocupados, los vendedores ambulantes, todos aquellos que emplean su tiempo en ocupaciones frívolas, en todas nuestras ciudades, serian infinitamente más útiles para esas ciudades, que mil minas de oro, si el Municipio tuviera buen cuidado de utilizar la riqueza que esas gentes tienen en su mano, ideando alguna manera de sacar provecho de los servicios que esas gentes pueden prestar. Lo que más se necesita es que toda ciudad tenga en buen estado de conservación y aseo sus viejas calles, que abra nuevas, que establezca parques y jardines, que mejore sus suburbios y que los embellezca; y que adopte un plan, ordenado y fijo, para proporcionar á cada familia su propia casa, la que pagaría, ó bien con trabajo (que la ciudad proporcionaría), ó de alguna otra manera cómoda y fácil, convenida. Por su parte, la Municipalidad, pagaría los servicios á ella prestados, en vales ó cédulas, que recibiría en pago de todas las contribuciones, derechos, etc., ó—lo que sería mucho mejor—podría abrir libros en la Oficina de Ocupaciones y Empleos, en los que *acreditaría* á cada obrero por su trabajo; y, en los libros de la Comisaría se *adeudaría* al mismo obrero por lo que tomará en víveres ú otros efectos para su consumo.

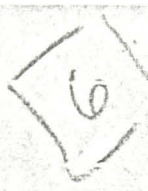
Los *vecinos* adoptaron este último plan cuando echaron los cimientos de su república, que llegó á dominar al mundo comercial, entonces conocido, y eso durante muy cerca de trescientos años. Los créditos asentados en los libros de la ciudad de Venecia, que—sea dicho de paso—eran llevados en moneda de cuentas (1) y que no tenía billetes ni mone-

(1) El *sextercio* romano era, como el *bit* de los Estados Unidos, una moneda de cuenta, y no había cuño alguno que la representara.

El plan de una moneda continental, propuesto por Robert Morris, presenta la escala siguiente: Diez cuartos hacen un penique; diez peniques, un *bit*; diez *bills*, hacen un *dollar*; y diez *dollars*, hacen una corona.

La *piástra* turca es moneda de cuenta, pues no hay tal *piástra*.  
El *rei* del Brasil, es una moneda imaginaria, pues no existe tal pieza. Diez mil *reis*, son iguales á \$5.45.

Venecianos





das que correspondieran con dichos créditos, siempre tenían premio sobre los famosos ducados de oro de la República del Adriático.

Por este plan, cada ciudad tendría su distrito en el que existirían medios, locales é independientes, de pago, y no tendría por qué preocuparse del oro y de la plata, si subían ó bajaban, ó si estaban monopolizados por europeos, ó yacían en los abismos del mar.

La gran lección de la crisis actual, que las ciudades de los Estados Unidos han sido compelidas, por la fuerza de las circunstancias, á hacer lo que, nosotros los de Topolobampo, preveíamos que tenía que venir, y nos adelantamos, estableciéndolo como principio, al fundar la Ciudad del Pacífico: (1) que la comunidad debe tener sus propios medios de pagos, separados y distintos de los que se usen en otra parte; porque mientras que las naciones y las ciudades adopten el sistema bancario, de «créditos inflados,» [3] serán constantemente víctimas de los banqueros, cada vez que éstos quieran restringir sus "créditos" y ejecutar sus hipotecas.

Veamos lo que publica, sobre el particular, el periódico *The Two Republics*, de México:

"New York, Agosto 1.º Hay una aclarada en las nubes, que apenas se inicia, pero bien marcada. Las señales de mejoría son tanto mejores cuanto que no provienen de esperanzas engañosas de auxilio monetario, sino del poder y la

(1) Había tres series de monedas romanas: la republicana, la de la familia y la imperial. Las primeras eran emitidas por las casas de Moneda del Estado; las segundas por las familias que habían comprado el derecho de acuñar moneda; y las terceras por los emperadores. Casi todas las ciudades, romanas, en Italia y las colonias, tenían y ejercían el derecho de acuñar sus propias monedas.

En 1816, Inglaterra adoptó la base de oro. "Habeis duplicado mi fortuna, pero habeis arruinado al pueblo," dijo Sir Robert Peel, padre. Fué el mismo Sir Robert Peel, según creo, quien dijo que "si las colonias americanas adoptan el sistema de billetes de banco, de los ingleses, su decantada libertad será un mito."

"Cuando todo nuestro papel moneda sea pagadero en efectivo, á presentación, probará que es el medio más cierto que puede emplearse para fertilizar el campo del rico, con el sudor de la frente del pobre."—Daniel Webster.

fuerza maravillosos del pueblo mismo. El comercio, los negocios, están tratando de ir adelante, sin esperar la acción del gobierno. El oro importado durante

la semana por valor de \$2.000,000, ó más, no vá adonde debería ir; pero el pueblo está creando una moneda corriente eficaz, empleando *checks certificados*, para pagar jornales, saldar cuentas y comprar trigo y algodón."

"New York, Agosto 12.—La parálisis es casi tan absoluta como antes, pero esa misma circunstancia estimula á cada distrito y á cada ciudad, á atenerse á sus propios recursos y á no confiar ni en el gobierno, ni en su Wall Street."

Greenville, Miss., Agosto 12.—Los tres bancos de esta ciudad han fijado avisos en sus puertas, declarando que seguirían el ejemplo de los Bancos de Nueva Orleans, y que no pagarán más en moneda corriente, sino que emitirán, en su lugar, *checks certificados*. Hay poca ó ninguna alarma, y los *checks certificados* pasan sin dificultad, esta tarde, como medio de pago."

Oregon  
"Portland, ~~Augón~~, Agosto 14.—Una reunión especial de la Cámara de Comercio ha sido convocada para el miércoles en la tarde, para discutir sobre la situación financiera actual y fijarse en algún medio para que vuelvan á abrir sus puertas los bancos que han suspendido sus operaciones. Estará presente el Inspector especial Wightman, del Banco Nacional, y propondrá un plan, que, dicen, es muy practicable; y consiste en que los bancos emitan *certificados* que circularán como moneda corriente."

El *Times Democrat*, del 20 de Agosto, dijo:

"El comercio de Nueva Orleans, como ya lo habíamos anunciado, se ha adaptado completamente al sistema de *checks certificados*, que primeramente fué ensayado en Nueva York, y fué adoptado, después, por los bancos de St. Louis.

"Lo que deben hacer los bancos para ayudar á los agricultores es emitir *certificados de depósito*, por valor de \$5, de \$10 y de \$20. Con ellos podrán ser pagados los trabajadores, absolutamente como si fueran moneda corriente; y, como quiera que, *esos certificados serán recibidos en las tiendas de las haciendas*, en las que van á surtir de lo que necesitan los empleados y operarios, circularán sin dificultad desde luego. Los hacendados podrán pagar á su gente, y ésta podrá comprar café, harina, azúcar, ropa, cuan-

1

confiar



to necesite. De esta manera, se creará una nueva moneda, que nos ayudará eficazmente á pasar la crisis actual, poniéndonos en aptitud de recoger las cosechas, sin demora ni dificultad."

El mismo periódico, dice:

"Sabemos que, en Cincinnati, las compañías de tranvías están emitiendo fichas de á 5 centavos, hechas de aluminio, y que estas fichas son tan cómodas, que circulan libremente, por toda la ciudad, como moneda de á 5 centavos."

"En Kalamazoo (Michigan), está en uso la misma clase de moneda."

Pero, la mejor lección que nos ha proporcionado la crisis actual, es el proyecto de Mr. Carter Harrison, alcalde municipal de Chicago. Hélo aquí:

«Chicago, Illinois, Agosto 25.—El Alcalde Municipal Harrison, tiene un proyecto para aliviar la situación actual á propósito de la moneda corriente; y consiste en emitir vales del Municipio, que circularán como dinero, en la ciudad de Chicago. Mr. Harrison dijo, hoy: "Hace una semana, el presidente de un banco me dijo que se temía que hubiera, aquí, una absoluta falta de moneda corriente, tal, que las cosas empeorarían más que lo que ya lo están; porque los bancos foráneos, que debían tener fuertes depósitos en Chicago, los habían retirado. Me han preguntado qué podría hacerse; y he hecho la proposición de que, si los bancos, la prensa y los comerciantes y el pueblo me ayudan, puedo proporcionar al comercio de Chicago, como... \$1.000,000 de moneda corriente, cada mes, sin que tenga menos valor que el de un billete del Tesoro de los Estados Unidos. Con el consentimiento de todos, emitiré unos vales, ó cédulas, de valor de \$5, si fuese posible, y si nó, de valor de \$10; y con ellos pagaré á los obreros empleados por el Municipio y á todos los empleados. Es decir, que si debemos \$10,000, á un contratista, en vez de dar un vale ó cédula por esa suma, se la pagaremos en vales de á \$5, á fin de que él pueda pagar á su gente, y que ésta pueda pagar al tendero, al panadero, etc. Esos vales ó cédulas podrán ser depositados en los bancos, y éstos los usarán en el pago de saldos, en la *Clearing-House*, como si fuera moneda corriente.»

Lo que antecede concuerda de la manera más absoluta con lo que nosotros estamos poniendo en práctica en Topolobampo; y es que las municipalidades deben tener su manera y medio de pa-

gos, por medio de sus propias tesorerías, (1) y no por medio de los Bancos y con los sistemas de éstos. No vemos la razón por qué las ciudades, que poseen cada una de ellas un Cuerpo Municipal, con todas las facultades para emplear el trabajo de sus propios ciudadanos y emitir, en pago de ese trabajo, sus propios "créditos," han de seguir dependiendo de la especulación privada, cuando los Bancos dejan de llenar su objeto, precisamente cuando más se necesitan sus servicios, y cuando lejos de prestarlos, arrastran en su ruina á incontable número de ciudadanos.

Los Bancos Nacionales, (2) y de otra clase, no son lo que parecen. Pretenden hacer negocios con su propio dinero, con "dinero honrado," pero son las criaturas de una legislación especial, y sus principales transacciones, son créditos y en dinero del pueblo. Y, para demostrar cuán poca confianza tenía el pueblo en los bancos, el mes pasado, he aquí un extracto del *Times Democrat*, de Nueva Orleans:

"Debido á la depresión financiera y á la dificultad para convertir *checks* en moneda corriente, mucha gente, en todo el país, está sirviéndose del correo en sus transacciones financieras. Algunos comerciantes están enviando dinero por el correo, en vez de pagar en *checks*,

(1) *Thomas H. Benton*. (Veáse "Thirty Years' Review," vol. I, pág. 450.) Hablando del derecho que tiene el gobierno de expedir billetes, dice: "El gobierno no debería delegar esta facultad. Sería demasiado grande, concedida, á una compañía bancaria cualquiera, ó á cualquiera autoridad, que no sea la suprema en nuestra forma de gobierno."

(2) *Peter B. Porter* (1811) "Establézcase de una vez el principio de poderes constructivos, hasta el límite que convenga, para que pase ese proyecto de ley [sobre el Banco Nacional,] y habreis implantado, en el seno de la Constitución, una víbora que, un día ú otro, matará las libertades de este país."

*James Madison*. "Nunca podré dar mi sanción á una institución que es capaz, en un momento dado, de dominar los intereses mercantiles de nuestra patria. No puedo reconocer la autoridad del Congreso para dar una constitución á un Banco."

*John Randolph*. "Dad una concesión, una constitución á un Banco, y habreis creado una autocracia. Dotad á un Banco con 35 millones de capital; dejadle que establezca y que conozca su poder, y no tardareis en ver cómo domina al Congreso y cómo se burla de las leyes."



LA COLONIA DE TOPOLOBAMPO

Ó EL

MOVIMIENTO ÉTICO - SOCIAL

DE NUESTROS DIAS

DISCURSO DIRIGIDO POR MR. ALBERTO K. OWEN  
 Á LOS COOPERADORES, EN WOOLWICH (INGLATERRA), EL DÍA 15 DE MARZO DE 1894.

*El hombre es una criatura estrictamente de circunstancias, amoldada por el clima, por la herencia y por los alrededores.—TAINE.*

Doy por hecho que la mayor parte de las personas aquí presentes han leído sobre Topolobampo, en Sinaloa, en la República de México, y que saben que está en el Golfo de California, en la misma latitud y á 12° Oeste de la boca del Río Grande; que saben que hemos publicado un libro intitulado *Cooperación Integra* ó plan de nuestra colonia, en 1884; que saben que los primeros colonos fueron allá en 1886; que hemos tenido dificultades que vencer desde el primer momento hasta la hora presente; que tenemos unas 14 millas de canales de irrigación y como unos 2,000 acres de tierra cercados y cultivados; que publicamos un periódico bimensual en la colonia y otro en Nueva York; que tenemos un aserradero, un molino de harina, talleres para hojalatería, talabartería, zapatería, etc.; una escuela, una cocina cooperativa, una comisaría, una biblioteca con unos 2,000 volúmenes; que hemos construido para el Gobierno Mexicano un edificio para la Aduana, á un costo de \$12,000, y que nos estamos preparando para recibir una adición á nuestro actual contingente, de 250 colonos, buenos, sufridos y fieles.

Los colonos fueron incorporados en Septiembre de 1886 en Colorado, bajo el nombre de *Compañía del Credit Foncier*; su capital social está representado por 100,000 acciones de á \$10 cada una. Las primeras 15,000 acciones son fundadoras y pueden ser poseídas por personas que vayan á la colonia ó por aquellas que no vayan y que sólo quieran ayudar al movimiento; pero las 85,000 acciones restantes sólo pueden ser vendidas á colonos y á aquellos que obtengan lotes para fabricar. Un lote de estos, en la ciudad del Pacífico, tiene 25 por 150 pies, y 48 lotes (de 600 por 300 pies, igual á 4.15 acres) han sido fijados como límite á todo jefe de familia, para que pueda adquirir-

los y hacer uso de ellos para hogares, conforme á los reglamentos de la Compañía.

La razón por que hemos separado 15,000 acciones como fundadoras, ha sido porque necesitábamos desde el principio \$150,000 para cancelar ciertas deudas que pesaban sobre algunos terrenos, y para establecer en Topolobampo y sus alrededores ciertas industrias de esencial importancia, para inaugurar con éxito la colonia. Pero, hasta ahora, los que tienen dinero no han tomado esas acciones, y de aquí que nunca hemos podido poner en planta nuestros proyectos primitivos. Por todo, sólo han sido tomadas 7,730 acciones fundadoras, de las que sólo 4,430 fueron pagadas en efectivo, pues las otras 3,300 han sido cambiadas por herramientas, caballos, carros, etc., que nos eran indispensables para ir adelantando en nuestros trabajos, en estos últimos siete años. Pero además de los \$44,300 en efectivo que han ingresado por venta de acciones fundadoras de la *Compañía del Credit Foncier*, hemos pagado \$42,500 en efectivo, por provisiones, artículos diversos, etc., empleados en la construcción de nuestro gran canal de irrigación, de 6½ millas de largo, y la *Compañía del Credit Foncier* ha emitido, por todo, por dicho canal de irrigación, \$186,160 en cédulas de la Compañía, bajo la denominación de "Fondo de Mejoras de la Compañía del Credit Foncier". Este papel fué emitido á 50 por ciento de descuento, por dinero, para comprar diversos artículos ó directamente por provisiones, artículos diversos, etc., y pagamos á nuestros colonos (y sólo á los miembros de la *Compañía del Credit Foncier*) á razon de \$3 en papel por cada ocho horas diarias de trabajo. Ese papel circula en todas las transacciones de los colonos, y la *Compañía del Credit Foncier* lo recibe á la par por uso del agua.

Esto, en cierta medida, viene á ser el mismo plan de pago del Mercado de Guernesey; y es la más importante lección objetiva, en el cambio de servicios, que se haya dado, desde que la ciudad de San Pedro, en la isla de Guernesey, construyó y pagó de esa manera su mercado. Y si los colonos de Topolobampo no hubieran hecho otra cosa que demostrar cómo puede reunirse un grupo de gentes, construir una obra de beneficio público por medio del cambio de mutuos servicios, de tal manera que hoy poseen en propiedad la obra que construyeron, merecieran todavía ser citados como habiendo dado el ejemplo más notable de vida ética-social en el presente siglo; porque la equidad en los pagos es la esencia misma del espíritu que debe guiar á todo pueblo moralizado.

Los colonos de Topolobampo han sido la primera asociación incorporada que haya puesto en práctica el cambio de servicio por servicio, que es la verdadera ética de los pagos; y ha-



ce mos eso por el sistema de cuentas de Débito y Crédito, que con tan buen éxito fué practicado por los venecianos cuando dominaban al mundo entonces conocido. La Compañía acre-

ditada en sus libros los servicios que le son prestados, y debita los que la Compañía presta en artículos y objetos diversos, que el colono recibe de la Comisaría. Por este plan, el productor recibe completo el valor de lo que entrega ó hace sin fricción ni demora; y obtiene del almacén ó Comisaría de la Compañía todos los artículos y objetos que necesita, en cantidades al por menor y á precios de por mayor; pues todas las compras, conducciones, contabilidad, etc., etc., todo lo hace la Compañía con sus propios agentes; así es que no hay allí corredores, ni comisionistas, ni intermediarios, ni tenderos.

Esto solo, aisladamente, ya significa una gran cosa. En los Estados Unidos calcúlase que los artículos manufacturados, que hace un operario común, por término medio, en un día, son vendidos por el comerciante al por mayor por \$6.50 (término medio), de cuya suma el operario percibe una cuarta parte. El obrero al comprar del tendero, tiene que pagar en dinero efectivo, y tiene que comprar todo lo que necesita en pequeñas cantidades, lo cual le cuesta de un 15 á un 60 p<sup>o</sup> más, que lo que cuesta al que compra en grandes cantidades, porque obtiene los artículos á precios de por mayor.

La más grande de todas las cuestiones, si es que sea posible considerar aisladamente una de las cuatro grandes cuestiones que forman la base sobre que descansa la sociedad, es la cuestión monetaria, y la vista más deplorable que nos presenta la tierra, en nuestros días, es la de hombres que producen la riqueza, y que de esa manera dan empleo al dinero, que son verdaderos esclavos, seres despreciados, envilecidos y degradados por medio de ese mismo dinero y á consecuencia de esos mismos productos, que ellos, y sólo ellos han creado. Hoy presenciarnos un estado de cosas bajo el comercialismo, que es increíble y que contrasta el ánimo: vemos al dinero que no tiene valor sin los productos que puede comprar, monopolizando cuanto puede ser producido de la manera más absoluta, y aplastando con despótica autoridad al productor hasta convertirlo en más animal que hombre; vemos al dinero dictando leyes á la industria en vez de recibirlas de ella; vemos al dinero omnipotente y al hombre impotente; vemos al dinero que, por sí solo, es cosa insignificante empleado para aplastar y anonadar á la sólida base—el trabajo—que es la única que sostiene á los gobiernos, y la única que hace avanzar á la civilización; vemos al artículo manufacturado empleado para desacreditar á quien lo fabricó; vemos á la vara (la medida), en la tienda, tomar absoluta posesión del calicó que está en los entrepaños.

Y, sin embargo, ingleses y americanos se vanaglorian de que, como pueblos, son inteligentes; y que ellos, como masas, son aptos para gobernarse; y también de que, en presencia de lo que acontece todos los días, no hay en la tierra mayorías que, como las mayorías de Inglaterra y de los Estados Unidos, hayan dominándolo todo. Ahora bien, ¿qué ha hecho el pueblo para sí? Me parece que oigo decir: "¡Nada!" Bueno sería que no hubiéramos hecho nada; pero, por el contrario, hemos hecho mucho: nosotros, el pueblo, nos hemos echado encima, y hemos echado sobre nuestros hijos la obligación de pagar todas las contribuciones, todas las rentas, todos los intereses, y hemos consentido en que se nos obligue á ejecutar todos los trabajos más pesados que se conocen entre los pueblos mal gobernados. Y ¿con qué fin nos hemos ligado así? Sencillamente con el de que se nos permita existir por nosotros mismos; existir en malas habitaciones, cuya renta tenemos que pagar, entre la suciedad, la falta de ventilación y rodeados por crímenes sin cuento.

Pues bien, eso es debido al trabajo imposible de mover á la mayoría de cualquier pueblo y á hacerlo practicar lo que es bueno y justo para él; y precisamente por eso hemos fundado la Compañía del Credit Foncier, y no sólo la hemos organizado, sino que nos hemos incorporado con dicha Compañía, que contiene en sí todos los poderes legales para asociar al hogar, á la tierra, á la fábrica, al cambio (que son los cuatro factores que forman la base de una sociedad perfecta), en una perfecta unión, proporcionando á los que buscan mejores condiciones para vivir, la oportunidad de unirse y de ayudar á mostrar al mundo lo que se puede hacer por personas disciplinadas, cuando quieren entrar de lleno en una senda de industria, adunada con una cultura ética y con el eclecticismo.

Los colonos de Topolobampo no son anarquistas, ni socialistas de Estado, ni comunistas. Son, sencillamente, artesanos, agricultores, contables, etc., incorporados para ocuparse, cada uno, en su propia industria ú oficio. No son anarquistas, porque acatan las leyes, el orden y la disciplina en todas las fases de la vida y siempre, y porque están opuestos á esas ideas que pretenden acabar con todo gobierno y con toda ley escrita, que tan necesarios son para guiar al hombre en sociedad. No son socialistas de Estado, porque están en favor de la municipalización de las industrias y están en contra de que el Estado ó la Nación tome á su cargo y dirija y domine las industrias que pertenecen exclusivamente á los grupos de familias, en el pueblo ó en la ciudad, que en ellas se ocupan. Y no son comunistas, porque tienen por norma separar la propiedad privada de la propiedad municipal, y porque su plan fijo es no practicar el comunismo en los jornales, ni en la distribución de nada. Todo lo que sea propiedad privada es respetado y considerado



sagrado, y lo que pertenece á la ciudad, es conservado en depósito por la ciudad, para los usos de ésta, y jamás podrá ser monopolizado por nadie aisladamente ni por un grupo de ciudadanos. De este modo ponemos en práctica el precepto de: "Al César lo que es del César".

Nosotros profesamos que la propiedad toda está clasificada en cuatro grandes divisiones; y aquí debo declarar de la manera más enfática, que en esto se encuentra la ética de la propiedad, la clave de toda lección sobre economía social, y, por lo mismo, no me cansaré de repetirlo.

*Primero.*—La propiedad privada—el hogar y cuanto contiene; el torno, la máquina de coser, la caja de herramientas, el carruaje, el ca-

ballo, la vaca, el biciclo, el yate, etc., etc.—en definitiva, todo lo que un individuo puede producir, usar ó hacer por sí mismo.

*Segundo.*—La propiedad municipal—la tierra y la atmósfera, que se necesitan para el uso de los ciudadanos; las calles, los jardines públicos, los tranvías, el agua, los expresos, la potencia eléctrica, el alumbrado eléctrico, el gas, la comisaría, la lonja, los talleres, los hoteles, los restaurants, los mercados, los teatros, los salones para conferencias y reuniones, las escuelas, etc., etc.

*Tercero.*—La propiedad intermunicipal y nacional—las tierras y la atmósfera entre municipalidades; los caminos, los ferrocarriles, los ríos, los canales, los telégrafos, los teléfonos, los expresos, los correos, los bosques, la caza, la pesca, las costas, etc., etc.

*Cuarto.*—Las propiedades internacionales ó universales—el océano, las islas, las regiones ártica y antártica, las focas, los peces del medio del Océano, los cables, los vapores y los cambios internacionales, etc., etc.

Creemos que la separación de todas las propiedades en estas cuatro clases, distintas y bien separadas, y sin embargo, interdependientes, proporcionará equidad é imprimirá moralidad á la propiedad; pues la moral es la única base posible sobre la que debe descansar una sociedad perfecta.

El movimiento de Topolobampo es un movimiento progresista, conforme al mejor espíritu y á la mejor inteligencia del siglo; es un movimiento ético-social, incorporado según los mejores métodos prácticos de negocios. Tiene al cuidado y á la cultura del hombre, conforme á la mejor indicación que puede obtenerse sobre lo que es mejor hacer.

Nosotros no nos dejamos influenciar por ni para la mayoría. No creemos que todas las virtudes, ni la sabiduría, ni la verdad de la humanidad, están en la mayoría de la humanidad. No creemos que dos hombres han de saber forzosamente más y mejor que uno, la manera de dirigir un taller ó una ciudad. Sabemos que un hombre hace mejores zapatos que otro, y creemos, por ejemplo, que con la

aplicación de la electricidad, es lo probable que Edison sepa más que todo el resto de los habitantes de la ciudad que habita. No lisonjemos ni engañemos á nadie para alcanzar el favor popular. No nos dejamos gobernar en nuestros propósitos por esfuerzo alguno que tienda solamente "al mayor bien del mayor número". Ya hemos tenido bastante de esa clase de mal gobierno en los Estados Unidos. Es nuestra doctrina que la corporación estudie al hombre y á la mujer individualmente y que se mueva con método y con toda la fuerza y todos los medios y las facilidades todas de su diversificada unión industrial, para ayudar al hombre y á la mujer individualmente, á hacer lo que deseen y puedan hacer en la diversidad de obras que ofrece la Compañía, y á protegerlos siempre en su empleo ú ocupación especial, en su propiedad, en su persona, en su opinión, en su religión y en su individualidad.

La Compañía del Credit Foncier tiene todos sus variados empleos divididos, sistematizados, y protegidos y alentados bajo diez departamentos coordinados é interdependientes. Sobre este particular hemos publicado tantos datos y noticias, que me creo dispensado de repetir, ahora, lo que ya ha sido dicho. El movimiento, desde su principio, debía haberlo hecho todo conforme á un plan fijo, y con previsión, método y disciplina; y no es, seguramente, culpa del plan el que no hayamos hecho todo lo que era nuestro propósito hacer. Ni ha sido, tampoco, por falta de método, de meditación ni de disciplina. Y el que no lo hayamos realizado, no ha sido ni culpa del plan ni debido á que hayamos cambiado de ideas. Ha sido sencilla y únicamente, por falta de medios para dar á la Compañía la fuerza suficiente para llevar á cabo sus propósitos. Los que tenían dinero suficiente para imprimir aquel movimiento, no lo querían invertir cooperando á poner á la Compañía en posición de ejecutar sus fines; y los que llegaron á invertir dinero y á trabajar en fomentar el movimiento no tenían los medios suficientes para hacer lo que era esencial para ayudar eficazmente á la Compañía.

Los Directores son diez y las reglas que se observan para su elección son las mismas que rigen para la elección de directores en cualquiera compañía ferrocarrilera, ú otra compañía por acciones; pero con esta restricción muy particular: *que un accionista no puede votar por sí mismo, ni puede pedir á otro accionista, bajo pena de expulsión, el que le dé su voto.* Esto guarda á nuestra asociación de estar á merced de un grupo, ó *clique*, que es lo que acontece, por lo común, en todas las compañías por acciones; y esto nos procura todas las ventajas de esos cuerpos admirables, eficaces, metódicos y eminentemente prácticos, para poner en práctica nuestro plan fijo de mejorar las condiciones bajo las cuales trabajamos.



El notable desarrollo de Inglaterra, de Francia, de Alemania y de los Estados Unidos durante el presente siglo, es debido á las obras llevadas á cabo por esas grandes compañías de comercio, de construcción y de desarrollo, que han asociado á hombres ambiciosos, de experiencia y de dinero, para llevar á cabo y realizar planes y proyectos diversos, cuidadosamente madurados y fijados permanentemente por contrato ó compromiso, antes de que fuera comenzada la obra; y que son planes y proyectos jamás cuestionados por ningún accionista, desde que se les da comienzo hasta que se les da fin.

Y aquí, debo repetir que he venido sosteniendo hace diez años, que si el hombre ha de ser conducido á un alto nivel de acción y de pensamiento, de producción, de distribución, de individualismo, de libertad, de intelectualidad y de refinamiento, ello se obtendrá primero—dadas las actuales condiciones—por una compañía competente y fuertemente capitalizada ó incorporada, tal como lo tengo sugerido desde el principio, que debe ser la Compañía del Credit Foncier. El hombre ocupa una posición humilde ó elevada; es ambicioso ó indiferente; es hábil ó torpe; despierto y activo, ó apático; de una inteligencia superior, ó menos que mediana; de fines ó de brascos modales; atrevido ó corto de genio; en definitiva, el hombre puede serlo casi todo, excepto ser igual á otro hombre. La ley de Dios es que todas las cosas se diferencien unas de otras. Debido á que uno de nosotros es débil, á que otro es fuerte, á que uno sabe y el otro no sabe, á que cada uno necesitamos á los demás, en toda sociedad organizada, es que necesitamos de unión, ó mejor dicho de la interdependencia de todos—esencial para una vida ético-social.

Tenemos este hecho: el de que las diferencias hacen la unión más perfecta, y esto lo ilustra la unión del marido y la mujer. Porque el uno es tan esencialmente diferente de la otra, es por lo que el matrimonio hace tan perfecta unión de ambos. Cuando un hombre y una mujer convienen voluntariamente en casarse, nos presentan un verdadero ejemplo de la cooperación íntegra. Desde aquel día, cada uno vive para el otro, y ambos se ayudan á mantener la prosperidad, el buen nombre, la utilidad de la familia; porque es el prestigio de la familia el que sostiene á cada uno, y el que da posición y carácter á los hijos, fruto de su unión. Todo hombre, toda mujer que se casa, tiene que abdicar ciertas libertades, y cada uno de los cónyuges tiene que hacer ciertas concesiones al otro. Pero, por esas concesiones, por esas abdicaciones, alcanzan mayor suma de felicidad, mejoran su condición y se colocan en mejor posición para llenar las obligaciones que impone la vida.

No hay para qué repetir que "en la unión está la fuerza"; y es igualmente cierto que una unión perfecta depende de la diversidad de

ocupaciones de la compañía, y de la variedad y la perfección de las dotes de cada uno de los miembros, individualmente. Porque nos diferenciamos el uno del otro, es la razón porque los hombres podrán formar una sociedad perfecta, cuando se asocien de la manera propia y conveniente, sobre bases de equidad; y cuando cada cual pueda hacer aquello que es más capaz de hacer mejor, y cuando cada cual vea palpablemente que su trabajo individual contribuye eficazmente al adelanto de todos—

de la asociación. Entonces se alcanzará la mayor satisfacción, alcanzándose el aplauso, la protección, la tranquilidad de espíritu, que es la esperanza ideal de todo pueblo ilustrado y progresista, en todas partes y en todos tiempos.

Para que una comunidad, tal como la que hemos establecido en Sinaloa, alcance un éxito completo, necesario será colonizar nuestros terrenos con 10,000 personas, á lo menos. Con ese número, trabajando bajo la dirección de sus propios directores, y con arreglo á sus Estatutos y reglamentos aprobados por ellos mismos, basados en los propósitos generales de la Compañía, esas 10,000 personas pueden poseer, dentro de diez años, todas las comodidades del hogar, todas las conveniencias públicas, toda la instrucción general de que hoy puede disfrutarse en Londres, París ó New-York, por las familias más acomodadas de esas grandes ciudades. Y no puede haber la menor duda sobre esto, porque lo que se ha hecho en Pullman (Illinois) por una compañía no incorporada; y lo que se puso en planta, hace dos años, por la dirección organizada de la Comisión de la Exposición Universal de Chicago, en aquella ciudad, con el trabajo de 15,000 personas; y lo que se ha hecho y se está haciendo en todas nuestras grandes ciudades, por algunos cientos de hombres, asociados para construir clubs, verdaderos palacios en su dibujo y lujosas instalaciones, residencias privadas, etc., ha sido, en nuestros días, el "Abrete, Sésamo" para cuanto hemos necesitado en materia de producción necesaria. Y la cooperación íntegra, bajo incorporación, con derechos y concesiones especiales, será el desiderátum de la vida ético-social—que es el fin y el destino del hombre.

Y ahora veamos cuál es el poder monetario de una Asociación como la que trabajamos por sostener y hacer progresar.....

La Ciudad del Pacífico, debido á su situación excepcional, con una comarca abundante en recursos á sus espaldas, y con un clima excelente; colocada en una posición puede decirse única respecto de sus relaciones geográficas con las Américas del Norte, del Centro y del Sur, y con Europa y Asia, y además, poblada con agricultores y obreros hábiles en diversas industrias, escogidos por su valer industrial y moral, tiene que presentar un con-



traste marcadísimo con cualquiera otra ciudad de nuestros días, por lo que respecta á producción de riqueza.

Luego en 10,000 colonos, conforme á nuestro plan, deberá haber las dos quintas partes, ó sean 4,000 obreros en ocupaciones útiles, y cada uno de ellos deberá producir artículos que por término medio representen un valor de \$10.50 por cada día de trabajo; porque nuestros mecánicos y agricultores, auxiliados con los inventos y maquinarias modernas, no será posible que produzcan menos que lo que produce un obrero—sin aquel auxilio—en los Estados Unidos. Así es que 4,000 obreros producirían por un valor de \$42,000 de artículos útiles cada día de trabajo, y en un año de 300 días de trabajo, podrán producir artículos y prestar servicios por un valor igual á \$12,600,000.

Ahora bien, la Corporación de la Ciudad del Pacífico podrá acreditar en sus libros \$6.50 por término medio, á un obrero por ocho horas de trabajo al recibir sus servicios y productos, lo que daría á los 4,000 obreros unos \$26,000 diarios y \$7,800,000 al año de 300 días de trabajo; y podrá devolver valores, en servicios y productos, iguales á \$16,000 diarios, y á \$4,800,000 al año de 300 días de trabajo, llevando á cabo el plan aprobado y dotando á la ciudad de conveniencias públicas, escuelas, tranvías, abasto de aguas, alumbrado eléctrico, motores eléctricos, fondos de seguros de todas clases, estableciendo fábricas, etc., para diversificar las industrias:

Y queremos que se entienda bien que este precio medio, comparativamente elevado, que aquí se sugiere como pagado por la producción, sería sólo igual al que los comerciantes al por mayor reciben actualmente en los Estados Unidos por los artículos manufacturados por un obrero, en las ventas que hacen á los comerciantes al por menor. Venden á éstos por \$6.50 los productos por los cuales el productor no percibe, por término medio, más que \$1.62, y el comerciante al por menor, después de haber pagado los acostumbrados corretaje, comisión, transporte, etc., etc., vende el mismo artículo al consumidor—que por lo general es el productor mismo—por \$10.50.

Así, pues, vemos que, según nuestro plan, el productor puede recibir, *directamente*, todo lo que, ahora, va á él y á los intermediarios que están entre él y el comerciante por mayor; *é indirectamente* todo lo que va á esos intermediarios, que están entre éstos y el comerciante al menudeo; y todo eso que se economiza, lo usa y utiliza la ciudad para mejoras municipales. En una palabra, el plan que sugerimos tomará toda la riqueza que, bajo el comercialismo y la competencia, va al tendero, al comerciante, al comisionista, al corredor, al banquero, al posadero, al ferrocarril, al expreso, á las compañías diversas de transporte, y la depositará en el tesoro de la ciu-

dad para ser empleada en obras públicas. De esta manera, la Corporación de la ciudad se mantendrá por sí sola, y todas las contribuciones, rentas, intereses, diezmos, etc., etc., podrán ser suprimidos absolutamente y para siempre. Y, sin embargo, *no es necesariamente jornales más elevados lo que demanda la cooperación íntegra, sino más elevada asociación*, porque todo lo alcanzará esa reunión de hombres y de mujeres que se asocien *estrictamente para ocuparse en cambiar sus propios servicios por medio de sus propios agentes*.

En todas partes, y todo el año, la gente pide ocupación y mayores comodidades para alojarse y vivir en las ciudades. La tendencia de las familias en el mundo entero, es ir á las ciudades. El hombre no vivirá solo, después de comenzar á sentir, dentro de sí, los instintos que le impelen hacia la asociación. La gran necesidad del hombre es asociarse con sus semejantes. Deja su espacioso *cottage* en el campo, y va á alojarse en la ciudad, en una pequeña, mal ventilada y á menudo inmunda habitación, para competir diariamente por una posición, por su propia existencia.

Denver, en el Estado de Colorado, en menos de 20 años, ha llegado á reunir 60,000 habitantes; y antes de que aquella ciudad tuviera 10 años de existencia, ya poseía todas las ventajas y conveniencias de Londres—agua, gas, tranvías, hoteles cómodos, parques, teatros, clubs—todos los elementos conocidos en la vida civilizada; y, sin embargo, cuando estuvo en Colorado, en 1863, todo el Distrito en donde Denver se encuentra hoy, podría haber sido comprado por \$5,000 ó quizá por menor suma.

Chicago duplicó su población en unos ocho años; pero Minneapolis, después de haber llegado á tener 50,000 habitantes, en sólo dos años los aumentó á 100,000. En 37 años, Brooklyn subió de 50,000, á 790,000 habitantes; y San Francisco, de nada que era, en 30 años llegó á contar con 250,000 habitantes. Tan grande, en verdad, es el instinto de nuestro pueblo, en los Estados Unidos, á aglomerarse en las ciudades, que tenemos, por término medio, 18 y media personas en cada casa de Nueva York; esto es, 8 y media personas por casa, más que lo que vosotros tenéis en Londres. En 1893, de las 312,766 familias que vivían en la ciudad de Nueva York, sólo 37,694 disfrutaban de las comodidades ordinarias de una casa entera. El 42 p<sup>o</sup> de las casas son de vecindad; y el 84 p<sup>o</sup> de los habitantes vive, actualmente, en esos albergues, atestados de gente y miserables. Hay otras 8,672, de esas casas de vecindad que, cada una, abriga á dos ó más familias.

Hay más de 14,000 cantinas, que pueden ser contadas desde la torre de la iglesia de la Trinidad, si las de Jersey City, de Brooklyn y de Nueva York—al alcance de la vista—tuvieran una bandera blanca en sus azoteas;



y se ha calculado que las casas de prostitución, las casas de juego y los saloons de la ciudad de Nueva York, si estuvieran todos juntos, ocuparían una calle de 22 millas de largo. Y es éste un ejemplo de lo que "un pueblo independiente é ilustrado" puede hacer bajo la dirección de una compañía incorporada, y bien decidida á llevar á cabo planes bien madurados. Y aquí, permitidme llame vuestra atención hacia el hecho de que, siempre que la fundación y el manejo y gobierno de una ciudad han sido dejados á sus habitantes mismos, y siempre que se ha seguido una línea de acción comercial y política, el resultado ha sido deplorable y los gastos han sido excesivos, sin producir gran bien; y, cosa más triste aún, en todo ese mal gobierno no ha habido una sola municipalidad que haya dejado al pueblo la dirección de sus negocios, que haya podido reducir la criminalidad! Por lo general, han hecho y hacen consistir sus ingresos en *permitir* y *patentar* los vicios, alentando y fomentando, de una manera oficial, el mal; y de aquí es que, cuando se sugiere el establecimiento de métodos y sistemas para acabar, ó cuando menos reducir, la licencia y el vicio, no faltan quienes, invocando la Constitución y las leyes, sostienen que tales medidas no pueden ser tomadas; y las masas—degradadas en todas partes—proclaman que "se quiere sacrificar la libertad individual; que se pretende legislar atacando los derechos del pueblo, etc., etc." ¡Sí; los derechos del pueblo á ser jugador, borracho, prostituido, pendenciero y abyecto!

De aquí es que el individuo que atenta á los derechos del pueblo, de la masas; que quiere embellecer y morigerar á una ciudad; que desea plantear un nuevo estado de cosas, por lo mejor, es proclamado "soñador, utopista y enemigo de la libertad".

El censo de los Estados Unidos, para el año de 1890, presenta una disminución, en la población rural de 455 condados, principalmente en la Nueva Inglaterra, en Nueva York, en la parte norte de Nueva Jersey, en la parte oriental de Virginia, en Ohio, en Indiana, en Illinois, en Tennessee, en Kentucky, en la parte sur de Michigan, en Wisconsin, en la parte oriental de Iowa y en los distritos mineros de Colorado, de Nevada y de California. En 1790, el noventa y seis por ciento de toda la población del país entero, se dedicaba á la agricultura; en 1890, sólo el setenta por ciento, y en la actualidad calculase que el 25 por ciento de toda nuestra población total, vive en comunidades de 8,000 y más almas.

En el Canadá, en 1881, la población rural era de un 86 por ciento; en 1890, era tan sólo de un 81 por ciento. En Alemania, de 1880 á 1885, 150,000 personas abandonaron los distritos rurales, y las ciudades y poblaciones aumentaron su población en 1,500,000 almas. Berlín ha aumentado su población un 200 por ciento en los últimos 25 años—cuatro tantos

más rápidamente que lo que ha aumentado la población de Londres.

En muchas partes de Alemania ha sido tan grande la emigración del campo á las ciudades, que no ha habido gente bastante para las labores de la agricultura, y el campo va des poblándose y los precios de las tierras de labor van decayendo. En Sajonia y en Baviera, en la actualidad las tierras casi se regalan. En Dinamarca la población rural era, en 1840, el 79 por ciento de la población total; en 1890 no pasaba del 59 por ciento.

En Inglaterra y en Gales, la población rural en 1861 era el 37 por ciento; en 1871, el 33 por ciento, y en 1881, sólo el 28 por ciento.

La emigración de la población de los distritos rurales á las ciudades, fué aparente, primero en Gales en 1851. No fué muy importante en Inglaterra hasta unos diez años más tarde, y sin embargo, desde 1812 Londres ha agregado á su población tres millones de almas. Durante los últimos veinte años, ocho Condados en Inglaterra y tres en Gales, han perdido el 10 por ciento de su población rural, es decir, que tienen esos Condados un 10 por ciento menos de agricultores hoy, que el año de 1874. En algunas localidades, y particularmente en el sudoeste del Reino, las disminuciones en la población rural ha sido de 20 á 30 por ciento. En Escocia, el movimiento hacia las ciudades comenzó hace sesenta años, y, según los datos que existen en el Parlamento, la despoblación ha sido allí mayor que en Inglaterra y en Gales, pero yo no he podido comprobar en qué proporción exacta se ha verificado. En Irlanda han existido causas extraordinarias que han influido poderosamente en la disminución de la población total de aquella isla; pero aun á pesar de tal despoblamiento, tanto del campo como de las ciudades, hay allí también ejemplos de aumento considerable de la población de algunas ciudades, y Belfast es uno de ellos.

En vano preguntaremos á la economía política que nos dé una buena razón para explicar por qué el hombre tiende siempre á aglomerarse en condiciones tan fatales como las que vemos en todas partes. Y será en vano, porque la economía política se ocupa del hombre solamente como productor y comerciante. Pero si preguntamos á la economía social, es seguro que nos responderá que el hombre, á medida que va despertando á los buenos instintos de su propia naturaleza, aspira á mejores y más elevadas asociaciones, y no precisamente á más elevados jornales, y que no puede ya permanecer en haciendas y granjas aislado y separado de las ventajas, distracciones y cultura—siempre crecientes—que sólo los grandes centros pueden procurar.

El hombre es, esencialmente, un ser social. Por sí solo nada puede. Depende de los demás hombres, para todo, en cada minuto de su existencia. Tomad al hombre más capaz del mundo y dejadle entregado exclusivamente á



## La Colonia de Topolobampo.

El canal de irrigación de la Colonia;  
quién lo hizo, quién lo pagó y de quién es.

Siendo la colonia de Topolobampo una de las que más brillante porvenir ofrecen en la actualidad, publicamos á continuación el extracto de una carta escrita en inglés por el Sr. A. K. Owen al Sr. R. J. Kendall, y referente á una de las más importantes y benéficas obras emprendidas en aquella colonia.

México, 13 de Agosto de 1894.

Respecto al Canal de irrigación, no creo que esos señores del Fuerte se atrevan á ir hasta pronunciar una sentencia tan contra todos los hechos y contra toda equidad y justicia; no pudiendo yo alcanzar cómo podrá llegarse á autorizar á nadie, á hacer uso de agua, uso que otorga mi concesión, cuando yo á nadie tengo cedido ese derecho, pues que jamás he pedido al Ministerio de Fomento permiso para traspasar ese derecho. ¿Ni cómo puede ser posible que un tribunal, ni nadie, haga con mis concesiones y con mis derechos lo que yo mismo no puedo hacer, sin el permiso previo del Ministerio de Fomento?

Además, el Canal de irrigación fué un proyecto que data desde que se pensó en la Colonia. De los primeros \$150,000 de la venta de 15,000 de las acciones fundadoras de la Compañía del Credit Foncier, debía

separarse una suma de \$30,000 para un acueducto, cañería ó canal, desde el río del Fuerte hasta Ciudad del Pacífico. (Véase pág. 21 de "Cooperación Integra", 1884). Mr. Tays, por recomendación que le hice, trazó varias líneas antes que los Colonos desembarcaran en Topolobampo, como estudios para la referida obra, y á principios de 1887, Mr. X. . . . . (aquel amigo que trajo de California árboles frutales, plantas, viñas, etc., cuyo nombre no puedo recordar ahora), proyectó una línea para el canal, desde un punto arriba de Vegaton hasta los "Mochis," y presentó un informe en el que dijo que todas nuestras tierras podrían ser inundadas, si llegase á ser necesario. Mr. Tays, poco después, proyectó otra línea desde Camajoes, y después, estudió y se decidió al fin por la de Los Tastes; y todo esto pasó antes de que se pensara en Mr. C. B. Hoffmann, para nada, en negocios de la Colonia. Durante 1888-89, casi no se hablaba de otra cosa en la Logia, que de la manera cómo y cuándo se había de llevar el agua del Fuerte á "Los Mochis" por medio de un canal. Yo llevé los planos, perfiles, presupuesto é informe (hechos por Mr. Tays) á México y di los pasos necesarios hasta hacer aprobar la obra por el Secretario de Comunicaciones Sr. General Cosío. También fué aprobado el proyecto de boca-toma, hecho por el mismo Sr. Tays. Y ni la Compañía del Credit Foncier, ni la Compañía Kansas-Sinaloa Investment tuvieron nada que hacer, ni figuraron para nada en este asunto de aprobación de planos y de autorización de parte del Ministerio de Comunicaciones, pues todo lo hice yo como concesionario.

Además, Mr. Tays estaba, á la sazón, empleado por la Compañía del Ferrocarril, lo mismo que antes, durante todos los estudios que del proyectado canal de irrigación había hecho. Yo nunca he pedido al Ministerio de Fomento permiso para traspasar nada, ni á la Compañía del Credit Foncier, ni á la Compañía Kansas-Sinaloa Investment; y en mi convenio con esta última, celebrado en los Estados Unidos, se especificó terminantemente que *solo en tal y cual caso traspasaría yo tal y cual parte de mis derechos en el canal de irrigación*, SIEMPRE QUE obtuviera yo el permiso del Ministerio de Fomento. Este solo hecho basta por sí solo para patentizar que los derechos y privilegios de mi concesión, sigo poseyéndolos yo, como concesionario, y que ni por un solo instante me he deshecho de ellos, cosa que, por lo demás, no podría yo hacer sin que el Ministerio de Fomento me diera el permiso para traspasarlos, en todo ó en parte, á una ó más personas ó compañías.

Además, el canal de irrigación de Los Tastes, fué dirigido, administrado y cavado por la Compañía del Credit Foncier, y ninguna otra compañía, ni otra persona alguna, tuvo nunca que hacer nada con su dirección ó construcción, Mr. Wilber, presidente de la Junta de Directores residentes de la Compañía del Credit Foncier, fué quien inauguró los trabajos de ese canal y quien estuvo encargado de todos sus menores detalles, hasta que los trabajos llegaron al punto llamado Catwood, y en toda aquella parte de ellos en que hubo que cavar á mayor profundidad y en que tuvo que lucharse con las mayores dificultades y los más fuertes gastos; y quien sucedió á Mr. Wilber fué un colono del Credit Foncier, subordinado de aquel señor; y él, así como todos los colonos que trabajaron en el referido canal, estuvieron allí por que eran miembros del Credit Foncier, y pueden decir—como es la verdad—que nunca, ninguno que no fuera miembro de dicha Compañía del Credit Foncier, ni mucho menos miembro de ninguna otra Compañía, tuvo nada que hacer con el referido canal. Los indios que trabajaron allí, fueron pagados con dinero que procedía de la venta de los "Vales ó Cédulas del Fondo de Mejoras" y *cada peso de ese fondo fué emitido para, y en nombre de la Compañía del Credit Foncier*. Siempre que se ha hablado del canal, siempre que algo se ha escrito ó publicado acerca de él, se ha dicho *el canal de irrigación de la Compañía del Credit Foncier*, todas las fotografías que de él se han sacado, lo han sido por algún miembro de la Compañía del Credit Foncier, y han sido marcadas—si llegaron á serlo—como *vista del canal de irrigación de la Compañía del Credit Foncier*; cada caballo, cada vaca, cada buey, cada mula, cada arado, cada carro, cada herramienta, etc., etc., que se han usado en la construcción de dicho canal, han sido marcados, si llegaron á serlo, con las iniciales *C. F. C.*; y se habría tenido como un verdadero sacrilegio, en los días en que se cavaba el canal, el que alguien hubiera marcado, ó llamado *algo* de lo que tenía que ver, directa ó indirectamente con el referido canal, como perteneciente á la compañía *K. S. I.* Todas las circulares que fueron expedidas de Enterprise, de Nueva York y de la Colonia, relativas á auxilios para terminar la obra del canal, fueron despachadas y escritas en nombre de la Compañía del Credit Foncier. Todas las órdenes relativas á colonos y á sus efectos, sobre cuándo y cómo debían partir para la Colonia y el referido canal, fueron expedidas en nombre de la Compañía del Credit Foncier, ó por el concesionario. El Ministerio de Fomento libró las órdenes necesarias, y así pasaron por las aduanas mexicanas, colonos y sus efectos, como concesión al concesionario ó á la Compañía del Credit Foncier; y *no se ha dado un solo*



caso en que el Gobierno Mexicano haya tenido comunicación, ni que hacer lo mismo, respecto de dicho canal de irrigación, con la Compañía Kansas Sinaloa Investment, antes de que el canal llegara á su estado de obra acabada; y es seguro que tampoco nada ha tenido que hacer con otra compañía después. Los principios invocados, la propaganda hecha y los méritos reales de la Compañía del Credit Foncier, son los que, única y exclusivamente han atraído contribuyentes para acabar la obra del canal. Por mucho tiempo no ha habido más publicaciones circuladas, para recomendar la obra del canal, que las que circulaba profusamente la Compañía del Credit Foncier, mapas, planos, ilustraciones, grabados, discursos, cartas, circulares, todo era para atraer dinero destinado á la obra del canal; y todo se hacía en nombre de la Compañía del Credit Foncier. Y todo lo que llegó á hacer la Compañía Kansas Sinaloa Investment, lo único que llegó á hacer por dicho canal de irrigación, fué recibir dinero, *del que probablemente las cuatro quintas partes fueron pagadas por miembros de la Compañía del Credit Foncier, para pagar Cédulas ó Vales del Fondo de Mejoras de la Compañía del Credit Foncier;* y cuidar de que esos dineros fueran invertidos en viveres, herramientas, etc., para dicho canal, llevando la debida cuenta; y cuidar de que los miembros de la Compañía del Credit Foncier, que trabajaban en dicho canal, fueran pagados en dichos Vales ó Cédulas conforme al convenio y conforme á las instrucciones dadas por la Compañía del Credit Foncier á su fideicomisario; en una palabra, *la Compañía Kansas-Sinaloa Investment, era sencilla y únicamente el pagador y contable de la Compañía del Credit Foncier, y á dicha primera compañía fideicomisario, por cortesía, le fué permitido escoger miembros de la Compañía del Credit Foncier para dirigir la obra de dicho canal, y para hacer los referidos pagos y llevar las referidas cuentas.*

Además, cerró las cuentas, y suspendió la emisión de más Cédulas ó Vales del "Fondo de Mejoras del Canal," el día 14 de Septiembre de 1892, y esto no fué otra cosa que devolver á la Compañía del Credit Foncier la obligación de llevar las cuentas de toda la obra del referido Canal y de procurarse nuevos fondos para acabarlo, por medio de la venta de acciones en la Compañía del Credit Foncier, en lugar de venta del papel especial del "Fondo de Mejoras" y esto fué hecho, y meditado deliberadamente; ántes de que el Canal estuviera concluido, y precisamente cuando se aproximaba la inundación de invierno, que se temía produciría muchos perjuicios y

acarrearía dificultades y gastos, no obstante mis reiterados ruegos á Mr. Hoffman y á Mr. Breidenthal de que no cerraran los libros para la venta del ya mencionado papel. Pero el complot de los conspiradores estaba ya madurado, y juzgaron que era llegado el momento oportuno para atacar á la Compañía del Credit Foncier y destruir su buen nombre, sus elevados fines y su bien ganado crédito, antes que pudiera tener el Canal de irrigación en buen estado de servicio, impidiendo así (tal era su esperanza) toda colonización, y forzando al concesionario á faltar á sus obligaciones para con el Gobierno y para con el fideicomisario mismo. Era su idea destruir á la Colonia y apoderarse de todo lo que con tanta paciencia y á tanto costo de dinero y de trabajo se había logrado establecer para probar lo que es y de lo que es capaz la cooperación íntegra. ¿Y para qué?—Para fines viles y egoistas de especulación privada, de competencia, de vicio y de prostitución. Tal fué el diabólico plan de la Compañía K. S. I., la Compañía fideicomisario, para destruir á quien había depositado toda su confianza en ella. Y este plan lo ha estado llevando á cabo por medio de agentes pagados, en nuestra Colonia misma, y por medio de alianzas de negocios con ciertas personas, dentro y fuera de Sinaloa, ayudadas por secuaces pagados, en los Estados Unidos, para calumniarnos, para presentar bajo los peores colores nuestras intenciones y nuestra obra, y por un sistema de publicaciones y de cartas impresas, dirigidas á amigos de nuestro movimiento, en Europa, en Washington y en México.

Debo decir además, que la Compañía Kansas-Sinaloa Investment fué también agente de la Compañía del Credit Foncier, para remitir efectos y colonos á la Colonia; y que durante la construcción del Canal, recibió y despachó colonos carga y encargos para colonos que ya estaban en la Colonia. Por este servicio, la Compañía del Credit Foncier le pagó, primero \$5.00, y después \$10.00 en efectivo por cada colono adulto que despachó, aunque muchos de esos colonos eran miembros de la Compañía del Credit Foncier *mucho ántes* de que existiera la Compañía K. S. I. Sin embargo, todos esos colonos fueron encaminados como miembros de la Compañía del Credit Foncier, y cada adulto debía poseer, al ménos, una acción en la Compañía del Credit Foncier, para ir á la Colonia, y debía estar provisto de un permiso de dicha Compañía C. F.; y todo objeto, todo animal, todo iba, y era despachado en nombre de la Compañía del Credit Foncier ó del Concesionario. Y todos los gastos eran pagados por la Compañía del Credit Foncier, porque ningún colono, ni ningún artículo podían pasar por las Aduanas mexicanas, en nombre de la Compañía K. S. I., pues que esta Compañía jamás había obtenido concesión, ni derechos, ni privilegios ningunos, y la única que los tenía era la Compañía del Credit Foncier. Y bien supe lo que esto me costó, cuando Mr. Hoffman, que fué como agente mío con la expedición de Noviembre de 1890., para ayudar á Mr. Wilber, á comenzar la obra del Canal, por que tuve que pagar \$1,500.00 en oro por derechos de impartación *de mi propio peculio*, sin que no diera aquel señor ni siquiera un recibo por aquel desembolso; verdad es que tengo cartas y constancias de que el dinero fué recibido, y pagado en aquella ocasión por mi corredor para los despachos en la Aduana de Nogales.

Y todo esto se los escribo á vd. á fin de que lo lea vd. á aquellos que, por haber llegado allá con posterioridad á todos estos hechos, no están al tanto de todos nuestros trabajos y de todos nuestros gastos en aquella obra.....



Duplicate

THE SINALOA COLONY.

Dr. B. A. Wheeler Makes a Pointed Reply to an Interview by General A. J. Streeter on Affairs Connected with the Colony.

To the Rocky Mountain News.

In your issue of July 22 you publish an interview with General A. J. Streeter upon the subject of Topolobampo and his mission to the City of Mexico. As said article is full of misstatements and half-truths, which are calculated to do great harm to a worthy cause, I crave your indulgence and hope you will give equal publicity to corrections and statements of facts.

Mr. Streeter says: "The Kansas-Sinaloa Investment company, which I represent, has expended \$90,000 in a canal which I understand Owen has had entered in his own name by the Mexican government." The truth is the said company never expended a dollar of its own money. It was only a trustee for the Credit Foncier company, which is the legal name of the colony at Topolobampo. All the money expended in the construction of the irrigating canal was collected for and belonged to the Credit Foncier company. The securities issued therefor are those of the latter company.

Albert K. Owen is the concessionaire and there was no other way under Mexican law for legal title to pass to the colony than through him as such concessionaire. All of Mr. Owen's acts are in perfect legal form and in accord with the wish of the Credit Foncier company. The cost of the canal is about \$200,000 instead of \$90,000.

Mr. Streeter further says: "We have got military possession of the canal pending legal proceedings, and we are confident of establishing all our claims." The Credit Foncier company has had and now has complete control of the ditch. It controls its headgates, every foot of its entire length, its tailgates and wasteways. The governor of Sinaloa has appointed a man to see that the water is distributed according to agreement between the contesting parties till the right to possession of the ditch is legally determined, while the distribution is left to the Credit Foncier company; this is the fact distorted by General Streeter into "military possession." Let me add, the friends of the colony have no fear but

that they will continue to hold possession.

Mr. Streeter says: "We will ask for water concessions for another canal" (which looks like being confident of getting possession of the one already built) "and that all machinery and supplies for the colonists be imported free of duty." Here is the reply the Mexican government has made to this modest request, through Senor Fernandez Leal, secretary of Fomento:

MEXICO CITY, Mex., May 24.—Yours of the 17th received. I had an interview with the president and can state to you the following:

Your request to form a branch colony within the limits of Mr. Owen's concessions cannot be complied with, because Mr. Owen is sole concessionaire and master of his concessions, and any attempt at such would be against the contract celebrated between the concessionaire, Mr. Owen, and the government, and the formation of a branch colony is within the power only of Mr. Owen. The government could not possibly deal with a part without interfering with the whole. Your statements of Mr. Owen not having fulfilled these concessions are not known to the government; so far Mr. Owen has fulfilled every request and every demand the government has made upon him. No dutiable goods could be imported without concessionaire's permission and he is the only party responsible for such. The government is certainly very desirous of colonization and will do everything to promote it, but in a systematic way. Goods introduced by outside parties, without permission of concessionaire, would require a different ar-

range, which would naturally conflict with the arrangements made between A. K. Owen and the government.

Mr. Streeter also says: "By the way, I may say that Owen is now stranded in the city of London." The wish is the father of this thought, for Colonel Owen arrived in the City of Mexico on July 18 and

Streeter on July 31. When the belated one arrived at his destination he found himself too late. Mr. Streeter had said in private conversation: "The railroad concessions have already been declared forfeited." How true that it may be learned from the Two Republics of August 3. This paper is published in the City of Mexico. It says: "The Mexican government yesterday celebrated with Albert K. Owen large and important amendments to his concessions of June 6, 1892, whereby the concessionaire is given eighteen months to begin, and one year thereafter to finish the first kilometres (a little less than thirty-two miles) of said railway, with branch lines to the coal fields of Sonora and to the Sonora railway, to Urique and Batopilas and to Guerrero—in all about 400 miles of additional lines, with the same subsidy as on the trunk line from Topolobampo to Presidio del Norte. And further the government, in consideration of the discount on silver at this time, gives the concessionaire the privilege of raising the freight tariffs 33 1-3 per cent over the former rates, together with amendments in regard to wharfage, handlage, storage and telegraphing. The Mexican government certainly favors Mr. Owen in his great enterprise, and the Topolobampo colony from this on should move into favor and into a position of public importance."

The official publication, in the Spanish language, of these concessions may be seen at the agency of the Credit Foncier company, at 1441 Stout street, together with the English translation. The closing sentences are in the following language: "All remaining stipulations contained in said concession of June 6, 1892, not especially amended or altered in this contract are hereby declared to be in full force and vigor." (Signed)

SANTIAGO MENDEZ, Chief Clerk. ALBERT K. OWEN.

Mr. Streeter says: "At the present time there are perhaps 250 or 300 people in the colony. The people are divided into two parties—those clinging to the Owen idea (significantly misprinted 'owner's ideas') and those who have felt the evil effects of the original plan and are in favor of something better." Yes, divided in the proportion of five men (all told fifteen men, women and children) who "want something better" and the balance of the 250 who are determined to carry out the original plan and think it the very "something better" they are after. These five men are all that remain out of about 100 who have been there, bent on the destruction of the colony, and the seizure of

its property and opportunities for private gain. These five only remain under the expiring inspiration of Streeter's dwindling cash.

I again quote Mr. Streeter's interview: "One of the rocks on which the Owen colony split was the rule requiring that \$3 should be the price of a day's labor. This was suicidal when Indian labor could be had for 25 cents a day. The new colony will be founded on individual ownership and individual enterprise." No one need be told that General Streeter here clearly reveals his intention to convert the colony's opportunities into private gain and continue the old competitive system, if he can but destroy the Topolobampo co-operative scheme.

Competition is in perfect antagonism to co-operation. Of course there will be war between these two systems. Streeter's attempt to force himself into the domain of the colony will be resisted at every turn and to the last inch.

The glowing estimate of Mr. Streeter that any one can make \$40 profit the first year on each acre of sugar cane and almost \$50 each year thereafter, for twenty

years, from one planting, reveals how the ambition of his youth can still fire his love of gain and overpower a cooler judgment, or else, as is more probable, he is trying to lay the foundation of a larger fortune on the blasted hopes of his future colonists. Individual enterprise under his plan would soon prefer the sugar mill, railroad and steamer for investments and leave the poor, deluded dupe to employ Indian labor in his service, while they would fatten upon the fruits of his mental energy alike as upon that of the slave muscle under him. If there were no monopoly his dream might come to pass; with it, never.

The colony proposes to be its own employer as well as employee; its own sugar manufacturer, its own railroad and ship builder as well as operator. In fact, it

proposes to monopolize every public utility within its own domain for the benefit of itself, which is composed of equal individuals. When the profits of all its monopolies are thus equally distributed, its dream is that each laborer will have received his \$3 a day as he goes along and be luxuriantly wealthy in the equitable distribution of the necessities, conveniences, entertainments and pleasures of life. Surely a profit of \$50 an acre is sufficient on which to pay \$3 a day for wages.

The colony is rapidly approaching the realization of some of their dreams. The necessities are nearer being supplied than ever, with some of the luxuries. Their flour mill is now grinding their wheat and that of their Mexican neighbors. Another mill, doubling the present capacity, has been purchased and is ready to be put in. The saw mill and lumber business are well started, and machinery already purchased to greatly extend its field of operations. Extremely profitable contracts are already taken and being filled. A complete foundry and machine shop is now under negotiation. Soon they will be able to make from a bolt to a locomotive, from a rough board to a palace, together with all its luxurious furnishings, made from Mexican rare woods. They have a blacksmith, tin, shoe and harness shops. Their fruits are just beginning to supply their needs. Have had strawberries for more than a year, grapes are now becoming abundant. Some figs, oranges and bananas will ripen this season. Melons, vegetables and grains are their friendly companions. Their orchards are growing and fields subdividing.

No taxation, no rent and \$3 a day for eight hours of labor, always guaranteed, and an equal share in the profits of all monopolies are the elements which will make the colony prosperous and be a challenge to Streeter's "cheap land, cheap labor and cheap taxes."

B. A. WHEELER.



# PUBLIC

GUARDIAN OF A HEALTHY PUBLIC OPINION "

SEPTEMBER 4, 1894.

## TOPOLOBAMPO COLONISTS

A. K. Owen answers A. J. Streeter.

"TRUTH AND ERROR" THE TEXT.

MEXICO, Sept. 3.

Editor of THE TWO REPUBLICS:

Mr. Streeter remarked, in your issue of August 29th, that "truth and error get very much mixed." That is quite correct—they do. Let us take the words for our text.

Whether a movement is a success or not depends somewhat upon what has been overcome; what has been the purpose for which the enterprise was started; and whether the person who undertakes to pronounce judgment is of a sufficiently discriminating mind to distinguish between what is done from principle and what is undone for principal.

The Credit Foncier Company was chartered that man and woman might employ themselves in those lines of occupation selected by each, and for which each was best fitted; to put themselves into their own houses, in their own shops; and upon their own farms; and all the while to build up a community where speculators, gamblers, rumsellers, politicians and those who wished to establish houses of prostitution could not practice their low, demoralizing influences—and my concession from the Mexican Government is granted especially to make such "a model colony."

In order to put into practice our earnest desire for a methodical, industrious and moral life, we settled in far off and in what was then the least known part of Sinaloa; in a locality on and around Topolobampo Bay—in that Mesopotamia—in that land lying between the rivers Fuerte and Sinaloa—in a region which man had never attempted to clear and to settle before the advent of The Topolobampo Colonists, although well-to-do people had lived in the valleys hard by, on either side of it, for 300 years, and although speculator after speculator passed and repassed it in all the centuries since Mexico came under the dominion of Spain, and never made an offer to stop, or to make an investment in the same in any way. The "Mochis" and the lands between it and the Gulf of California were covered with cacti and mezquite, and given up entirely to lizards, snakes and wild animals; and our colonists had not been landed on the North shore of the Straits of Joshua a week, before they received a written letter from one of the leading citizens of Ahome, the nearest town and which lies to the North about 16 miles, appealing to them, if I recall the words correctly, "for God's sake to leave, at once, that death-dealing hole where no one ever remained longer than a few days and came out alive;" and, within the following year, a petition was signed by certain personages living in the Fuerte Valley, and sent to the Department of Fomento, asking, in the name of humanity, that the Mexican Government make an appropriation and give orders to have the said Colonists removed back to the States from whence they came; and I trust that the Department of Fomento may keep that petition on its files that the incur-

entertainment and praise of all who visit them; and no community on this continent, probably, under the same pioneer conditions, ever showed as high a moral and intellectual plane of every day life, as do the law-abiding and cooperative colonists of Topolobampo.

Further, The Topolobampo Colonists for three or four years have made, and supplied the Fuerte Valley people with tin ware; they have raised the largest pumpkins (117 and 125 lbs.); the largest strawberries (3 inches in diameter), and the best white and sweet potatoes, beets, cabbages, turnips, lettuce, tomatoes, melons, beans, wheat, etc., that have ever been seen in Sinaloa; and they grind their own wheat and corn, make their own shoes, saw their own lumber; and one of their Directors, Mr. Mike, is now loading, upon the steamer "St. Paul," at San Francisco, so much machinery for our saw-mill and tool shop, and to fill commissions he has taken for citizens in the Fuerte Valley, that the Department of Fomento has asked the Treasury Department to give permission for the said foreign steamer to unload at Topolobampo wharf, on her trip to Guaymas, in September.

It was The Topolobampo Colonists who built the handsome stone custom-house, on the Straits of Joshua, for the Government; who made the stone pier and erected thereon a store house, and who constructed and paid for their great irrigating Ditch; it was they who went over a hundred miles up the Fuerte River and cut logs, and showed that they could be floated to the mouth of their Ditch—a feat that was looked upon as being impossible up to that time; and it was they who discovered and demonstrated by use the illuminating and fuel gas and the superior tar that can be produced from the pitahaya cactus—a discovery, by the way, that is as important for the industries of Mexico as has been made known during the present century; and it is they who contract to furnish and put up wind mills for the citizens in the outlying districts, and to attend to any machinery, etc., which requires the attention of particular skill in all that country round. And all this, I venture to say bespeaks progress—shows persistence of purpose—shows that we have laid our foundation to build upon—illustrates moral, mechanical, intellectual and progressive life.

Nowhere in the Colony is seen anything that looks like failure, or broken resolution to carry out our purposes of cooperation and discipline; and no just person, after knowing what had to be met and counteracted, can look upon what we have done, endured and resisted, and have other than words of commendation for those brave men and earnest women who have struggled and who are struggling to get out of the old and, to them, the obnoxious ruts of competition and speculation upon the higher ground of a peaceful, industrious and painstaking life.

I have not with me the papers to show just how many colonists. The Credit Foncier Company has given permits to settle in Sinaloa; but the number is probably not less than 1,200; and that only 220 good colonists re-

uplicate



animals; and our colonists had not been landed on the North shore of the Straits of Joshua a week, before they received a written letter from one of the leading citizens of Ahome, the nearest town and which lies to the North about 16 miles, appealing to them, if I recall the words correctly, "for God's sake! to leave, at once, that death-dealing hole where no one ever remained longer than a few days and came out alive;" and, within the following year, a petition was signed by certain personages living in the Fuerte Valley, and sent to the Department of Fomento, asking, in the name of humanity, that the Mexican Government make an appropriation and give orders to have the said Colonists removed back to the States from whence they came; and I trust that the Department of Fomento may keep that petition on its files that the inquirer, now and in years to come, may see that we did not go to Sinaloa to interfere in any way with the vested rights of others, or to settle upon lands that were looked upon as of any value by any living person.

The northwest coast of Mexico has been proverbial for its non-successes of every description; and, before The Popolobampo Colonists went there and lived and cleared and planted, the region, particularly where we settled, was thought to be a region over-run by insects and vermin—a region without fresh water, parched, hot and non-productive; but the determined purpose and cooperative unity of The Popolobampo Colonists overcame all difficulties, and they have hewn themselves out a place to practice their principles of associated effort—a place which is now so fair to behold, that local and public opinion in regard to that whole coast country has changed from one of distrust and discouragement to one of confidence and enthusiasm; and that waterless waste of chaparral-covered lands—The Mochis—have excited the cupidity and avarice of people in and beyond the valleys, and have so influenced certain persons who first associated themselves with us, with the idea of leading orderly, quiet, and moral lives, to betray their trusts, to malign their associates, and to break their written contracts; and all for what? May it not be to defraud those who gave them their confidence and their money?

Again, the Superintendent for the schools of the District of Fuerte, in which I believe there are 39,000 people, has reported to this Government that the kindergarten and schools of The Popolobampo Colonists are the very best that exist in the said District, and there is probably not as few people in the world who have as well selected or as large a public library, or who publish as well edited a bi-monthly paper, as do The Popolobampo Colonists; their regular Saturday evening dances, from 8 to 10 o'clock, are most enjoyable; their regular Monday evening lyceums are the

life. Nowhere in the Colony is seen anything that looks like failure, or broken resolution to carry out our purposes of cooperation and discipline; and no just person, after knowing what had to be met and counteracted, can look upon what we have done, endured and resisted, and have other than words of commendation for those brave men and earnest women who have struggled and who are struggling to get out of the old and, to them, the obnoxious ruts of competition and speculation upon the higher ground of a peaceful, industrious and painstaking life.

I have not with me the papers to show just how many colonists. The Credit Foncier Company has given permits to settle in Sinaloa; but the number is probably not less than 1,200; and that only 220 good colonists remain in The Credit Foncier Colony shows the terrible struggles and vicissitudes that we had to face and conquer; and, without reflecting against those who have gone away there is certainly much that might be said of the pluck and staying qualities of those who work on against every discouragement to lay deeper and firmer their principles, in Sinaloa.

Probably, history would show, if studied, that most pioneer movements, to open up uninhabited places, have had set backs and were more or less discouraging to the greater many who undertook the first great labors incident to all such undertakings; but should those brave, determined men and women who have gone over the ramparts, holding their principles firmly aloft, against every opposition, and who have taken and who hold the fort against every intrigue, betrayal, charge and attack that the enemy and traitors have made against them, be called unsuccessful because in their long incessant and desperate struggles many deserted, some fell down and died, others became discouraged and went back from whence they came, and others were unequal to the hardships and went to the rear to await a better condition of affairs?

In regard to the 62 colonists who returned to the States during the fiscal year just passed, and the turning back from Nogales and Guaymas, probably, of as many more, that was owing to the discouragements and attacks made against The Credit Foncier Company by The Kansas Sinaloa Investment Company and its agents, more than all other causes combined; and to give a hint as to just the part in this sad, fiendish business played by Mr. Streeter and Mr. Wotherspoon, who went to Sinaloa in December last, I herewith give a characteristic letter of the period, from Mr. Wotherspoon, which shows the spirit of these persons at that time and the way they assisted The

Continued on second page.



**TOPOLOBAMPO COLONISTS.**

Continued from first page.

Credit Fencier Company and myself to fulfill our contracts great and small.

GUAYMAS, Sonora, Mexico. December 1st, 1893.

"Friend—: We, (Streeter and Wotherspoon), arrived here Nov. 26; leave for Colony tomorrow. We have made important discoveries here, secured much valuable information, and formed good connections." [Were these good connections?] [Were these good connections to have certain persons at Nogales and Guaymas to discourage colonists en route to Topolobampo?]

"We are right near the throne. An affidavit from you, sworn to before a Notary Public, showing your connection with the Colony—Owen's deception and dishonesty and bankruptcy and swindling methods—his indebtedness to you, your efforts to collect same and failure to do so, etc., etc., making it just as strong as the facts will justify, will be of material assistance to us in making out our case.

"Will you please write it out or have it done at once—swear to it, and forward to me, at El Fuerte, Sinaloa, Mexico. By so doing you will confer a favor on us and I think advance the cause of justice in this very important case. Very truly yours,

W. A. WOTHERSPOON."

Let us next glance at Messrs. Streeter's and Wotherspoon's doings after they reached the Colony.

A. K. OWEN.

**THE CITY.**

Simpson and Woodward Bon Ton Tailoring Parlors. 1st San Francisco No. 72, opposite Hotel Iturbide, up-stairs. First Class Tailoring in all its branches. Full Dress Suits a specialty. The only American Tailors in Mexico. Our liveried messenger calls for and delivers all goods free of charge.

Rich re-opens at the old Stand, Betlemitas street, September 1st. Oysters about September 3rd.

Headley's American Restaurant, Betlemitas No. 2 will have oysters next week, those fat plump kind, you must cut in two to swallow. Frog's legs, venison steak, snipe cooked in good style, on the bill of fare every day. Headley is always reasonable in his charges.

Loeb Hermanos, dealers in Crockery, Glassware and Lamps take pleasure to advice the public that they have now again a complete stock of their open stock patterns of Dinnerware, also a fine line of novelties. Alcaiceria 120 between Plateros and Cinco de Mayo.

Cosmopolitan Meat and Produce Market, San Juan de Letran No. 10 Choice beef, veal, mutton, fresh and salt pork, hams, bacon, lard, butter, dressed poultry and game in season. None but first class goods handled.

Elmore and Leon, carpenters and contractors, store fitting, jobbing, decorating and painting.

**J. F. DREINHOFER**

Merchant-Tailor and Haberdasher

UNDER HOTEL ITURBIDE

**THE - NEW - LINE**

OF GOODS FOR FALL AND WINTER

**JUST OPENED**

LOOK AT THE

**\$35 SUITS \$35**

MEXICAN

**CENTRAL**

RAILWAY.

**SUNDAY EXCURSIONS**

MEXICO CITY TO TULA

AND RETURN.

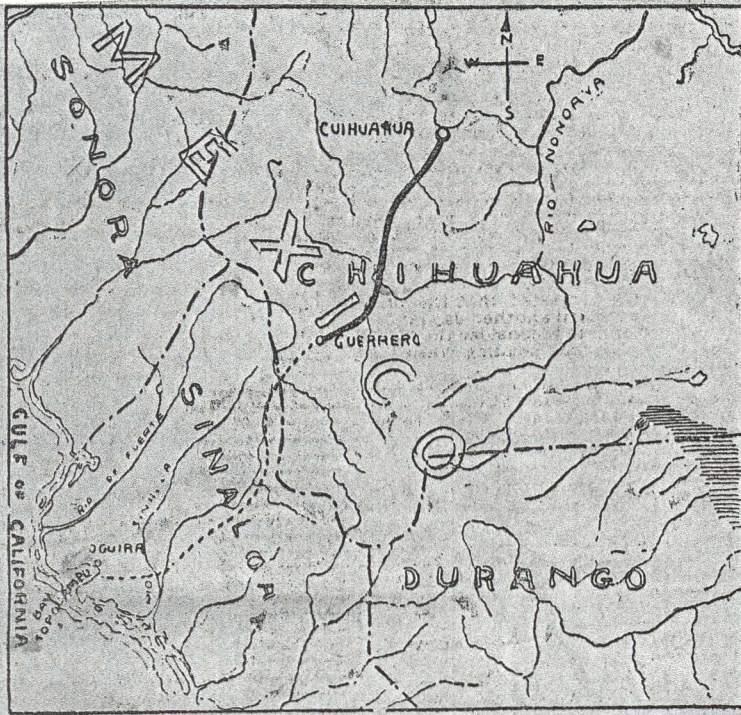
TICKETS ARE GOOD

FROM SATURDAY to MONDAY

INCLUSIVE.

First Class . . .	\$3 00
Second " . . .	2.00
Third " . . .	1.50





ROUTE OF THE CHIHUAHUA AND PACIFIC RAILWAY.  
Under contract to build by Bradburg & Co. of Denver.

# TO BUILD IN MEXICO

Denver Firm Contracts  
to Construct a New  
Railway Line.

From Chihuahua to Guer-  
rero to Open Forests  
and Mines.

Cost of 125 Miles Without  
Equipment Estimated  
at \$2,500,000.

A Denver firm has secured the contract for the construction of a railroad in Old Mexico which will at once furnish transportation facilities for one of the largest and richest mining countries in the Southwest and will eventually be a bidder for transcontinental business. The construction of the portion of the road for which the contract has already been awarded will give Denver and other Colorado smelting points access to a new field.

W. C. Bradbury & Co. of Denver, in connection with the Nassau Construction company of New York city, have just closed a contract for the construction of 125 miles of the road, complete, from Chihuahua, through Fortin, Santa Isabel, San Andras, Hacienda Bastillos, Laguna and Rosario to Guerrero. The road will be standard gauge, built on a most substantial basis and will cost, completed, without the equipment, about \$2,500,000. Work will be commenced at once and the contract calls for the completion of the line by the end of the year.

The new road will be known as the Chihuahua and Pacific and when completed will cross the Sierra Nevada range and reach the Gulf of California at Topolobampo bay, a distance of some 600 miles from Guerrero. The road has been incorporated and will be built by a syndicate of New York capitalists, among

whom are Colonel Payne, ex-Secretary of the Navy W. C. Whitney, and Moore & Schley of New York and E. C. Creal and A. A. Spendlove of Chihuahua. A H. Paget of New York is president of the company. The contract calls for the construction of all bridges of masonry and iron, no wood work being used even in the culverts. Much of the country through which the road will pass is of a rough nature and its building will be very expensive.

#### To Cheapen Ore Transportation.

The object of the big enterprise is to reach the rich mining districts that are located in the vicinity of Guerrero. For hundreds of years the Mexicans have been working the mines of that region with but indifferent success. The ore mined was carted or carried for hundreds of miles for treatment and yet the business paid. Some time ago Mr. Whitney and others interested with him in the railroad enterprise became interested in large mining properties near Guerrero and the building of the road was decided upon as the proper means of handling the mining investment. Before the preliminary surveys for the line were completed reports of new strikes came from further west and within a few months American investors have been getting deeply interested in Mexican mines in the Guerrero region that guaranteed a paying business for the railroad from the day it opened. When the enterprise was originally decided upon the promoters had not intended to seek a Pacific coast outlet for the road. Before the survey was completed new attractions were offered to the west. In addition to the rich mining territory that would be opened by the extension of the road it was found that an entrance to the Gulf of California would give the road access to one of the finest natural harbors in the world, a point 500 miles nearer to Japan and China than any other North American port, and would place the company in position to compete for transcontinental business by a splendid water connection with San Francisco and other Pacific coast shipping points. Then it was decided to continue the line some 600 miles to the Gulf of California and before the present contract for 125 miles is completed arrangements will have been perfected for the building of the line to the coast.

Mr. Bradbury has just returned from a trip over the proposed line and will leave again in a few days for Chihuahua to take active supervision of the work of construction.

#### Free From Competition.

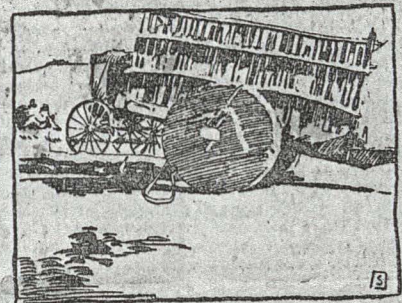
"It will be a wonderful country that will be opened to close connection with the world by the new road," said Mr. Bradbury. "If there were no other inducement the mining business that will come to the road would pay handsomely from the day it is opened. There is no railway to the west of Chihuahua in the republic of Mexico, and the proposed line will tap a very rich field. Gold and silver ore is being hauled to-day from that country, a



RAW MATERIAL FOR RAILWAY BUILDING.

distance of 125 to 200 miles, to Chihuahua. There are thousands of freight teams and other means of hauling ore along the road. The Mexicans are still bringing out ore in the old solid wheeled carts that were in use over a hundred years ago. They put a ton or so of ore in one of these carts and drag it a hundred miles or more with from eight to sixteen oxen and make the business pay at that. Then they have recently placed a great many American wagons into the field and the road for a hundred miles is lined with them. That's the only American thing you can find in that country. There are burro pack trains by the hundred carrying down ore and taking supplies back to the camps. In the town of San Andras, containing 7,000 people, I could not find a man who could talk English. My interpreter was up on railroads, but could not talk English on any other subject, and I wanted a change but could not get it.

"The Chihuahua and Pacific will open the way to an immense timber country near Guerrero. Timber is a scarce com-



MEXICAN ORE WAGON.  
This Vehicle is Used to Haul Ore 150 Miles,  
Eight to Ten Oxen being Attached.

modity in the republic of Mexico, and the forests that will be opened up by the new road will prove of untold value to the railroad builders, miners and others who have use for timber. At present the ties for railroad building are shipped from Louisiana and points South. The road we are to build will get its timber for the first 100 miles from Louisiana and Mississippi. After the forests are reached the new road will be in a position to supply timber and lumber for the republic.

#### Mexican Wages Advanced.

"All of the labor on the new road will be performed by Mexicans, and there is an object lesson in the labor question in Mexico. Ten years ago I bid for a contract on the Mexican Central and at that time the prevailing price for laborers was 25 cents a day in the city or on public works and 15 cents a day for farm work. To-day the laborer on public works gets 75 cents a day, an increase of 300 per cent in spite of free silver. My best information is that the wages of American laborers have not advanced 300 per cent in the same time. A vast amount of English and American capital is going into the republic of Mexico and conditions there are very prosperous. They are building railroads, woolen mills, rope factories, cotton mills and manufacturing establishments of many kinds and all of them are prospering. The cattle business is very prosperous. I found Colorado cattle buyers in many of the towns trying to get hold of Mexican herds."

Mr. Bradbury stated that the new road would enter a country that had been a half century behind civilization. There are thousands of Mexicans who had never seen an American buggy such he rode over the country in, and many of them could not be coaxed to stand before the camera which he carried. He succeeded in getting some snap shots of the Mexican Indian in his native garb and pictures of rural life in the old country. He expects the country to develop rapidly when the new road is built.

The Rocky Mountain News, March 11, 1898.



## PRIVATE TRUSTS

### THEIR INCEPTION AND ALARMING GROWTH.

The Question of the Hour Is: Can Their Power and Consolidation Be Stopped?—A Plan by Which This May Be Accomplished.

FOR THE LABOR LEADER.

A wise man named De Laveleye made this remark some time since:

"To issue from primitive simplicity and suddenly to grow enormously rich threatens immorality and ruin. This we now witness in the United States."

De Laveleye ought to come and take another look nowadays. "A hundred millions" here "a hundred millions" there, stupid extravagance and ostentation on this side, poverty—intelligent poverty—and discontent on that side.

Men who cannot get rid of the vast sums which they have not earned. Men just as good, with the same brains and the same rights, who cannot get work or a decent living, no matter how humbly they beg or how patiently they wait.

A man is a dangerous animal when he really makes up his mind that he has not a fair chance. A discontented feeling is growing in this country. Something will have to be done, or some one will get hurt, and that some one ought really to begin to think the situation over now.

The Debs outbreak in Chicago was a warning symptom. A few such symptoms, and a convenient Grover Cleveland to order out soldiers as requested will not fill the bill.

We believe that the necessary will be done by the good and intelligent men who think of others and of justice even when their own stomachs are filled. We believe that the real democrats of America will meet the emergency when it comes. But we think that all indications point to sleepless nights in the future for men whose happiness is tied up in bonds and mortgages.

Let the majority—the slow, blind, optimistic, dull majority—once know that without some radical change

their case is hopeless—then, dear bond owners, you will know how the parrot felt as his last tail feather came out, and you will wish you had placated the monkey before he lost his temper for good.

You think there is no danger here? Ask George M. Pullman's agents what he thought when he had the Debs row on hand. Ask the Chicago underwriters at what rate they would have insured the town of Pullman or any Pullman property at about that time.

There is in this country enough for all. You prosperous ones must manage somehow to let the majority at least have a fair chance—and a big majority at that. If you don't you will hear of something to your disadvantage.—Evening Journal.

*March 18—1899.*

The first private trust was incorporated in 1882. It took our business men about ten years to see the importance of such a combine of business interests. Since the anti-trust law was passed at Washington, in 1890, private trusts in defiance of that and of anti-trust laws passed by several states, have jumped into existence, with stocks amounting to something like \$3,700,000,000; and, before the present century ends, it is quite probable that every staple, product and every manufactured article of importance, every great invention, all labor saving devices and all the public conveniences in cities, states and nation will be absolutely in the hands of private trusts. The bigger trusts will then immediately swallow up, or crush out the smaller trusts, so that there will be one giant, consolidated private trust, and this will be in the control of one man, who will be the Potentate Supreme and the actual owner of these United States, and everything and everybody in them—for this consolidated trust will be the employer and the distributor, the government and the court for the whole 75,000,000 people. Then at least, the "free" citizens of this "free" Republic will come to understand fully and painfully that they are slaves, and that they neither have newspapers, nor arms, nor powder, nor chemicals;

and not even the right to speak to one another when there is the least suspicion that there is unrest or dissatisfaction about anything that the trustees of the consolidated trust may have done or intended to do; for there is no discipline as absolute as poverty and dependence for work upon capitalists; and there is no tyrant as exacting and relentless as an empowered capitalist. The people will have just one right, and one right only, and that will be what some "labor reformers" (?) have just risen to demand for our laborers, and that is "the God-given right to work;" and they will have the satisfaction to know that they have the right to work from early morning until late in the night, and that every article produced, and every invention brought into use, and every idea that is utilized by them will enrich the trustees of the consolidated trust more, and will fasten heavier chains upon their own necks.

This is not fiction, "freemen" (?) of America! These are facts: and it requires no great foresight of a prophet to outline the steps of the private trusts as they are now, with giant and rapid strides advancing to fulfill. This is the time for the producers and for the comparatively small investors and business men to get together and reason upon a fixed plan of action, if they ever intend to take action to save themselves and this nation; for so rapidly are new business combinations asserting themselves that after another year it may be too late; for the nation's prerogative to issue money, the telegraphs, the railroads, the newspapers, and the staple breadstuffs, and principal manufactures are already in the hands of private trusts, and if they were consolidated now into one trust they would present the most formidable power on this earth.

Like causes produce like effects, and if we will refer to the history of Babylon, Egypt, Rome and Greece, each of which has been a great and powerful nation, no less conspicuous in its day than the United States is in ours, we will find that it was overthrown not by outside attacks, but by its own people, who passed, or who permitted laws to be passed, which



catered to the greed of the favored few; laws which created private monopolies of public things and revenues; laws which gradually allowed the non-producers and manipulators to seize everything that was grown and made; laws which pushed the people from off their lands, from out of their own houses and shops, and which degraded, debauched, diseased and starved the wealth producers, until the millions, crazed by their long-drawn-out sufferings, rose in their mad fury and slaughtered and destroyed everybody and everything within their reach; and magnificent ruins are alone left to remind one of those nations where luxury and vice, and false economic social conditions once reigned supreme in gilded courts and amidst gorgeous temples surrounded by enormous private estates.

The question of the hour then is, can the consolidation of the private trusts be stopped. The answer is yes! if action is taken at once to incorporate industrial groups, and to unite towns, farms and factions into city trusts. One well-ordered and comprehensive example to show and to enthrone the people to action along peaceful and industrial lines of higher association will be the open sesame to the new order of things—to that society which has been dreamed of and hoped for during ages; and yet which has never been planned out and worked for systematically by any people at any time, or anywhere; and the fact that the plan now called for is in perfect keeping with the methods used by the business men in their trusts should give confidence to the investors and encouragement to the producers in every section of these United States to pool their savings, their trades and their labors, and to incorporate to employ themselves, and to enjoy the advantages of the better conditions of life which can come only through higher association.

The people are better taught by object lessons than in any other way. Living examples are powerful for good, or evil. Once, show how to lay out a city and how to cover it with the private houses of the citizen workers; how to keep it in order, and how

to meet all public expenses without collecting a tax, or a rent, and the producers will quickly incorporate into industrial phalanxes; for men and women will not work for private trusts, firms, or individual employers when they can work in and for their own company, by which they will be protected and encouraged to enjoy directly, as well as indirectly everything that they do. The small investor, manufacturer, storekeeper, accountant, teacher and others must recognize that, unincorporated to employ themselves, they will soon be set aside to be exploited by the trusts as the farmers and artisans are already; and there is not an hour to lose before getting together and taking steps to get incorporated for self-protection. Unincorporated man, at this stage of the world's progress, is as helpless to enjoy any of life's easements and scientific advantages as an Indian would be if adrift in a dugout upon a shoreless sea. It is simply a pulling for existence forever and a day. It is only by getting into large industrial groups, or into home, farm and factory phalanxes, that the producer can ever have a chance to stem the legislative tide which has set strongly against him, and which will most assuredly put him into bondage and his children after him if he allows things to drift into private trusts as they now are doing. One industrial group will not be sufficient to stand alone any more than one private trust would have, but one good example will bring a second into existence and then both will unite to bring two more; and in this way an endless chain will be inaugurated, and a confederated union of city trusts will make a state trust, and state trusts will become a union, or national trust, and this will and should be the outcome of the people rising in their strength and making a united effort, not upon political but upon industrial lines, in order that the sources of wealth—land and labor—may be tapped at their fountain head; and then the non-producers' trusts, which are incorporated to collect the water at points below the sources of supply, will find the stream dry, and that the only fruit for them

(2)  
The organizing of the city and the reserving 25% for the share, and

will be dead sea apples. Any movement less radical and less general than incorporating the workers East, West, North and South, upon their own lands and under their own employments and with their own credits will not succeed. It will be this, or it will be bondage in its most merciless and exacting form for the American people. But, it must be understood from the first that industrial phalanxes can not be inaugurated by the producers themselves because they are too helplessly poor, and already too absolutely dependent upon their today's wage to pay for anything except for a minimum resident-lot and to move themselves and their families to the home sites selected. Producers, as a class, are too timid with their savings when they have them, and too distrustful of others, and too inexperienced to take the necessary steps to secure proper legislation and lands, and to lay out towns, to prepare farms, to erect necessary factories, etc., and labor organizations are too much engrossed about getting eight hours fixed as the extent that they shall slave for boss capitalists each working day of their lives, and whether they shall give all that they earn except enough money to get themselves soup with bread, or soup without bread, to waste any time on dreams that might lead them to incorporate, to employ themselves in their own shops and upon their own farms; and "charity associations" and "philanthropists," and all such like bodies never for a minute think of doing anything except to relieve existing distress for a few hours; and it therefore, must be the pleasure and the duty of patriotic business men who have savings and push and pluck and heart to do what is right, and just both for themselves and for the business of this nation; and these business men should be satisfied to give their experience and savings to secure the proper foundation for industrial groups upon a profit-sharing basis in the lands they secure, giving to the home builders 75 per cent for their part of the first sales of the home lots; and reserving for themselves 25 per cent; "uncarned increment" belonging to the com-



before he can become cultured and accomplished and fully developed physically and mentally must have hours every day of leisure, when the mind can be as free from care as the body is from toil; and to make this possible every adult must be insured, without direct assessments, in case of personal injuries, or the destruction of property by fire, wind or flood; and this has to be done by the city corporation where all revenues from public conveniences go to the public treasury; and which are to be used to assist the citizens in every way possible—by erecting municipal factories and buildings, beautifying the streets and parks, paying insurances, etc., etc.

In the fifth place, a citizen worker who saves a part of his or her income should have safe, permanent and profitable places for investment for, by and within the city trust; and this can be provided for by having the savings invested, by the city treasurer in the city's tramways, telephones, electric light plants, etc., to an amount not to exceed 25 per cent of the total cost paid for such public works; for in this way, thrift and economy will be encouraged and fostered, and this is very necessary in a well-ordered community.

In the sixth place, all persons between 20 and 40 years of age living in an industrial group should be engaged in productive, or service labor during, at least, four hours during five days of each week; for labor in productive and service lines alone gives wealth and keeps in order the community; and productive and service labor should necessarily therefore be made the basis for correct living, and this labor should be in those industries and by those services marked out and in charge of the city fathers. Public duties, accomplishments, and professional services can be attended to after the hours set aside for productive labors, for an idle, labor-shirking class will eventually always overthrow the best government on earth; and besides this danger, the best physical and mental development are active labors in the field, garden, orchard, and factories

community, and although such a gift was never before allowed by any business management to the settlers, yet it will be quickly seen, it is thought, that the business investors by this plan, will have a safer investment, and larger profits, and quicker returns than can be made in any creditable enterprise at this time in these United States; for there can be quicker values created by settling home builders upon new lands than in any other way.

To make the movement to incorporate home, farm and factory trusts irresistibly popular with all classes of our people, and successfully useful beyond anything that has ever before been suggested along peaceful and industrial lines, the following essential rules for organization and advancement should be strictly observed.

In the first place, the producers should be attracted to settle upon their own lands and be put into the absolute control of their own credits; for if the producers of wealth do not own the lands they live and work upon, and do not issue, in the name of their own industrial trust, the current credits which may be used to exchange their own services one with another, then not anything permanently useful for the producers, or for society in general, can be obtained.

In the second place, the workers should not only be insured useful and agreeable occupations, but they should be so incorporated that they will work in and for their own industrial home group, or phalanx; and not under any circumstance, should a citizen worker hire himself or herself, to an industrial employer, firm, or private company: for the employer will use his, or its surplus to pass laws which will make more and more dependent the already overburdened worker.

In the third place, every head of family should have a private home free from rent, tax and mortgage; for a man or woman without a home is shiftless and revolutionary; and no person can be properly conditioned to be a citizen worker, in an industrial home group of incorporated workers, who has not one's self and family well and securely housed.

In the fourth place, a citizen worker

—and in this way, it may come to pass that ten years will be given to childhood, ten years to study and training in the normal industrial schools; twenty years to industrial labors; and twenty years to serving as city fathers or directors, and to taking life as one would most wish in the path of what is good and entertaining.

In the seventh place, a city, farm and factory site should be selected and fixed, at the start, to be a place of residence for say: 100,000, or 50,000, or 25,000, or 10,000 families, as the case may be, and then everything should be made to conform to this fixed number; for only by order and settled purpose, and strict discipline in details of building and keeping clean, and making beautiful, can city life be, at best, other than it now is—irregular buildings and nasty thoroughfares, diseases breeding yards and cellars, unsightly suburbs and discomfort and demoralization and disorder everywhere and at all hours of the day and night. Order and fixity of purpose should be the rule before and after beginning, and at all times in a home, farm and factory phalanx, and then life will be attracted to conform to the dream of those who can see the most beautiful visions for correct home life at home—they may become gate cities where perfect quiet and absolute security may reign from the ringing of the curfew and the closing of the gates until the dawn ushers in the coming of another day of pleasant labors and courteous greetings.

A. Y. SMITH.

Albert H. Smith



**"LET THERE BE LIGHT."****A Historical Memorandum***By a Topolobampo Colonist.*

Albert Kimsey Owen, in September 1872, examined the lands on and adjacent to Topolobampo Bay and took soundings of its channels, and it was owing to his written reports and recommendations to Dr. Benjamin R. Carman, and to his descriptions given, in person, to Don Blas Ybarra, at Fuerte, Sinaloa, Mexico, directly after visiting Topolobampo, that brought about the business association between the said Carman, Ybarra and Owen and the denouncements of the City site and "Baviri" lands, on Topolobampo Bay, and the Mochis lands several miles to the eastward.

It was Mr. Owen's published reports and maps that first made Topolobampo and its inner bay known to the Mexican Government and the general public. It was Mr. Owen who got Gen. Ulysses S. Grant, then President of the United States, to order Commodore George W. Dewey, U. S. N., to survey and map the entrance to Topolobampo Bay in 1874; and it was Mr. Owen who drew and published the first correct map of the coast of the Gulf of California showing Topolobampo Bay and its geographical relations with North America and the Pacific Ocean and with its islands and shores.

It was Mr. Owen who went to Atlanta, May, 1873, with a letter from Gov. Walker of Virginia to Gov. Smith of Georgia and introduced to the Governors of the Southern States, then holding a convention to encourage new lines of commerce to open up the New South, the advantages of a railroad from Norfolk, Virginia, via Austin, Texas, to Topolobampo. It was Mr. Owen who obtained the consent of Mexico, and between the years 1873 and 1878, urged the United States to instruct the Secretary of War to make a survey for a postal route from Austin, Texas, to Topolobampo; who got committees in both House and Senate, to vote for the same; and the War Department to order a special report on the information given upon the advantages of the route, and upon the resources of the Sierra Madre and the coast lands of Sinaloa. It was Mr. Owen who went to Kansas City in 1888, met members of the City Council and leading business men, and through the *Kansas City Journal* proposed and demonstrated by maps, etc., the importance of the Kansas City, Presidio del Norte and Topolobampo Railroad which is now called the "Kansas City, Mexico & Orient."

and his lands, and to the Mochis lands was in April, 1881, at which time Mr. Owen sent him \$10,000. (gold), by the hands of George W. Simmons of Oak Hall, Boston, who, with his younger brother and Captain Price of Independence, Missouri, were commissioned by Mr. Owen to accompany Dr. Carman from Mazatlan to Topolobampo, and from there, over the railroad route selected by Mr. Owen, and over the Sierra Madre and, via Santa Rosalia and Eagle Pass, to San Antonio, Texas. It was upon

this first and only visit of Dr. Carman to Topolobampo and Fuerte City that Mr. Owen, learning that Dr. Carman and Don Blas Ybarra had neglected to pay the Mexican Government for stamps and patents to secure titles to the "Mochis" lands, all of which Mr. Owen had repeatedly and long before been assured had been done, had to raise among his friends and send \$5880. (gold) which paid for the surveys by Fitch, the services by Retes and for the stamps and patents for the entire "Mochis" lands containing nearly 70,000 acres.

This money was sent to George W. Simmons and Dr. Benjamin R. Carman, who was then, April, 1881, at Fuerte, Sinaloa, Mexico. This was some two years before John H. Rice ever heard of the "Mochis" lands.

Fifty (50) percent of these lands was given to the Texas, Topolobampo and Pacific Railroad and Telegraph Company, certain members of which advanced the said

\*Dr Benjamin R. Carman was the United States Consul and leading physician at Mazatlan during about thirty years. It was he who first told Mr. Owen that there was a place known as Topolobampo. This was in August, 1874, when Mr. Owen was in Mazatlan en route from San Blas, Jalisco, to Guaymas, Sonora, making an examination of the coast and its harbors for Gen. Wm. J. Palmer and Major Gen. Wm. S. Rescans who were at that time working to extend the Denver & Rio Grande from Colorado Springs to the Pacific Coast of Mexico. Dr. Carman had gotten his information concerning Topolobampo from two American miners who had been working in the Sierra Madre eastward of Topolobampo and who, wishing to get on some vessel going down or up the coast, followed the mule path which led from the rich copper mines of Bohuerachic to the "Smugglers' Retreat", where these ores were secretly shipped to Swansea, Wales. There was a heavy duty on the exportation of ores in those days. Dr. Carman was of an old Philadelphia family, a man of distinguished presence and the best known personage on this coast owing to his generous hospitalities. The Officers of the United States Navy always knew that at Mazatlan Dr. Carman would have entertainments for them, and in consequence he made many strong friendships with them, and when he asked Commodore Wm. T. Truxton to make a personal visit and examination of Topolobampo, the Commodore went with the U. S. S. "Jamestown", and took soundings, made a map of the harbor and gave a private report to Dr. Carman. This map and report have since become a part of the records at Washington. Topolobampo, was never published on a map issued by Mexico or the United States until Mr. Owen published his "Map of the Republic of Mexico", Philadelphia, 1882.

Congress



amount of money thirty and three-eighths (33 3/8) per cent was put into the hands of George W. Simmons (who was trustee for the Railroad Company) to be held at the orders of Carman, Owen and Fitch; and the remainder was given to Don Blas Ybarra and his friends for their assistance to Owen and Carman in getting the lands properly denounced.

It was Mr. Owen who organized, in 1880-81, at Boston New York and Washington, a party of distinguished men to take out concessions to build a railroad from Topolobampo to the Gulf of Mexico; and who, by the kindly assistance of Gen. Ulysses S. Grant and Hon. Matias Romero then Mexican Minister at Washington, raised \$30,000 (gold) for expenses; and who, with the aid of General Grant, Senor Matias Romero and Ulysses S. Grant Jr. in Mexico City, took out the first concession ever taken to run a railroad from Topolobampo Bay.

The gentlemen whom Mr. Owen attracted at that time to interest themselves in this enterprise were among the best known in the United States: Gen. Benjamin F. Butler, Wendall Phillips, Henry Hastings, Ex-Mayor Frederick O. Prince of Boston, Gen. John B. Gordon, and U. S. Senators Joseph E. Johnson and Ben Hill of Georgia, Ex-Governor John K. Brown of Tennessee, E. A. Buck, Drake DeKay, Grant and Ward, Gen. Samuel A. Price of Missouri, Chief Engineer Sickles of the Union Pacific Railroad, and others.

Afterwards Mr. Owen interested with him such gentlemen as Hon. William Windom, Walter C. Gibson, Jesse R. Grant, Hon. W. K. Rogers, Noble E. Dawson, and others. It was Mr. Owen who got Frederick O. Prince and E. A. Buck (the editor and proprietor of *The Spirit of the Times* of New York City) to be President and Vice President of the Texas, Topolobampo & Pacific Railroad and Telegraph Company; who afterwards got them to resign in favor of Hon. William Windom and Ulysses S. Grant Jr.; who had the \$100,000. Mexican

\*The five and three-eighths (5 3/8) of the thirty and three-eighths (30 3/8) percent owned by Fred G. Fitch whom Mr. Owen brought to Topolobampo, September 1872, and left there to attend to the Topolobampo and Los Mochis land surveys, etc., were bought several years ago by Mr. Owen and John H. Rice from Mrs. Fitch for the Topolobampo Colonists because Carlos S. Betes and Dr. Hubbard, in behalf of Mrs. Fitch, importuned Mr. Owen so incessantly to do so. Mrs. Fitch was at that time in great need of the money; but the twenty-five (25) per cent owned by Carman and Owen were held by the Carman heirs and by Mr. Owen until they were bought two years ago by Mrs. Marie Louise Bigelow Owen of Baldwinsville, New York, who now holds them, in part, for the Topolobampo Colonists whom Mr. Owen settled upon them beginning in 1886, and, in part for herself. Mrs. Owen also owns a block of the fifty (50) per cent of Los Mochis land interests which was held in the name of the Texas, Topolobampo & Pacific Railroad and Telegraph Co.

co City for earnest money on the part of the Company; who made, in person, the first railroad survey ever made from Topolobampo Bay; who located the first ninety-five miles eastward, and mostly cleared of brush and partly graded the first section of twenty-five miles; who discovered and had surveyed the only two practical railroad routes yet found across the Sierra Madre in that region of our continent; and who made, in person or has made under his direction, the surveys of four thousand miles of railroad routes from Topolobampo eastward, northward and southward.

It was Mr. Owen who got Gen. John C. Fremont, Vice-Governor Dorchimer of New York and John C. Ford of Tennessee to unite their railroad, which was projected from Shreveport, Louisiana, to Presidio del Rio Grande, with the Texas, Topolobampo and Pacific; and it was the greed and blundering of two trusted persons, who went to Paris to sign the contract, who wrecked these negotiations.

It was Mr. Owen who surveyed and planted posts on the lines of the *Zona Sanitaria*, who laid out "Pacific City Site" and had his maps approved by the Government of Mexico; who cleared the shore at the landing from brush and trees, built the stone pier now in use into sixteen feet of water, erected a storehouse on said pier; put up "Alberton Hall" for his office, and "Harbor Hall" to accommodate settlers on their arrival; who, at a cost of twelve thousand dollars Mexican, constructed a custom house and turned it over to the Mexican Government as a prepayment for dues, imposts, taxes, etc., that might become due to the Mexican authorities by Mr. Owen; who had the waters of the north shore of the Straits of Joshua, sounded and mapped, and his plans for a great stone pier into 35 feet of water approved and filed July 15, 1893 by Mexico; who placed the first two buoys on the bar; who had Topolobampo Bay officially opened for a harbor and for a port for coastwise vessels; who had the first sloop bought to establish communication between Topolobampo and Guaymas; who sent from the United States the first steam launch that ever appeared in Topolobampo waters; who constructed the first and only wagon road around the shoulders of the rocky hills without which it was impossible to go with a wagon to and from the landing; who arranged for the supply of fresh water to be brought from "Las Copas", six miles distant, and had the same kept at the landing for the animals and men who came with or for freight; who established the first meteorological station at Topolobampo and made monthly reports of the weather to Gen. Greely at Washington D. C., who had the Mexican Government establish the first post offices at Topolobampo and on Los Mochis; who had the Mexican Government appoint the first Sanitation, Game and Fish Commissioner for Topolobampo, its vicinage and the *Zona Sanitaria* who landed the first freight and colonists that ever came to Topolobampo, and who in the face of the protest to the Mexican Government, by the Fuerte Valley citizens, declaring that "white men would perish if permitted to stay at Topolobampo Bay where not even Indians had ever ventured to re-



have lived, during sixteen years, of those states and experienced the best of health and the most enjoyable climate, summer and winter, that they have found in any part of the world. It was Mr. Owen who opened the first and only schools and the first and only circulating library (over 3,000 volumes) at Topolobampo; who published the first and only newspaper (The Credit Foncier of Sinaloa) at Topolobampo. It was there that he had Professor Daniels of Gunston Hall, Fairfax County, Virginia, to test and report upon the Pitahaya Gas which was found to be the very best and cheapest fuel and light ever discovered in Mexico or anywhere else. It was Mr. Owen who took out a concession and paid the Mexican Government to take water from the Rio Fuerte; who surveyed, mapped and estimated several lines for an irrigation ditch; who filed maps and reports at Mexico City and had the same approved by the Mexican Government; who dug Los Tastes Ditch in accordance with this concession and these maps and profiles; who surveyed the Fuerte River, sent plans, etc. to the Mexican Government for damming said river and had the same approved and filed by Mexico, April 15, 1895. It was Mr. Owen who had John H. Rice appointed Trustee for "Los Mochis" in place of George W. Simmons; who settled colonists on the "Mochis", cleared, fenced and opened the same for agricultural purposes; who, in person and out of his own pocket, paid the first and only taxes that were paid on 80% percent of the "Mochis" lands during several years and until others, who had interests in lands, saw that, owing to Mr. Owen's labors and to the labors of his Colonists, the lands were becoming of value; who obtained from Mexico concessions, and surveyed and mapped the coast and islands north and south of Topolobampo Bay and all the lands for forty miles back from the coast on either side of the railroad which he had located; who dug wells to see the character of the soils and where the water supplies are; who opened farms and showed what could be raised; who made brick to see what quality of clay was on the Pacific City site and in the Fuerte Valley; who sent expeditions into the mountains to report the mines, timber and other prospective business in order to give importance to Topolobampo and its railroads; who had four newspapers published weekly, one in New Jersey, one at Topolobampo, one at New York City and one in Kansas, in order to make known Topolobampo, its harbor, climate, geographical advantages, city site and the back country resources including Los Mochis; who published and sent maps and illustrations and pamphlets descriptive of Topolobampo and Los Mochis into every state of North America and of Europe; who, from first to last, has been the only person to take out and maintain through a series of years concessions for railroads and colonizations; at a total cost for stamps and deposits with the Mexican Government of about \$150,000 (gold), which have in any way aided Topolobampo and Los Mochis; who has been the only person who has published replies to the attacks that have been made against Topolobampo, its bay, its climate, its railroad routes over the Sierra Madre and its claims as a superior location for a great commercial and manufacturing and agricultural city.

Mr. Owen during thirty years, has been the one and only person who forwarded,

and in every way, the interests of Topolobampo and Los Mochis. In doing this, in Mexico, the United States, and Europe, he has spent and caused to be spent several hundred thousand dollars (gold) and has never been aided as much as by one cent from either Dr. Carman, Don Blas Ybarra or from any Mexican in the Fuerte Valley. During the most of this long struggle to bring Topolobampo to the front and into favor, Mr. Owen has been opposed, betrayed and conspired against by persons whom he has interested to visit Topolobampo and its neighborhood, and by persons who live in Sinaloa and who have received and will continue to receive the most benefits from Mr. Owen's life labors.

Not at any time, or in any way has Don Blas Ybarra or any of his relatives or agents ever occupied the lands of Topolobampo Bay or had anything to say, or do in regard to them since they were surveyed by Fred. G. Fitch and since Dr. Carman and Don Blas Ybarra took out the patents for the same from Mexico, and gave them with a Power of Attorney, coupled

\* This Power of Attorney was executed originally at Mazatlan, June 29, 1874, by Dr. Carman and Blas Ybarra and was coupled with an interest of 10 per cent in about forty square miles of lands on and adjacent to Topolobampo harbor; and therefore this Power of Attorney was and is irrevocable. 15

This Power of Attorney was registered at the time it was executed at both Mazatlan and at Fuerte. There are over a hundred original letters on file confirming Mr. Owen's interest in these lands and his absolute control over them—letters respectively from Dr. Carman, Blas Ybarra and Fred Fitch, dating from August 1875 to the early eighties—or until all had died.

This Power of Attorney and these land interests held by Mr. Owen were confirmed by Dr. Carman and by Blas Ybarra and by their respective wives when they approved the contract made by Mr. Owen, for the sale of 7,040 acres of these lands to persons at Boston, January 20, 1881; again when they approved another contract made by Mr. Owen, for the sale of the same 7,040 acres to the same persons at Boston, March 5, 1881; and, still again when they approved of a contract made by Mr. Owen, for the sale of these lands to parties at Washington, D. C. June 28, 1883.

In this last contract for the sale of a part of these lands made by Mr. Owen as the Attorney in fact of Dr. Carman and as the Attorney in fact of Blas Ybarra the interests of Mr. Owen were expressly stated to be 20 per cent and it was specifically stated that these interests were coupled with his Power of Attorney to hold and dispose of these lands and was irrevocable; and this contract (which failed of fulfillment like the others had) was signed each in person and in the presence of witnesses by Benjamin R. Carman and by his wife Elizabeth Watrous Carman, by Blas Ybarra and by his wife Zenaida V. de Ybarra, and also by Fred G. Fitch and by his wife Rosaria B. de Fitch.

This paper was attested by Frederick J. Frelinghuysen, Secretary of State of the United States, and by Matias, Romero, Mexican Minister at Washington, D. C., at that date.

The joint-business connections of partnership of Carman-Ybarra-Owen began in legal form by Blas Ybarra at Fuerte, May, 24, 1873, executing a full Power of Attorney to Benjamin R. Carman to represent and to act for him, inside or outside of Mexico, and all details relating to the lands on Topolobampo Bay and elsewhere that they had or might obtain, etc., etc.

This instrument, the original of which in Spanish, is in the possession of Mr. Owen, has the following signatures:

Demetrio Ybarra	Blas Ybarra.
Rafael Rochin.	Policarpo Zavala.
Leocadio F. Valdes.	Ignacio Higuera

N. B.—Appendix hereto attached shows the language in which Mr. Owen was confirmed in his Power of Attorney coupled with interests vested in him, at



with an interest, to Mr. Owen to hold and develop or sell or mortgage, etc., etc. Dr. Carman was never upon these lands except upon the one occasion spoken of, and Don Blas Ybarra was never on Topolobampo Bay in his life to the knowledge of Mr. Owen. Not one cent has Don Blas Ybarra ever spent, in any way at any time to improve, or to settle, or to advertise these lands. From the first (i. e. 1876 the date of the titles) up to the present hour, Mr. Owen has held the only certified copies of the patents or deeds of the Topolobampo City site lands which were sent him at the time he was given the maps of the surveys of the lands by Fred. G. Fitch, and the power of Attorney and the documents, by Dr. Carman and Don Blas Ybarra, showing Mr. Owen's interest in and absolute control of said lands. In fact, from 1873 Mr. Owen has occupied these lands and was given, by Fred. G. Fitch, the only copies of the surveys of the Topolobampo and Los Mochis lands not filed with the Department. The colonization concessions granted by the Federal Government to A. K. Owen, in 1881, 1890, and 1897, all stated that Mr. Owen owned lands on Topolobampo Bay and in Los Mochis and these published announcements were not contradicted, and Mr. Owen has been in undisputed and unquestioned possession of the Topolobampo lands over twenty years.

In regard to the existing concession for a railroad to Topolobampo Harbor which was arranged for in April 1900 in the City of Mexico with the Chihuahua and Pacific Railroad Company, Mr. Owen was the person who brought this about. It was done in this way: In May 1899, Mr. Owen arrived in Mexico City to get his railroad concession renewed. This concession ran from Topolobampo to Presidio del Norte. Before he left New York he deposited with H. B. Hollins & Co., New York City, \$40,000 for use, as earnest money, in Mexico City. A mutual friend brought him and Mr. Enrique C. Creel, the Vice President of the Chihuahua & Pacific Railroad Company, into a conference which resulted in their making an agreement to work together with a view of securing the most attractive railroad concession possible to Topolobampo. Mr. Owen, on his part agreed not to ask to have his concession renewed, but would work to interest capital to build from Concepcion over the route surveyed by himself to Topolobampo; and Mr. Creel, on his part, was to have his company's concession amended, to get additional subsidies, to have it go to Topolobampo, and to turn the whole concession thus amended over to Mr. Owen as soon as Mr. Owen got an organization to build the railroad. Papers between Mr. Owen and Mr. Creel were exchanged (May 21st and 22nd, 1899) in Mexico City, and on May 29th, in New York City, Mr. Owen met the

the time, in the Topolobampo lands of Carman and Ybarra—in the two tracts of "El Mapa" and in the two tracts of "Bachomobampo", and in the tract of "Baviri".

President of the Chihuahua & Pacific Railroad Company with his directors and the agreement made by Mr. Creel was ratified. On June 7th, Mr. Owen sailed for Holland and England to confer with railroad builders who had signified a wish to construct the Topolobampo Pacific. The excitement of the South African war stopped these negotiations; but, in February 1900, Mr. Owen interested Mr. Arthur E. Stilwell and Kansas City Bankers in this enterprise, and, in March, Mr. Owen went to Chihuahua City, made Mr. Creel acquainted with what he had done, introduced to him one of the persons who had assisted to organize the Kansas City, Mexico & Oriente, arranged for Mr. Stilwell to meet Mr. Creel, and, through him, Governor Abumada of the State of Chihuahua and President Diaz. It was while in Chihuahua City, (March 1st, to March 10th.) that Mr. Creel telegraphed to Mr. Schley and Col. Payne (directors of the Chihuahua & Pacific who were then in Guadalajara) to come to Chihuahua City to confer with Mr. Owen on this business. After this interview, Mr. Owen went back to Kansas City and prepared Mr. Stilwell to meet Mr. Creel at Chihuahua City, after which he, Mr. Owen, went to New York City and conferred with the directors of the Chihuahua & Pacific, through Mr. Schley, and had them to promise to co-operate with Mr. Creel to get their concession amended as stated, and to have it turned over to Mr. Stilwell and his organization as soon as it was amended. Having done this, Mr. Owen went to Mexico City (April 1st, 1900) to assist Mr. Creel and Mr. Stilwell to come to satisfactory terms. This was accomplished by April 21st., and Mr. Stilwell, on that day, left for the United States more than satisfied that he would have, in a few weeks, the best concession that Mexico had ever given to encourage the building of a railroad from Topolobampo to Presidio del Norte.

In conclusion, it must be here stated that Mr. Owen offered both to Mr. Creel and to Mr. Stilwell the option to buy the Dr. Carman lands on Topolobampo Bay which Mr. Owen was securing at that time; but, Mr. Creel turned his option over to Mr. Stilwell and Mr. Stilwell not having the money to take up the option lost it. In answer to telegrams, Mr. Owen hastened to New York City to sign the option and to make the payments agreed upon, May 28th, and August 15th, and so on to September 30th, 1901 when the last instalment was paid. To do this Mr. Owen had to contract with Mrs. M. L. B. Owen for the necessary money.

In this connection, it should be known that it was Mr. Owen to whom Mr. Stilwell sent John L. Case, the Chief Engineer of the Kansas City, Mexico & Oriente Railway when Mr. Owen was in Chihuahua, March 1900. It was Mr. Owen who introduced Mr. Case to Mr. Creel and who gave maps and instructions and letters to assist him across



Topolobampo, and it was Mr. Owen who accompanied Mr. East to the end of the Chihuahua Pacific Railroad and started him under the very best auspices possible for such a trip. It was Mr. Owen who furnished Mr. Stillwell with his data upon the mines and timber and resources of the Sierra Madre and the country along the route of the railroad from Topolobampo to Presidio del Norte; who gave Mr. Stillwell a complete set of maps, surveys, profiles, and estimates of the cost of the entire line from Topolobampo to Presidio del Norte, together with estimates of what the business might be; and the photographs taken by Mr. Owen and the reports that he published in his pamphlet, in London, in 1894, are the ones which, in most part, Mr. Stillwell is now using in his prospectus to influence capital to build his railroad across Mexico to Topolobampo.

#### APPENDIX.

A part of an instrument, executed in triplicate, at Washington, D. C., June 28, 1883, which confirms Mr. A. K. Owen's Power of Attorney coupled with interests vested in him in the Topolobampo lands known as "Pacific City Site" and "Baviri, :

"Whereas at the City of Boston on the nineteenth (19th) day of May in the year A. D., one thousand eight hundred and eighty two (1882) a certain agreement in writing was made and entered into, a copy of which is as follows, to wit:

THIS INSTRUMENT, made this nineteenth day of May 1882, at the City of Boston in the State of Massachusetts in the United States of America, by and between Benj. R. Carman, of the City of Mazatlan, and Blas Ybarra, of the City of Fuerte, in the State of Sinaloa, in the Republic of Mexico, by Albert K. Owen, of the City of Chester, in the State of Pennsylvania, in the United States of America, their Attorney in fact, and the said Albert K. Owen, parties of the first part, and The Texas, Topolobampo and Pacific Railroad and Telegraph Company, parties of the second part.

That Whereas on the 29th day of June, in the year 1875, at the City of Mazatlan, aforesaid, said Benjamin R. Carman and said Blas Ybarra, executed and delivered to said Albert K. Owen their certain powers of Attorney, authorizing said Albert K. Owen to bargain, sell and convey the undivided three-fourths (¾) of all that certain tract of land known and described as the site of Carman City\* containing about twenty eight

\* "Carman City" was changed to "Gonzalez City" and afterwards "Gonzalez City" was changed to Pacific City.

This last name was approved by Mexico, March 4, 1890, and so stands. See official map, Pacific City.

of the inner bay of Topolobampo Harbor, on the Gulf of California (known as San Carlos or Ohuira) in the State of Sinaloa, in the Republic of Mexico, which said instrument was duly filed for record in the archives of the City of Fuerte, aforesaid, the said power of Attorney being coupled with an interest vested in the said Albert K. Owen in the said property therein described.

And Whereas, by virtue of the authority conferred by said power of Attorney, the said Albert K. Owen on the 20th day of January 1881, at the City of Boston, aforesaid entered into an agreement in writing with the subscribers to the fund for the expenses to be incurred in the matter of the application for a concession of certain franchises by the Government of Mexico for the construction of a railroad from the Rio Grande, on the Western boundary of Texas to said Topolobampo Harbor, on the Gulf of California, by the terms of which said agreement the said Albert K. Owen for said Benjamin R. Carman and said Blas Ybarra and for himself agreed upon the payment of twenty five thousand (25,000) dollars cash, and the delivery of one fifth (1-5) of the capital stock of the company to be there after incorporated and organized for the construction of said railroad, to convey to said company, eleven (11) square miles (7,040) acres of land part of the said undivided three-fourths of said tract of land situated at said Topolobampo Harbor, and known as the proposed site of "Carman City", the proposed western terminus of the said railroad, provided said payment and the delivery of said stock should be made within sixty (60) days from the date of the organization of said company.

And Whereas thereafter the said Albert K. Owen for the said Benjamin R. Carman and the said Blas Ybarra, and himself, by his written instrument of agreement, executed at Boston aforesaid, on the 5th day of March 1881, again agreed in consideration of the payment of the sum of twenty-five thousand (25,000) dollars, together with the one-fifth (1-5) part of the capital stock of the said company, full paid and unassessable, within ninety (90) days from the date of the grant of the said concession herein before mentioned, to convey to said company the said seven thousand and forty (7,040) acres of land.

And Whereas the time for said payment and said delivery of said stock has expired, (the said company for the construction of said railroad having been duly incorporated, and organized under the laws of the State of Massachusetts on the eighth day of March 1881, under the corporate name and style of "The Texas, Topolobampo and Pacific Railroad and Telegraph Company" and the said concession having been duly granted to said company on the 13th day of June 1881) and all the obligations of the said agreement have ceased by limitation of time, in accordance with the terms thereof, and the



agreement, obligation and understanding, of whatever description, incident thereto, are null and void, and no longer of binding force or effect in any respect whatsoever upon the parties thereto."

In testimony whereof the names of said parties of the first part to this instrument are hereunto subscribed and their seals affixed.

Signed, sealed and delivered by B. R. Carman. (seal)

In presence of A. D. Anderson, I. Y. Knight.

Signed, sealed and delivered by Elizabeth Watrous Carman. (seal)

In presence of Wm. F. M. Rogers--Tracy Waller)

Signed, sealed and delivered by Fred. R. Fitch. (seal)

In presence of A. K. Owen--Camilo Vega) Rosario B. de Fitch. (seal)

Signed, sealed and delivered by Blas Ybarra. (seal)

In presence of A. K. Owen-Camillo Vega) Zenaido V. de Ybarra. (seal)

JOSEPH HAMPL.



## WOMAN DECREED VAST FORTUNE.

California Court Gives Mrs.  
Owen Title to Carmen Es-  
tate in Mexico.

(Special to The World.)

OAKLAND, Cal., May 15.—Final de-  
crees of distribution were ordered to-  
day by Judge Hall in the estates of  
Benjamin R. Elizabeth and Frank Car-  
men, father, mother and son. By the  
decrees title to land grants around the  
Mexico, valued at  
\$72,000,000, have been cleared. On the  
final probate of these estates industrial  
enterprises in Mazatlan, especially rail-  
road enterprises, have been hanging, as  
the land grants were all along the rail-  
roads and no one could get clear title  
until the properties had gone through  
probate.

Benjamin Carmen was the American  
Consul at Mazatlan, where he died in  
1886, leaving a valuable estate, consist-  
ing mostly of land grants, to his widow,  
his son Frank and his two daughters,  
Louise and Miltia, who have since mar-  
ried officers in the United States Navy.  
In 1889 the son died and his share of  
the estate went to the widow. In 1892  
Mrs. Carmen died in Paris, and the  
daughters were left the sole heirs. Be-  
coming discouraged at the long litiga-  
tion, the daughters deeded the Mexican  
lands to Mrs. Mary Louise B. Owen, of  
Baldwinsville, N. Y., to whom the prop-  
erty was distributed to-day by Judge  
Hall.

*Lepidoptera sp.*

*habitat of Lepidoptera sp.*