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MEMORANDUM.

"Such a climate, such a harbor, such rich natural resources as Sinaloa has will give capital security and profit which will please the sagacious investor."

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"The actual experience of the Elyton Land Company of Birmingham, Alabama, will give the uninitiated an idea of the enormous profits of this business. That Company on an investment of \$100,000 declared dividends as follows:

In 1883	200 per cent.
" 1884	95 " "
" 1885	45 " "
" 1886	340 " "
" 1887	2295 " "
" 1888	100 " "

"Total dividends \$5,970,000, on a \$100,000 investment. This property was afterwards estimated as worth \$50,000,000, a result accomplished by the building of a city of only 26,178 people."

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There is not any other investment as safe as well-selected real estate, where farms, factories, and homes can be grouped together and made into a township, particularly is this the case if the site is one on a harbor which has to become the place for ships and railroads to exchange their cargoes and

passengers.

It is a rule that well located and commercial sites increase in value \$1,000 to every man, woman or child who is permanently settled upon it.

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Bulawayo, a city 1361 miles North of Cape Town, South Africa, which was laid out in April, 1894, by the Mashonaland Company, in advance of railroad, sold lots during the same month for \$352 (gold) and, in July of the same year, for \$4,500, and that too when there was less than a population of 4,000.

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About 40,000 "home seekers," settled in the State of Washington in the spring of 1902, as a result of twelve weekly "home seekers excursions" organized by the Northern Trans-Continental Railroad.

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The Pacific City Terminal and Contracting Company can settle 10,000 people on Pacific City Site the first year if it will advertise its lots for sale in series of 480 lots (10 blocks) at fixed prices and be liberal in its expenditures to advance the city improvements.

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Ballinger, a little town site on the Colorado River, in northwest Texas, was laid out in the spring of 1901 by a branch of the Sante Fe Railroad, and the company sold \$143,000 of lots at the first day's sale.

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The New York World, Aug. 7, 1903.

#### IMMIGRATION WEST AND SOUTH.

"Two new towns in Oklahoma, Coltry and Helena, have been formed through the extension of a railway branch. The former has a population of 2,500 assured, the citizens of Karoom, Rusk and Alveretta having put their houses on wheels to move to the new location. Every resident of Carwile has agreed to move to Helena.

"The migrations indicate a considerable if not yet stable population in the Territory. Indeed it grew from 61,000 to 398,000 in the ten years between 1890 and 1900, and it has now more than half a million of people. This baby of the territories numbers three times as many inhabitants as Delaware, about as many as Florida, and nearly as many as Maryland, including Baltimore. And the "Mushroom City" of Coltry passes in a week a hundred towns of historic fame in the South."

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The New York Times.

April 2, 1905.

PACIFIC TOURISTS SPEND \$14,000,000 THIS YEAR.

San Francisco, April 1.- Santa Fe and Southern Pacific officials have about completed their figures of Eastern Winter travel to California and they say it will foot up a total of \$50,000 this year, which breaks all previous records.

Virtually all of these persons buy a \$110 round trip ticket from Chicago. This means to the roads west of the Lake City \$5,000,000 in passenger fares and about \$1,000,000 more to the roads east of Chicago. The railroads estimate that these tourists spend \$3,500,000 in San Francisco and \$14,000,000 in Southern California.

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ASTOR MARCH TO BILLIONS.

(Burton J. Hendrick in April (1905) McClures.)

The Astor properties now increase as never before. Land values in the last five years have jumped 50 and 100 per cent. The city's population grows at the rate of 100,000 a year.

In many sections New York has been largely reconstructed; new headquarters of retail trade and business have developed; public improvements initiated since then, tunnels, bridges, sub-ways, railroad terminals--aggregate in cost not far from \$300,000,000. There has been a general movement of corporations toward New York; practically all the newly organized combinations, for example, have located there.

When John Jacob died, in 1890, his estate, inherited by William Waldorf, was estimated at \$150,000,000. If it were worth that then, it is worth \$300,000,000 now. The estate of William Astor, who died in 1892, inherited by the present John Jacob, was generally placed at about \$65,000,000. If that were an accurate figure, it must now aggregate at least \$100,000,000. The combined Astor fortune thus increases with accelerated momentum. In fifteen or twenty years, at the present rate of <sup>Some</sup> progress, it will have reached the billion mark. And then it will go on even faster, until the ordinary mind is appalled at the portentuous figures.

We have seen that the \$2,000,000 invested by John Jacob has multiplied at least two hundred times in one hundred years. (It has reached at a conservative estimate, \$450,000,000.) If the same rate be maintained for another century, the Astor fortune will attain the unimaginable total of ninety billions.

We stand aghast at such a possibility; but not more so than would have John Jacob's contemporaries had they foreseen the present reality. In 1830 John Jacob Astor was the only man in New York who was worth a million dollars.

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PACIFIC CITY SITE,

On Topolobampo Harbor, Sinaloa, Mexico, is the terminal city site that the Kansas City, Mexico and Orient must use -- which in fact it is now using, for the base to construct, in part, its railroad eastward, across Mexico and Texas, sixteen hundred miles, to Kansas City.

Besides the Kansas City, Mexico and Orient Railroad, which is now operating from Topolobampo Harbor, 72 miles, to Fuerte City and ten miles beyond, and which should be shortly opened up to the mines and timber lands in the Sierra Madre, there are four other railroads, in the near future, to terminate on Pacific City Site. The Cananea-Topolobampo Railroad is already concessioned by Mexico and steps are being taken, it is reported, to build it. This will give Topolobampo an all-rail connection with California. The Rock Island, The Mexican Central, The National Lines of Mexico and the Gould, and the Morgan systems of railroads must sooner or later find on Pacific City Site their outlets to the Western Ocean. There is no other harbor for them to use advantageously on the Pacific.

There is a railroad, also, to be built from Ameca, Jalisco, which is connected by railroad with Guadalajara and Mexico City, up the coast of Sinaloa to Mazatlan and Topolobampo, and thence through Sonora, to Guaymas, and from these to Yuma, Arizona. This will be one of the most important of all the trunk roads of Mexico -- the short line between Mexico City and California, Oregon, Washington and Alaska.

If the construction of this Mexican West Coast system of railroads should be pushed both up and down the coast from Topolobampo it would add greatly to the importance of Pacific City Site.

The thirteen thousand acres contained in Pacific City Site is owned in fee and held free from any mortgage or lien and in them are included about six miles of harbor frontage that can be made immediately available for steamships and railroads to come close together in order to exchange cargoes and passengers. The place is to have in all, and as they are required, about 23 miles of wharves and piers on the bay front and about 20 miles of canal wharf front to attend to the shipping interests of Pacific City.

Including the riparian rights, Pacific City Site contains about 16,000 acres or 25 square miles, and it is planned to have a wharf and water front of over 23 miles. In the 13,000 acres of high or fast land there are over 60,000 home lots -- 25' x 150' -- to sell; and over 200 business blocks, 600' x 400' -- 5 1/2 acres each, to sell or lease. The street and park areas contain quite 45% of the whole of Pacific City Site.

Topolobampo Harbor has only recently been declared "a port of entry." This opens it for the first time to vessels of foreign countries, and already there are two great steamship lines preparing to stop at Pacific City Site as soon as the first one hundred miles of the railroad is in operation. The first one hundred miles of track should be finished in 1905, for 72 miles are already running (July, 1905), the grade has in most part been done for the remainder of the distance and the material ordered.

The first 62 miles of railroad now connects Pacific City Site with Fuerte City, a district containing about 10,000 persons, and it should quickly divert the traffic of the Alamos, Baca, Uriqui, Batopiles, and the San José de Gracias districts to Pacific City Site. The steamship lines referred to are: first, The Pacific Coast Steamship Company's steamers which are now plying between ports in Alaska, Washington, Oregon and

California; and, in Mexico, between Cape San Lucas, Mazatlan, Topolobampo, La Paz and Guaymas; and second, the Hamburg American or Kosmos Steamship Company which has arranged to put monthly steamers from Hamburg, Antwerp and London to ports on the west coasts of South and Central America, and to Acapulco, Mazatlan, Topolobampo, Honolulu, Manila and Yokohama.

The United States has appointed a consular agent -- Mr. Augustus Sattler -- for the port of Topolobampo. Pacific City Site is now connected with Fuerte City by two telephone lines and by one telegraph line from the landing on Topolobampo Harbor, to Fuerte, and, as Fuerte is connected with all the Federal lines of Mexico, this puts Pacific City Site in telegraphic connection with the world. The Mexican Government has recently built a Light House at the mouth of Topolobampo Harbor and has connected the Custom House at the landing with it by telephone. The Government has, also raised the Topolobampo Post Office to the rank of a "money order office." There are about ten steamers and half a dozen sailing vessels landing and taking on cargoes and passengers at Topolobampo a month this year. They will increase every month as soon as the railroad is running as far as Choix, which is expected to be by July, 1905. El Gazatero is a bi-monthly paper, in Spanish and English, that is published in Albert K. Owen's office at the landing, at a point that is called "Edgemere," on the north shore of the Straits of Joshua. These Straits connect the two mountain-locked basins -- Topolobampo the outer basin and Ohuira the inner basin. The two basins and the Straits of Joshua together make the Harbor of Topolobampo (See Map of Pacific City Site).

In these days big money can be made quickly and with safety and certainty by dealing with big and exclusive monopolies. Pacific City Site is a natural monopoly that cannot be duplicated in North America; and, with very little money, as it now stands, can be handled with immense profits to the company that organizes for that purpose. Considering what was done by the Elyton Land Company of Birmingham, Alabama, and by the Mashonaland Company at Bulawayo, South Africa, there is no reason why those who handle Pacific City Site should not, also, within one year, make 100%, and after that make an average of several hundred per cent a year on their investments.

Steamships, railroads, manufacturing, agriculture, mining, smelting, banking, etc., can be made to center and develop on Pacific City Site and in its vicinity quicker and under more favorable conditions than they have ever been made to do at any other place or time, and for the following reasons:

1st. Topolobampo is the only deep, large and mountain-locked harbor that is available for the commerce of North America on the Pacific Ocean for 1,300 miles, i. e., between San Diego and Acapulco, and it soon will be put several hundred miles nearer to New York and to Chicago by railroad, than New York and Chicago are to San Francisco.

2nd. Pacific City Site has the most enjoyable temperature night and day, summer and winter, that has yet been found at any locality on this continent or elsewhere.

3rd. Pacific City Site and its nearby beaches offer the most picturesque, health-giving, seaside resort for fishing, yachting, and surf-bathing, that can be found winter or summer in America, North or South, and this is the only location in all Mexico, East or West, that can be utilized for such purposes.

4th. Pacific City Site has within a radius of 200 miles, more rich soils and a greater quantity and variety of mines and timbers and climates than any other city site on our continent.

5th. Pacific City Site has a vegetable gas which is entirely new. This is the best and cheapest light and fuel that has ever been discovered, and there is enough in sight, Professor Edward Daniels reports, to support 50,000 people for twenty years. In fact, the cactus, from which this gas is made, is inexhaustible if it is properly cared for and protected.

6th. Every product that can be supplied by Cuba, California, Georgia, Louisiana and New York, can be raised on the lands or dug out of the mountains or fished out of the ocean within radius of 200 miles of Pacific City Site.

7th. On Pacific City Site the cheapness of first cost will prove of dominant advantage in competition with rival articles of finished manufacture that are made at less favored localities.

8th. Pacific City Site can be made a paradise for small capitalists to enter into all kind of manufacturing establishments and into new industries to supply the growing needs of a people occupying an extent of country larger than New England, because these people have to be, for the most part, established or managed, or supplied on or from Pacific City Site, and there their \$10,000 becomes immediately \$20,000 in the current money of the realm, and every dollar of the \$20,000 will buy in Sinaloa more land, more food, more labor, more raw material, more shelter and more comfort than any one of the \$10,000 gold dollars will buy in New York State.

9th. To Pacific City Site every class of labor and skill can be brought from all parts of Europe, Asia, and America under contract or otherwise, and in this way the great element of uncertainty for capitalists to engage in large works, which requires a long time to finish, will be eliminated.

10th. Freight can pass through Mexico "in bond" and passengers to and from all points of population and trade in Canada and in the United States, east of the St. Lawrence and Mississippi Rivers, will find shorter and less interrupted routes to and from Pacific City Site than to and from any other harbor in Mexico, Oregon or California.

11th. Manufacturers on Pacific City Site will have all the nations and islanders of the Pacific Ocean to draw their raw material from and can command cheap ocean shipping to send their manufactured articles to all parts of the world. Ocean routes cannot be monopolized, and Mexican railroads are not allowed to discriminate in freights, or to change their published tariffs without the permission of the Government.

12th. Pacific City Site is in the direct path of the world's commerce upon its shores the people of the Orient and Occident must exchange traffic, and wherever this traffic has stopped during the day or rested over night there has risen a center of trade and a seat of dominion.

13th. The real estate in Pacific City Site being owned and controlled by one company, and that company being a "Parent Corporation," if it so elects, it can become the contractor to build, at a fixed rate over actual cost, public and private houses, docks, piers, tramways, electric plants, water works, gas works, etc., etc., and it can also become the purveyor for all kind of building materials, and for every kind of household mining, agriculture and other supplies.

14th. Pacific City Site has been surveyed, laid out, mapped and planned, and the Mexican Government has officially approved the same. All the preliminary work has been done, and the property is paid for in full, therefore big money is no longer needed; and what is required at this time, and at once is that a strong company organize to take hold of the



city site with a vigorous up-to-date management in order that certain concessions and contracts may be gotten from Mexico, that some outlying lands, partly paid for, may be possessed in full, that harmony and co-operation may be gained from all persons and companies who have interests centering at Topolobampo and its vicinity, and that confidence, protection and assistance may be given to those who come to labor, to take up new enterprises, and to build houses, factories, smelters, etc., in this new Eldorado -- in this vast section of our continent, 200 miles wide by 300 miles long, which is now for the first time being penetrated and opened up by railroads and steamships to the outside world.

Albert Kimsey Owen.

Telephone -- 4218 Broad,

New York City.

## PACIFIC CITY SITE

-and-

### THE PORT AND HARBOR OF TOPOLOBAMPO,

Sinaloa, Mexico.

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Hon. William K. Rogers, of Columbus, Ohio, who was for twenty-five years the associate at law with Mr. R. B. Hayes, and was private secretary and advisor of President Hayes, during his administration at Washington, D.C., when looking up the land titles, etc., wrote to A. K. Owen, from Topolobampo, Sinaloa, Mexico, and gave the following interesting data relating to Pacific City Site and to that harbor.

"I am on my third week of my stay here, instead of the visit of a few days as we had planned, and I need not say to you what a disappointment it would have been to come and leave so soon. I wish I could make the stay as many months as it will be weeks -- as many years indeed. The climate here at this season of the year is incomparable. The sea air and the sea bathing -- where else is there anything of the kind equal? And where is there another such a city site. The attraction I find in the splendid harbor and its surroundings would detain me a long time, if I had it to spare. I have been in the saddle and on foot hunting up the survey calls of the property and climbing the bluffs and mountains, or in the boat sounding the bay channels and esteros every day, from daylight as late as I could see to get about -- starting up our cook every morning for some "tertilias" and a cup of coffee a long time before he thinks a day's work ought to begin. There is a combination of natural advantages here for the site of a seaport city such as one would look for a long time to find equalled elsewhere, deep water, the greatest abundance of it, bold shores, with rock frontage for wharves, and the channels right alongside; level lands all around for convenient improvement, broad and deep esteros extending through them, with firm, solid banks; not a foot of marshland anywhere. These esteros, leading from the deep water of the inner and outer bays, far exceed my anticipation in the addition they make to the anchorage of the safest kind at the harbor, and the extent of wharfage their improvement will add. It is impossible to overestimate their value. The views I got from the slopes and summits of the highlands on the shores of the harbor of these splendid water courses, winding along the indentations below, and reaching for miles through the level lands beyond, gave me a greatly enhanced impression of the extraordinary advantages of this wonderful harbor.

"One such channel, developed at great cost, from a shallow narrow creek, by many years of persistent dredging, has given Chicago all the harbor it has for the immense water transportation business it supports. There are seven of these esteros on the north shore of the two bays. The soundings taken as we explored them, show a varying depth of 6 to 1 foot at low tide, with a breadth often of from 300 to 500 feet in the largest of them. The smallest easily increased in this respect, and all of them

in depth when this is required, by dredging. No vessel in the Gulf Trade draws over seven feet, I am told, and none is likely to be built of deeper draught for such service. With the dredging that can be readily done these great tide rivers may be made thoroughly navigable throughout their entire extent for the Gulf steamers, and will add, as the commerce of the port brings them into requisition more than 60 miles of water frontage for wharfrage of convenient access, affording the materials close at hand as they are straightened, deepened and broadened when this is needed, for filling the flats as they are now required for use; the rocks from the bluffs, as they are levelled, serving for foundations. There is a choice between the points of the outer and inner end of the straits for the railroad track. The outer point, where you wanted me to look with reference to a site for an office, would give us the cheapest line, but vessels landing there would be less safely sheltered than the inner side of the other point, and it will require more rock excavation to level the point for any extent of wharfrage. The water, too, I find on sounding, shoals up towards the northwest angle of the point, where the track following the configuration of the bluff would turn to the east. The room in deep water alongside, except in front in the straits, would be rather limited for any extent of shipping. The other point is a natural pier more than 2,000 feet long, with deep water on both sides as well as in front. Much less blasting is needed to level it from front to rear to a convenient grade for warehouses, and the material thrown on both sides and to the rear, to make wharf frontage, would give us one of the finest piers in the world, of solid stone, over 600 feet broad and more than 2,000 feet long, wherever its extension to this distance should be wanted. I should not hesitate to recommend beginning at this point, if we had means to bridge the estero the line would cross in getting to the flats. Mr. Buckner will send on some estimates I have asked him to make showing the relative cost of the two lines. The basin through which the estero winds from the deep water at this point is the most accessible and convenient of all the flats adjoining the bluffs for immediate improvement. If this line is determined on, lots will be wanted there among the first in demand.

"The streets at the bases and over the slopes and saddles of the hills should be laid out to follow the natural configuration of the ground terracing where it is best, as at St. Paul, Dubuque, Montreal, Quebec, and other cities on the bluffs of navigable rivers. The streets and avenues as now platted, running into the level lands of the basins, will combine with the winding streets on the hills very handsomely, and with the esterros, bays, straits, islands, mountains, and the outlook to the sea, from their summits, make a city of great beauty, I know of nothing to be compared with it. Its appreciation will not be delayed much longer. Once started, its growth is sure to be rapid:

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"I have come back from Topo -- left the place very reluctantly indeed, but I thought your letter from El Paso would certainly be here (Fuerte City) and I am very anxious to get off on my trip to Culiacan and Mazatlan. It was a constant regret I did not have you with me at the harbor as I studied the lay of the land and all its remarkable advantages disclosed themselves. No one, I suppose I can safely say, has ever given so much time before to their examination, short as it was.

"I hired a man before leaving to cut out a number of trails along the hills and over the saddles and along the ridges, and left the work in Frank's charge, who is staying at the camp. When we go there together, as I hope we will before I leave the country, we will get about to see what it is best to do without tearing all our clothes off, as I did in the "Monte." The place exceeds in every respect all the expectation I had. It will make the handsomest sea-port in the world, as well as the most convenient for commercial uses. I have to take counsel of my soberest judgement when I talk about it. I don't want, at this stage of my life, to get notoriety for romancing. If you could put the Jersey mountains of the Hudson Highlands close around New York, with broad openings several thousand acres in area in every direction between their slopes, and seven Chicago Rivers through these level lands, winding for miles through them and around the base of the hills that make on their opposite sides the harbor bluffs, you would have a picture of the city which can be made at this splendid harbor as time goes on. You must add, then, some three million or more acres of land, a level spread of as choice soil, every acre of it, as was ever turned by the plow, and a climate which for eight months every year is nothing less than perfect, with the refreshing rains which come for the four remaining months, in the summer heat, I don't see why anything else should be said of it."

*[Handwritten signatures and notes in cursive script, including names like "Frank" and "Monte"]*

## PACIFIC CITY SITE.

On Topolobampo Harbor, Sinaloa, Mexico, is the terminal city site that the Kansas City, Mexico and Orient Railroad is using for the base to construct, in part, its great North-East and South-West trunk line, across Mexico and Texas sixteen hundred miles, to the metropolis on the Missouri River. Sections of this trunk line are in operation for about one half of the total distance. The Sinaloa section from Topolobampo sixty two miles from Fuerte City, is operated, the grading is finished for twenty five miles further, and every effort is being made to get the line into the mines and timber lands of the Sierra Madre in the near future.

The Southern Pacific branch line from Benson, Arizona, to Guaymas, Sonora, has pushed south to Mazatlan and is making all haste to connect at San Marcos, Jalisco, with the railroad running from there to Mexico City. This Pacific Coast line will be a link in the great chain of railroads which are to connect South and Central Americas with California, Oregon, Washington, British Columbia and Alaska.

The Rock Island, the Mexican Central, the National lines of Mexico and the Gould, the Ryan and the Morgan systems of railroads must sooner or later find on Pacific City Site their outlets to the Western Ocean. There is no other harbor for them to use advantageously on the Pacific.

Pacific City Site is a natural monopoly that cannot be duplicated in North America, and can be handled with large profits to the company that organizes to publish its advantages and to sell and lease its resident lots, manufacturing sites and wharf properties.

Considering what was done by other land companies there is no reason why those who handle Pacific City Site should not, within one year, make one hundred per cent and after that make an average of several hundred per cent a year on their investments.

Steamships, railroads, manufacturing, agriculture, mining, smelting, banking, etc. can be made to centre and develop on Pacific City Site and its vicinity, under as favorable conditions as have been favored any other railroad terminus in North America, and for the following reasons:

1st. Topolobampo is the only deep, large and mountain locked harbor that is available for the commerce of North America on the Pacific Ocean for 1,300 miles nearer New York and to Chicago by railroads than New York is to San Francisco, i.e. between San Diego and Acapulco.

2nd. Pacific City Site has the most enjoyable temperature, night and day, summer and winter, that has yet been found at any locality on this continent.

3rd. Pacific City Site and its nearby beaches offer the most picturesque and health-giving seaside resort, and give the best opportunities for fishing, yachting and surf bathing that can be found, winter and summer, in America, and this is the only location in all Mexico that can be utilized for such purposes.

4th. Pacific City Site has, within a radius of 200 miles, more rich soils and a greater quantity and variety of mines and timbers and climates than any other city site in North America.

5th. Pacific City Site has a vegetable gas which is entirely new. This is the best and cheapest light and fuel that has yet been discovered, and there is enough in sight, Professor Edward Daniels reports, to support 50,000 people for twenty years. In fact, the cactus, from which this gas is made, is inexhaustible if it is properly cared for and protected.

6th. Pacific City Site has the best of brick clays, abundance of building stone, and volcanic deposits, which mixed with lime and sand make the very best cement. Limestone is found in abundance on the line of railroad forty five miles northeast, and building timber will come in on the railroad from the Sierra Madre and on sailing vessels from Oregon.

7th. Probably every product that can be supplied by Cuba, California, Georgia, Louisiana and New York can be raised on the lands or dug out of the mountains or fished out of the ocean within a radius of 200 miles on the Pacific City Site.

8th. Freight can pass through Mexico "in bond", and passengers to and from all points of population and trade in Canada and the United States, east of the St. Lawrence and Mississippi rivers, will find shorter and less interrupted routes to and from Pacific City Site than to and from any other harbor in Mexico, California or Oregon.

9th. Pacific City Site manufacturers will have all the nations and islands of the Pacific Ocean to draw their raw material from, and can command cheap ocean rates for their manufactured articles to all parts of the world. Ocean routes cannot be monopolized, and Mexican railroads are not allowed to discriminate in freights or to change their published tariffs without the permission of the Government.

10th. Pacific City Site is in the direct path of the world's commerce, upon its shores the people of the Orient and Occident must exchange traffic, and wherever this traffic has stopped during the day or rested over night there has risen a centre of trade and a seat of dominion.

"All the products exported and imported into Southern Sonora and Northern Sinaloa are bound to find an entrance and exit through Topolobampo. This harbor is destined to become the chief port of the Pacific Coast of Mexico. I venture to say that before the end of the present decade there will be at least three railroads commencing or terminating at Topolobampo. The possibilities of this section of the country are beyond conception. Once the modern civilizer--The Iron Horse--strikes its hoof on this soil the change will be magical."  
E.A.H. Tays, C.E.

"I have never passed this season of the year before in such good health. The climate from October on has been something incomparable, and will, I have no doubt, continue so, gradually growing warmer now, but not uncomfortably hot, I understand, until some time towards the latter part of May. With the sea air and sea bathing added, what must it be at Topolobampo? We will make a winter sanitarium there such as is not to be found elsewhere in the world." Fuerte, Sinaloa, Mex. ( 62 miles east of Topolobampo ). Wm. K. Rogers.

The commerce of the Pacific Ocean amounts to \$5,000,000,000 per annum. "The New South" has a gateway to the "New Pacific" at Topolobampo, and this harbor, by virtue of its immense size and richness and diversity and quantity of the resources of its immediate back country, coupled with the fact that it has the most enjoyable of climates, both summer and winter, and is nearer to Kansas City, Chicago, St. Paul, St. Louis, Quebec, New York and New Orleans than any other harbor on the Pacific Coast, stamps Topolobampo as the future port in North America for Asia and Australia, and here must consequently rise the greatest metropolis that has ever catered to the Great South Sea Trade.

PACIFIC CITY SITE

-and-

THE PORT AND HARBOR OF TOPOLOBAMPO,

Sinaloa, Mexico.

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"I am on my third week of my stay here, instead of the visit of a few days as we had planned, and I need not say to you what a disappointment it would have been to come and leave so soon. I wish I could make the stay as many months as it will be weeks--as many years indeed. The climate at this season of the year is incomparable. The sea air and the sea bathing--where else is there anything of the kind equal? And where is there another such a city site. The attraction I find in the splendid harbor and its surroundings would detain me a long time, if I had it to spare. I have been in the saddle and on foot hunting up the survey calls of the property and climbing the bluffs and mountains, or in the boat sounding the bay channels and esteros every day, from daylight as late as I could see to get about--stirring up our cook every morning for some "tortillas" and a cup of coffee a long time before he thinks a day's work ought to begin. There is a combination of natural advantages here for the site of a seaport city such as one would look for a long time to find equalled elsewhere, deep water, the greatest abundance of it, bold shores, with rock frontage for wharves, and the channels right alongside; level lands all around for convenient improvement, broad and deep esteros extending through them, with firm, solid

banks; not a foot of marshland anywhere. These esteros, leading from the deep water of the inner and outer bays, far exceed my anticipation in the addition they make to the anchorage of the safest kind at the harbor, and the extent of wharfage their improvement will add. It is impossible to overestimate their value. The views I got from the slopes and summits of the highlands on the shores of the harbor of these splendid water courses, winding along the indentation below, and reaching for miles through the level lands beyond, gave me a greatly enhanced impression of the extraordinary advantages of this wonderful harbor,.

One such channel, developed at great cost, from a shallow narrow creek, by many years of persistent dredging, has given Chicago all the harbor it has for the immense water transportation business it supports. There are seven of these esteros on the north shore of the two bays. The soundings taken as we explored them, show a varying depth of 6 to 1 feet at low tide, with a breadth often of from 300 to 500 feet in the largest of them. The smallest easily increased in this respect, and all of them in depth when this is required, by dredging. No vessel in the Gulf Trade draws over seven feet, I am told, and none is likely to be built of deeper draught for such service. With the dredging that can be readily done these great tide rivers may be made thoroughly navigable throughout their entire extent for the Gulf steamers, and will add, as the commerce of the port brings them into requisition more than 60 miles of water frontage for wharfage of convenient access, affording the materials close at hand as they are straightened, deepened and broadened when this is needed, for filling the flats as they are now required for use; the rocks from the bluffs, as they are levelled, serving for foundations. There is a choice between the points of the outer and inner end of the straits for the railroad track. The outer point, where you wanted me to look with reference to a site for an office, would give us the cheapest line, but vessels landing there would be less safely sheltered than the inner side of the other point, and it will require more rock excavation to level the point for any extent



of wharfage. The water, too, I find on sounding, shoals up towards the northwest angle of the point, where the track following the configuration of the bluff would turn to the east. The room in deep water alongside, except in front in the straits, would be rather limited for any extent of shipping. The other point is a natural pier more than 2,000 feet long, with deep water on both sides as well as in front. Much less blasting is needed to level it from front to rear to a convenient grade for warehouses, and the material thrown on both sides and to the rear, to make wharf frontage, would give us one of the finest piers in the world, of solid stone, over 600 feet broad and more than 2,000 feet long, wherever its extension to this distance should be wanted. I should not hesitate to recommend beginning at this point, if we had means to bridge the estero the line would cross in getting to the flats. Mr. Buckner will send on some estimates I have asked him to make showing the relative cost of the two lines. The basin through which the estero winds from the deep water at this point is the most accessible and convenient of all the flats adjoining the bluffs for immediate improvement. If this line is determined on, lots will be wanted there among the first in demand.

The streets at the bases and over the slopes and saddles of the hills should be laid out to follow the natural configuration of the ground terracing where it is best, as at St. Paul, Dubuque, Montreal, Quebec, and other cities on the bluffs of navigable rivers. The streets and avenues as now platted, running into the level lands of the basins, will combine with the winding streets on the hills <sup>very</sup> handsomely, and with the esterros, bays, straits, islands, mountains, and the outlook to the sea, from their summits, make a city of great beauty. I know of nothing to be compared with it. Its appreciation will not be delayed much longer. Once started, its growth is sure to be rapid."

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"I have come back from Topo -- left the place very reluctantly indeed, but I thought your letter from El Paso would certainly be here (Fuerte City) and I am very anxious to get off on my trip to Culiacan and Mazatlan. It was a constant regret I did not have you with me at the harbor as I studied the lay of the land and all its remarkable advantages disclosed themselves. No one, I suppose I can safely say, has ever given so much time before to their examination, short as it was.

I hired a man before leaving to cut out a number of trails along the hills and over the saddles and along the ridges, and left the work in Frank's charge, who is staying at the camp. When we go there together, as I hope we will before I leave the country, we will get about to see what it is best to do without tearing all our clothes off, as I did in the "Monte." The place exceeds in every respect all the expectations I had. It will make the handsomest sea-port in the world, as well as the most convenient for commercial uses. I have to take counsel of my soberest judgment when I talk about it. I don't want, at this stage of my life, to get notoriety for romancing. If you could put the Jersey mountains of the Hudson Highlands close around New York, with broad openings several thousand acres in area in every direction between their slopes, and seven Chicago Rivers through these level lands, winding for miles through them and around the base of the hills that make on their opposite sides the harbor bluffs, you would have a picture of the city which can be made at this splendid harbor as time goes on. You must add, then, some three million or more acres of land, a level spread of as choice soil, every acre of it, as was ever turned by the plow, and a climate which for eight months every year is nothing less than perfect, with the refreshing rains which come for the four remaining months, in the summer heat, I don't see why anything else should be said of it."

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PACIFIC CITY SITE  
Its Commercial Import,  
Not its Ranch Lands and Ranch Crops  
the Consideration at This Time,

by R. J. Kendall.

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Pacific City Site is going to be made a great metropolis because of its unique and geographical advantages on the Pacific Ocean more than on account of the productiveness of its outlying lands. All you Americans simply do not grasp what Australia or Australasia, rather, means; you have ignored it; the English have coddled it, and the consequence is that an immense traffic is going to England and Europe both by the Horn and Good Hope. America should have nearly all this, via Topolobampo Harbor. This is the central idea to be always kept in mind. Then as to the land, why talk ranch lands and ranch crops? Fruit and nuts are the things. You can sell lands for fruit and nut orchards at three to ten times the price you can sell farm lands. And we here have not given either a show yet, or at least conditions for a fair comparison with California have not arrived."

Los Mochis, District del Fuerte, Sinaloa, Mexico,

February 5, 1905.

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## TOPOLOBAMPO.

Is the most picturesque, largest and best mountain-locked harbor in North America. It contains 54 square miles of water, 12 1/2 of which are from 25 to 90 feet deep. This is more anchorage than there is in front of New York, Brooklyn, Jersey City and Harlem combined. The depth over the bar is 20 feet at low water and there is from five to six feet rise of tide.

Topolobampo is situated in Sinaloa, Mexico, on the Gulf of California, in latitude 25, 32 North, and is on the line of New Orleans, Louisiana, and Canton, China. It is midway between Mazatlan and Guaymas, and about 200 miles from both, and it is nearer to every city in the United States and Canada, east of the Mississippi and St. Lawrence Valleys, than any other point on the Pacific Coast. New Orleans will save 1,200 miles in getting to the Pacific at Topolobampo, rather than going to San Francisco; New York 800; and Chicago 500 miles. Liverpool can send freight and passengers, via New York and Topolobampo, to Australia, Hawaii, Manila and Japan 200 miles shorter than via New York and San Francisco. This harbor once opened as a port to the world and connected by railway lines with Texas, will make a new and manufacturing south, and will change, in part, the commercial routes of the world.

Topolobampo has the most vigorous, wholesome and enjoyable, all-year-round climate of any locality on our continent. It has the richest and most varied back-country natural resources of any known harbor.

Hon. William K. Rogers says: "All the information I have had since coming to Mexico corroborates the opinion we have been led to entertain with reference to the superior natural advantages of Topolobampo Bay for all the purposes and requirements of a large commercial seaport."

"I have come back from Topolobampo--left the place very reluctantly indeed. It was a constant regret that I did not have you with me at the harbor as I studied the lay of the ground and all its remarkable advantages disclosed themselves. No one, I suppose I can safely say, has ever given so much time to their examination, short as it was.

"Topolobampo exceeds in every respect all the expectations I had. It will make the handsomest seaport in the world, as well as the most convenient for commercial uses. I have to take counsel of my soberest judgment when I talk about it. I don't want, at this time of my life, to get notoriety for romancing. If you could put the Jersey Mountains on the Hudson Highlands close around New York, with broad openings, several thousand acres in area in every direction, between their slopes, and seven Chicago rivers through these level lands winding for miles through them and around the base of the hills that make on their opposite sides the harbor bluffs, you would have a picture of the city which can be made at this splendid harbor, as time goes on. You must add then some three million acres or more of land, a level spread of as choice soil every acre of it, as was ever turned by the plow, and a climate which for eight months of the year is nothing less than perfect. With the refreshing rains which come with the four remaining months in the summer heat, I don't see why anything else should be said of it."

"Words cannot describe the magnitude of this seaport. Upon its ample waters thousands of winged natives were enjoying nature in this quiet and majestic abode. Entirely surrounded by mountains of 600 to 1000 feet high, we are not aware of our immediate proximity to the sea, neither of the extensive level city site which is extending eastward and northward at less than half a mile from us. Before us lies a harbor ample enough to make an extensive commercial fleet enjoy the comforts of a good and safe anchorage: behind us, separated by a narrow range of hills, lie the extensive plains where the city is to rise."

Captain James B. Eads, one of the best informed experts of his time and who was considered authority on channel making, in 1884 studied the maps and soundings and made the statement that by driving piles or

filling in rocks so as to close the entrance to, say, about one quarter of what it now is, that the current coming in and out of the harbor with the rise and fall of the tides, would scour out a deep channel and keep it clear for the largest vessels afloat.

Iron manufacture. Valuable deposits of iron are found about 150 miles from Topolebampo Harbor, and an iron foundry and machine shop must be early industries.

Gold, silver, copper, tin, lead and zinc are all obtained in quantities in mines now being operated within one to two hundred miles from the harbor.