

Copy

Jopolobampo, Mexico, July 24<sup>th</sup> 1898.

Dear Mr Owen:

American supremacy in the Philippines, the Ladrones and Cuba cannot otherwise than have a most marked and valuable influence on your Concessions. It is the master stroke which makes your trans-continental railway the great, grand thoroughfare of Civilization. As before it was great, it is now one of the grandest schemes of the age. A gold and silver band of precious web and gems, perfumes and spices encircling the fair earth.

This is all so plain to see after the careful study we have made in the past of this great plain that I must interrupt you a moment to let you know we see it and how enthusiastic we feel.

Alvin, Lawrence and I are holding the fort at the Bay. We are slowly but surely making the warehouse secure from any Chubasco unless it be more formidable than the one we experienced three years ago.

All are well. The old Colonists do seem to have good courage.

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There will be tons of grapes on the farm.  
They are just getting ripe and are fine.

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The bay is beautiful, and the weather  
lovely. There are very few gnats - of course  
September is the ugly month, but that is  
only one of twelve.

Alvin and Lawrence are so fascinated  
by the climate of "Toppo" that nothing of which  
I am aware will make them say yes to  
going away.

Yours sincerely,  
Sera E. Wilber.

Copy

Topolobampo, Mexico, July 24<sup>th</sup> 1898.

Dear Mr Owen: Mrs. Sam E. Wilber says:

American supremacy in the Philippines, the Ladrones and Cuba cannot otherwise than have a most marked and valuable influence on your Concessions. It is the master stroke which makes your trans-continental railway the great, grand thoroughfare of Civilization. As before it was great, it is now one of the grandest schemes of the age. A gold and silver band of precious web and gems, perfumes and spices encircling the fair earth.

This is all so plain to see after the careful study we have made in the past of this great plan that I must interrupt you a moment to let you know we see it and how enthusiastic we feel.

Alvin, Lawrence and I are holding the fort at the Bay. <sup>we have changed of the name here at present.</sup> We are slowly but surely making the warehouse secure from any Chabasco unless <sup>"(Bunker)"</sup> it be more formidable than the one we experienced three years ago. <sup>It is the same old story.</sup> All well. The old Colonists do seem to have good courage.

There will be tons of grapes on the farm.  
They are just getting ripe and are fine.

+ + + + +

The bay is beautiful, and the weather lovely. There are very few gnats - of course September is the ugly month, but that is only one of twelve.

Alvin and Lawrence are so fascinated by the climate of "Tops" that nothing of which I am aware will make them say yes to going away."

Yours sincerely,  
Sera E. Wilber.

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New York City, August 18th. 1898.

Col. A.K.Owen.

Present.

Friend Owen:

Pursuant to your inquiry as to wages, railroad material, number of hands, available in the Fuerte Valley etc., I can with pleasure state the following.

For the first 120 or 135 kilometres of road beginning at Harbour of Topolobampo railroad ties of palo Colorado can be secured 8' long and 8' X 5" at 75 to 80 cents silver a piece delivered wherever wanted along the line. It is understood that they will be delivered faced on two sides. From 135 kilometres further up, pine ties will be at hand from our concession lands. Palo Colorado is not a stranger to you and you know that it is considered almost indestructible.

As to labour I can have under command 300 to 400 Mayo and Techneco Indians within two weeks, if work will be started in October or latest November. Later on we have to compete with the sugar cane harvesters.

Those Indians are good and untiring workers, and will cost the enterprise 50 cents, silver each per day, viz. 37 cents wages, and 13 cents food, which has to be provided for on the line consisting in corn, beans, panocha, lard, salt, and once in a while beef.

With regard to ties, I am ready at any time, to take and comply with the contract for the first 50 kilometres, and if desirable, further on, to deliver such ties at the price mentioned. During my seven years stay in that district I became well acquainted with all owners of timber lands and with the accompanying circumstances as to such transactions.

Am always ready to give you any information desired, if in my power and knowledge.

Yours,

(Signed) Jos. Hampl. C.E.

In charge of present construction.

MEXICAN RAILWAY.

Estimate of cost of constructing the first Section of the Mexican Pacific Railroad bed with ties laid per kilometre, beginning at Topolobampo Harbour.

Clearing and Grubbing.....	\$50.00
Grading.....	150.00
Masonry.....	50.00
Ties.....	1,125.00
Engineering.....	350.00
And for rockwork at Harbour etc.....	75.00

(Mexican Money) \$1,800.00

HELP and necessary tools and supplies.

- 1. Assistant Engineer.
- 1. Rod Man.
- 3. Blasters.
- 4. Boss Rockmen.
- 4 Teamsters.
- 1 Time Keeper.
- 7 Cooks.
- 300 Indian Workers.
- 2 Steam drills.
- 12 Steel Bars ( hand drills).
- 12 Steel Wheelbarrows.
- 24 boxes dynamite, fuse and caps.
- 2 Camp furnaces.
- 2 anvils and double set of Blacksmith tools.
- 2 Big Grindstones.
- 1 small Grindstone.
- 3-400 gallon galvanized iron tanks.
- 2 Hand force pumps with about 200ft.2" pipe.
- 1 five ton sail boat with tank.

1-2,000 lbs. road wagon.  
 2-4,000 lbs. running gears.  
 2-300 gallon portable wooden tank.  
 12 Whiskey barrels.  
 1 set Carpenter tools.  
 2 *Carpenter levels*  
 200 steel shovels.  
 100 Axes with handles.  
 100 Machetes.  
 50 Grubbing hoes.  
 20 Crow Bars.  
 2 Grading Plows.  
 10 Mules with Harness.  
 12 Oxen with Mex. Yokes and Chains.  
 2 burros with aparejas.  
 4 Ten gallon kegs.  
 3 Tents with flyes.  
 Camp cooking outfit.

3. Help and supplies marked with X can be bought better, or made at the place.

The undersigned offers to build the first 50 kilometers, carrying all necessary expenses for tools, labour, etc. for \$1,000 gold per kilometer, work to be finished within four months.

The work would consist in having the road bed with ties ready to lay the rails and to level off the terminus at Topolobampo Harbour for, at least, 2000 feet wide.

New York. August. 1898.

(Signed) Jos. Hampl. C.E.

Copy

New York City, August 18<sup>th</sup> 1898

Col. A. K. Owen,  
Present.

Friend Owen:

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Yours

Jos. Hampl, C. E.

In Charge of present construction.