

The Texas, Topolobampo and Pacific
Railroad and Telegraph Company.

This is a Corporation duly organized and existing under the Laws of the State of Massachusetts, U. S. A., with special powers thereby granted to construct and operate Railroads in foreign Countries.

The Officers of the Company are as stated in publications accompanying this communication.

The Capital Stock of the Company is limited to \$400,000., in shares of \$100. each; mostly issued and paid for, at par, in Cash; and the proceeds thereof have been invested, by the Company, in the procurement of Contracts and Concessions from the Government of Mexico; in making surveys, maps and plans; in locating and grading 35 miles of railroad, etc., etc. These expenditures, exclusive

of salaries to Officers will aggregate more than \$300,000.; and, in addition thereto, more than \$100,000. have been expended in the services of Officers and the planting of Colonists upon the line of the proposed railroad; all of which have inured to the direct advantage of the Company.

The Company has full authority to issue and dispose of its bonds and obligations, for the construction of its railroad, and to secure the same by mortgage of its franchises and properties.

The Government of Mexico has granted and conceded to the Company, as contained in the several contracts between the parties, the right to construct and operate for 99 years, a railroad and telegraph line from the bay and harbor of Topolobampo, in the State of Sinaloa, to Presidio del Rio Grande, in the State of Coahuila, or to some other point convenient for crossing the Rio

Bravo del Norte; and a branch line to Presidio del Norte, in the State of Chihuahua; and other branch lines not to exceed 100 miles each in length, the latter subject to approval, by the Mexican Executive. The said main line will occupy as ascertained by survey and estimates, about 350 miles in length from the Bay of Topolobampo to a point of junction with the Mexican Central Railroad, and about 300 miles additional to Rio Grande, and a connection with the railroad system of the United States. The branch line to Presidio del Norte, will be about 150 miles in length, and the other branches may vary in length as may be advantageous. The aggregate of the grants may be fairly stated at 1,000 miles. The main line, commencing at Topolobampo, as agreed between the parties, is to be completed in a section of 50 Kilometers (31 miles) on or before the first day

of January next, and in additional sections of not less than 100 Kilometers (62 Miles) each, every two years thereafter.

To aid said Construction and to induce settlement and secure development of the Northern States of Mexico, the Government of Mexico has granted to this Company, numerous and most valuable privileges, franchises and subventions, in part as follows:

(a) A Money subsidy of \$5,000. for each Kilometer (\$8,064. per mile) of constructed road. - Two 1/3 parts of said subsidy, is available for construction purposes, the other 1/3 being due, by contract, to certain influential citizens of Mexico.

(b) The port of Topolobampo, and the termini of said main line and branches, on the Northern frontier, to be declared open to foreign and Coast trade.

(c) The right of way for said railroad and branches, to the extent of 35 meters (114 1/2 feet)

on each side thereof; such right of way over and upon the National lands, and, also, all such lands as may be necessary for other railroad purposes to be had by the Company, without remuneration therefor; and also, all materials thereon necessary for constructing, operating and repairing said railroad and branches.

(d) "Ore deposits, and coal, salt, marbles, and other metals and minerals that may be found, etc.", shall be the property of the Company, subject to rights of third parties and the Mining laws.

(e) Construction materials to be free from all import and Customs dues, for the term of 15 years, and also, free from excise duties, contributions and all taxes.

(f) The stock, bonds and obligations of the Company are exempt from the payment of all contributions or taxes, until 50 years from and after the construction of the lines of

road, except only stamp dues.

(9) The Government will not subsidize any other railroad within 25 leagues on either side of our railroad.

The present and prospective conditions, which must make the Company's road largely remunerative, are summarized in part, as follows:

(1) First and foremost, its ample terminal grounds and facilities, secured at and in the bay and harbor of Topolobampo. The broad, deep and safely protected waters of the harbor, with deep water access, must dominate and concentrate there the commerce and business, foreign and domestic, of Northern Mexico, on the Pacific side. No other harbor on that Coast, from Acapulco to San Diego, a distance of 1,269 miles, can possibly compete with it in commercial and business advantages.

(2) The first 35 miles of road, from the harbor

to the Rio Fuerte, will accommodate and concentrate upon its line, the business of, at least, 100,000 resident population, including about 50 Mining Camps, in successful operation. The extension of the road, by an additional section of 62 miles will, in like manner, accommodate and concentrate the business of an 100,000 people and 50 additional Mining Camps. The present population, exclusive of the Mining Camps, will not be largely remunerative to the Company, but it will be rapidly augmented by enterprising and paying immigrants as the construction of the road progresses. On the contrary, the Mining Camps will immediately supply a large and lucrative business to the road - each active Camp being estimated, by railroad experts, as the equivalent for railroad business, to an ordinary population of 10,000 people; and these will be rapidly increased as the means of transportation shall be furnished.

Taking the population and the Mining Camps, as at present existing, they supply to the first and additional sections of the complete road, a far better basis for business than any of the pioneer roads in our Western States.

(3) The section of Country along the line of the railroad, for the first 35 Miles, and the additional section of 62 Miles, is unsurpassed in the capabilities and variety of its agricultural as well as its Mineral products, ranging through the entire list, from the Cotton and Sugar Cane of the Tropics, to the serials, fibres, and fruitage of the temperate zones. The Climate is equable and healthful, the temperature ranging at the harbor, in the shade, at noon, from 86° in Summer to 52° in Winter. So well are these facts established that more than 5,000 people, in America, exercising some 200 of the different Crafts and industries,

have agreed, in writing, to join the colonists already established there under the auspices of the Railroad Company, as soon as the work of railroad construction is assured.

(4) The section of Country already described, and for about 35 miles further Eastward, supports a valuable growth of various hard woods, and among them several varieties of dye and Medicinal woods of great Commercial value. For a distance of 150 miles or more, further Eastward, the main line of road passes through a dense, massive and continuous growth of pine timber of immense value for Commercial purposes, and which will employ the railroad to an extent almost unlimited, as the Mountain rivers and streams will furnish ample power for manufacturing, and the demand for local consumption in the lower sections of the Country and for shipment along the Pacific Coast and to Australia

and other foreign ports will be immediate and unceasing; and when the road shall be completed to a junction with the Mexican Central Railroad, there will be an equal demand and corresponding transportation, to supply such timber and lumber along the treeless and coalless table lands of Mexico, where wood and timber now command exorbitant prices.

(5) Surveys and reports of competent Mining engineers and experts, have established the fact, that immense deposits of Anthracite Coal, equal in quality to the celebrated Pennsylvania Mines, underlie large sections of the States of Sinaloa and Sonora, which will be reached and crossed by our lines of railroad construction. It is needless

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to offer an estimate of the value of such deposits to the Railroad Company. The statement of the fact is sufficient for any intelligent mind considering the subject.

(6) It is a conceded fact, fully established by concurring testimony, from Baron Von Humboldt, in 1818, down to the present time, that the sections of country traversed by our lines of railroad, are unequalled in mineral wealth, such as gold, silver, copper, lead, etc., etc.. These rich deposits are, largely, locked treasures, by reason of the great cost of opening. Railroad transportation is the key to unlock them and to pour their contents forth to supply the increasing exchanges, industries and

Commercial demands of the world. The demand for transportation of machinery and supplies to extend the present mines and develop new ones, and for transporting their products, in bullion or ores, for smelting and a market at Topolobampo, and the more refractory through that port to Swansea, for smelting, will be a reliable and continuous source of profitable business to the railroad; and only a wild guess can be hazarded as to the value of the mines which may fall to the Company, under its Concession, as the work of exploitation shall progress coincident with excavation for its road-bed.

(7) There is no salt produced in the

interior of the Northern States of Mexico, and large quantities of that article are required, not alone for ordinary domestic use, but vastly more for the amalgamation of minerals in the mining camps. At present, this indispensable article is supplied from the Coast towns, by animal transportation, and delivered mostly from the inexhaustible salt mines of Carmen Islands, in the Gulf of California, 109 miles, West of Topolobampo.

The bay of Topolobampo is the prolific home and, apparently, exhaustless supply of edible fish, the catching and curing of which, must become a great industry. These two articles, salt and fish, with other provisions

needed in the interior and at the mining camps, will require a large amount of Eastward transportation by the railroad.

(8) By the surveying and Colonization Concessions granted to the Company, by the Mexican Government, large quantities and interests in lands may be acquired by the Company, and large and increasing numbers of hardy colonists, may be located upon them, along the lines of the road, as the construction thereof shall progress. These lands and settlers may become the crowning factor in securing the rapid construction and the financial success of the railroad and telegraph lines. By virtue of said last named

Concessions, the Company, also acquired the right to take ample supplies of water from the Fuerte and Sinaloa Rivers, for irrigation, domestic and mechanical purposes. Such irrigation of the lands of the Lower Fuerte Valley, will enable the Colonists, and others there, to gather three or four crops, per annum, instead of one crop as now, with the annual rainfall. The value of this to the railroad will be readily understood and appreciated by those familiar with results accomplished, by like means, in California and Lower California.

The examinations, surveys and reports, of the Company's Engineers, have

demonstrated the practicability and feasibility of the proposed lines of railroad, constructed upon lower grades and for less cost, than any other trans-Continental road hitherto constructed in America.

These facts present inducements for the investment of the requisite amount of Capital for the construction and equipment of the road, such as are rarely offered. The Company desires to procure such Capital, upon liberal, secure and highly profitable terms.

The railroad and telegraph lines, from Topolobampo to Presidio del Rio Grande, 650 Miles, can be finished, inside of three (3) years, if desired.

Respectfully,

Chief Engineer.

Albert K. Owen