

Cochise County

DOUGLAS ARIZONA



ISSUED BY
Chamber of Commerce and Mines
H. D. DuBOIS, Secretary
DOUGLAS, ARIZONA

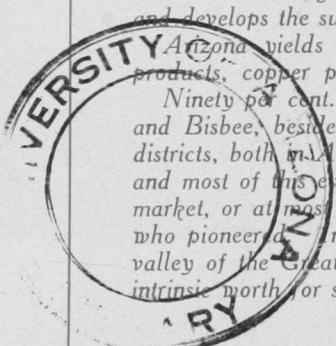


Douglas entertains royally the visitor within her gates. The beautiful Gadsden Hotel

Fairy stories deal with the startling construction of full-manned palaces bursting into splendor for the benefit of the wronged prince in the middle of a vast desert when starvation threatened. The story of the Great Southwest goes these stories one better—it materializes the palaces and develops the surrounding country. Listen:

Arizona yields annually about seventy million dollars of mineral products, copper predominating.

Ninety per cent. of the foodstuffs consumed by the cities of Douglas and Bisbee, besides many other mining camps in the tributary mineral districts, both in Arizona and Mexico, come from outside of this valley and most of this even from outside of Arizona. The lure of the home market, or at most a short rail haul, is known to every Western farmer who pioneered here. Indeed the lack of this condition kept many a fertile valley of the Great Southwest in grazing land for many years after its intrinsic worth for small and intensive farming became known.



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The wayfarer's introduction—El Paso & Southwestern depot

Douglas, Arizona

By F. R. Maulsby



DOUGLAS is essentially a commercial city. Built wholly from the bare earth up, in scarcely a dozen years, it stands a marvelous product of the "Desert" that was. A commercial city? Yea, but more than this, a home city; a comfortable, pleasing place to live amid the romance that has caused Arizona to be sung in poetry and heralded in fiction of the "Cow Country" for at least two generations. But whatever of poetry, whatever of romance, whatever of sentiment that may attach to Arizona's wonderful history, for the place where Douglas stands is historic ground with historic environments, nothing has been lost—nothing can be lost by the rearing of a beautiful modern city beneath whose roofs live and about whose broad streets and parks vibrate the lives and labors of many thousands of earnest men and women from many states and even foreign countries, living according to the dictates of the twentieth-century comforts and conveniences of the populous centers of the East, yet glorying in the free Western life, appreciating it as much as the first intrepid pioneers who braved the perils of Indian warfare and pushed out into the Gadsden Purchase to prospect or to graze cattle on public lands.

The city is named for Dr. James Douglas, its founder and head of the Phelps-Dodge interests in Arizona. In the 70's when southern Arizona writhed under the slaughters of Apache battles, Dr. Douglas came to Bisbee. The story of his life is the story of the discovery and development of mines which have made Arizona the greatest copper producing State in the Union. Arizona has bred many captains of industry; some of more or less meteoric career and others who have accomplished great things. Among them none exceed, in sterling worth to the commonwealth in general and to those whose lives he has influenced more directly, Dr. Douglas. The site chosen for the city is admirably adapted to the expansion of a commercial city. The ground is level for miles around, the soil is firm, and requires but little grading.

Douglas has two banks with aggregate deposits of over \$2,000,000.

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This is an increase of one hundred per cent. in the last three years. The monthly railroad and smelter payrolls disburse about \$300,000.

Two live daily newspapers are published. These papers are of international importance since they carry mining and other news of vital interest in many parts of the United States and Mexico. There is no truer portrayal or betrayal of a community than its newspapers. The wholesome tone of the Douglas papers is a matter of comment.

The division shops of the El Paso & Southwestern System and of the Nacozari Railroad are located here. The United States custom and immigration officials for the port of Douglas have offices here and there is a resident United States commissioner. An appropriation of \$175,000 has been made for the erection of a federal building, and site purchased.

The city's population, according to the city directory tabulation for 1913 is 13,672 permanent residents. It is also an important tourist and transient center. There are good accommodations for every class of wayfarer. The chief hostelry is the Gadsden Hotel, a building that would do credit to a city of any size. In its lobby the decorated ceiling is supported by heavy pillars made of a scagliola, a composition of which gypsum is an important part, as are also the wainscot and other mural embellishments. This composition is a native product of the district. Here are gathered together a cosmopolitan assemblage of guests. From the East and Europe come capitalists and tourists, while the West furnishes mine owners, engineers, and professional experts and cattle barons. Commercial men from everywhere make Douglas an important point in their itineraries.

The beauty of architecture and permanency of the Gadsden are but reflections of the thorough going, modern style of the business houses and residences. There is nothing of the mushroom or boom aspect apparent in so many young communities. Nine-tenths of the buildings are of brick and stone built to endure.

Building materials of many kinds are produced locally or are at hand. An idea of the growth year by year since Douglas was founded may be gained from the following table of receipts of the postoffice:

Postoffice at Douglas established April 9, 1901. Receipts to June 30th of that year, less than three months, \$110.00.

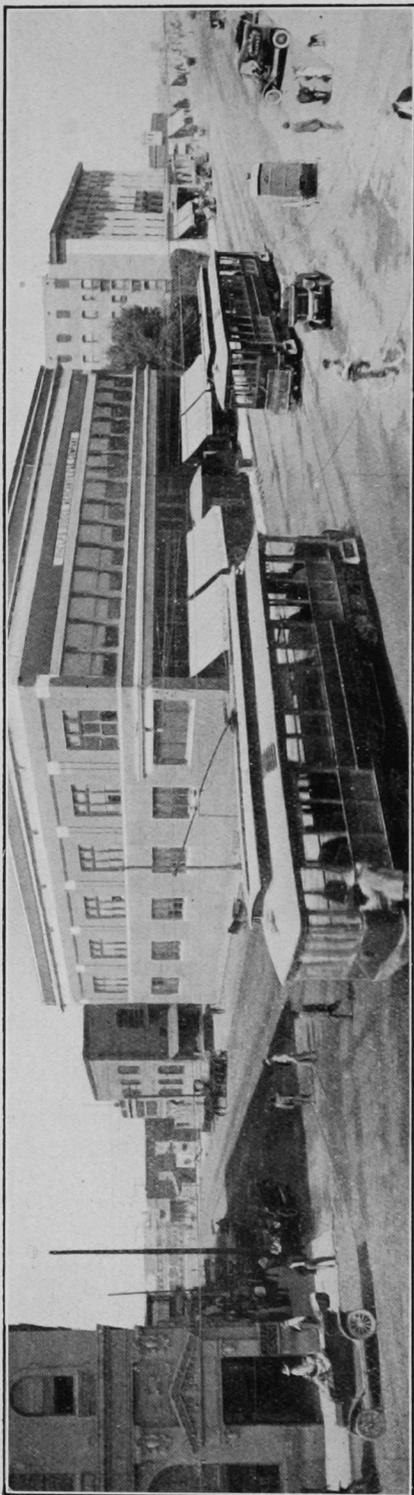
For the fiscal years ending June 30th, each year, as follows:

1902.....	\$ 2,201.32	1908.....	\$18,859.90
1903.....	6,559.30	1909.....	19,398.19
1904.....	11,299.73	1910.....	20,878.77
1905.....	13,240.84	1911.....	20,522.26
1906.....	15,214.04	1912.....	21,424.44
1907.....	18,021.86	1913.....	26,427.31

Ten miles of broad gauge electric street railway connects the business and residence districts and extends out to the smelters and general offices of the copper companies. The Mountain States Telegraph & Telephone Company has installed a popular system of telephones; the conduits being placed underground.

The city is governed by a mayor and board of aldermen. A municipal plant furnishes good water. The abundant water supply enables an excellent fire service and low insurance rates as well as facilitating a fine sewer system.

Douglas's school system has been its boast from the start. It was the aim of the founders that the schools should be second to none in the State in all grades; from kindergarten to high school, this standard has been maintained. The last word in regard to sanitary devices, heating and lighting has been heeded in the erection of school buildings and great care exercised in the selection of faculty. Manual and domestic



Permanency marks the construction of Douglas's business district

arts and sciences have been emphasized. Exclusive of the several private schools, 2,663 school children are now in daily attendance.

Douglas has a long list of churches with regularly organized congregations.

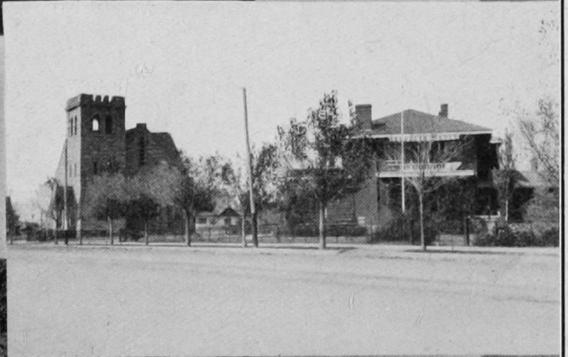
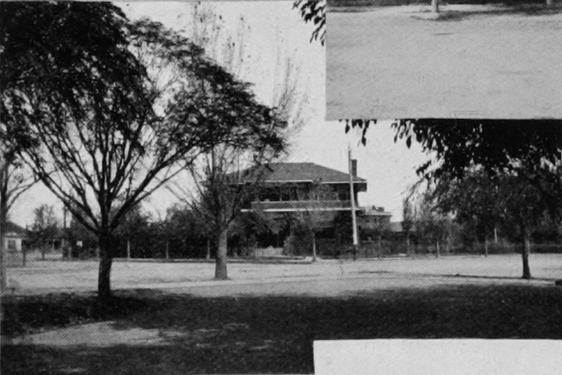
Early in the city's history a local Y. M. C. A. was organized by smelter and railroad employees and occupies its own building of modified mission type.

From the first Douglas has enjoyed a high social plane. The people who first came to the new model smelter city were not get-rich-quick seekers nor was there ever an "influx of homeseekers." The picked men of the mining and smelter companies in other fields were selected to manage the fine new plants, stores and offices and they, with their families, should be given credit for the faultless organization of local society. The element of shifting, uneasy disinterested people, seeking victims for wilcat schemes is lacking in the city's make-up. All are interested in the common welfare. For this reason public improvements when once undertaken are pushed. When the city was being laid out on paper parks were provided, broad streets mapped out, and a hundred and one little things that make for civic beauty and domestic comfort in after years were taken care of and will never be the gigantic problems that they frequently are in cities of boom growth.

Besides the Country Club there are several other social organizations, including women's clubs. The Elks are preparing to erect a club house to cost \$50,000. A Masonic temple and club house have been constructed.

Twenty or more fraternal organizations have lodges.





Beautiful homes in cosy gardens. A well-kept park and clean streets emphasize the wisdom of municipal foresight.



Douglas's schools, from kindergarten to high, are efficiently organized and beautifully housed

A public library was built and the books donated through the kindness of Dr. James Douglas in 1907. It has grown, and its donor has not permitted it to depend upon the city for its maintenance.



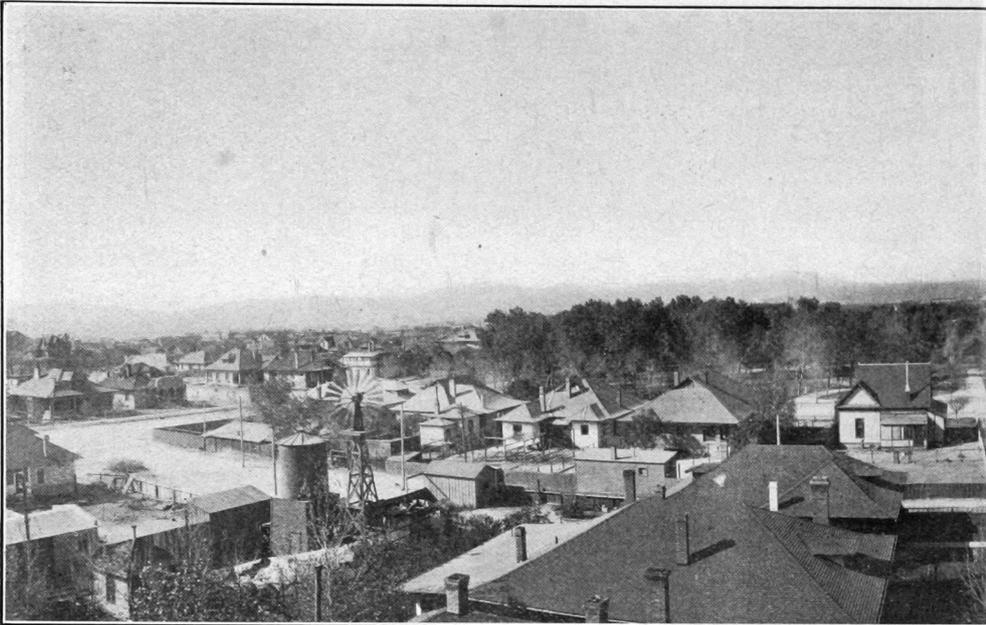
GATEWAY OF TWO REPUBLICS—RAIL AND AUTO ROUTES

In the light of Southwestern and Mexican development the location of Douglas appears as clever strategy. Elsewhere is brought out the advantages of climate and other natural resources, but after all, location with respect to trade centers and with respect to the back country, the tributary territory, is what builds a city by steady growth and upon a firm foundation.

Douglas by railroad distance is 217 miles west of El Paso, Texas, 124 miles east of Tucson, Arizona, and 624 miles east of Los Angeles, California. Two days' ride by through train, the Golden State Limited, brings the traveler all the way from Chicago, without change, and one day's ride enables him to reach Douglas in the same manner from Los Angeles. It is easier of access from Chicago, Kansas City and other trade centers of the Middle West and East than many cities a thousand miles nearer these centers.

The El Paso & Southwestern Route, boasting a slag-balled road bed, whose western terminus at present is Tucson, Arizona, where it connects with the Sunset Route of the Southern Pacific, is the railroad upon which trancontinental passengers and freight enter Douglas and its branches either reach or make direct connections to all points in the Southwest. Efficient local service always characterized this road even before it became a link in a great transcontinental system, and cities began to spring up along its way. In the natural course of events this line will undoubtedly be extended, and very soon, too, to Pacific tide-water at San Diego, California, the "First Port of Call" for world traffic through the Panama Canal, and lessening by something like a hundred miles the distance to the present nearest California port, Los Angeles harbor.

South from Douglas for a distance of seventy-five miles runs the Nacozari Railroad, another Phelps-Dodge corporation like its sister the El Paso & Southwestern. This line possesses many scenic beauties and is an attractive excursion into the southern republic. Over it pass supplies for a vast mining region. Its southern terminus is Nacozari, an American mining town, but for one hundred and fifty miles below the



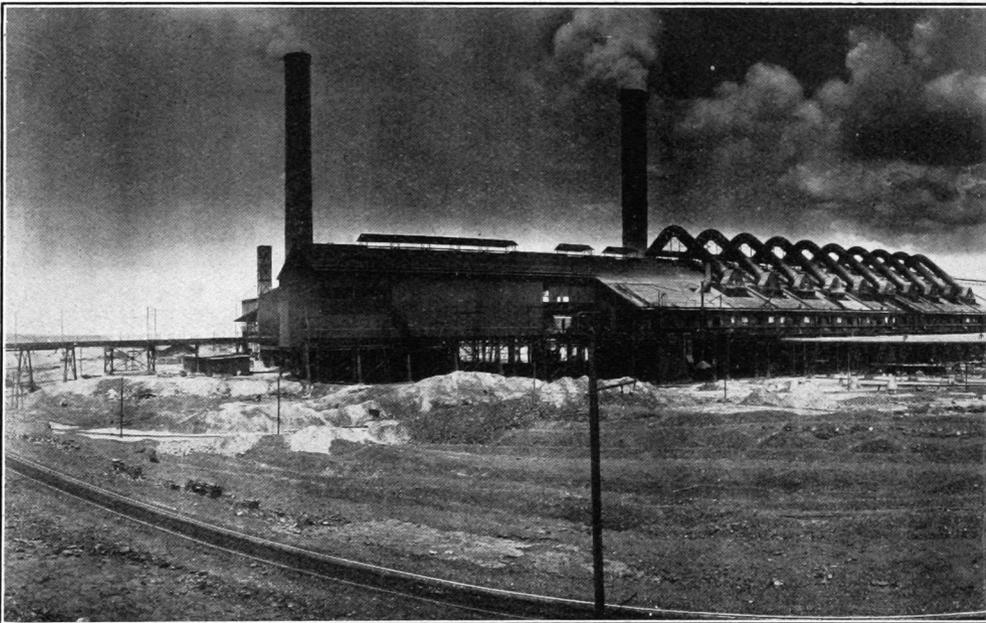
Carefully planned, conscientiously built, residence and business alike have avoided mushroom growth and boom architecture

border, in the interior of Mexico where rails have not yet reached, there are hundreds of small towns supported chiefly by mining and cattle-raising. Douglas is probably the heaviest shipper of cattle, both Arizona and Mexican raised range stock, of all southern border towns.

Thus Douglas is the gateway of two republics, a clearing house and commercial center of a large country, rich in minerals, rich in soils, rich

in climate, rich in many things which go to make up prosperous communities, where the hand of man has made a good substantial beginning, but has barely been felt, has barely had an insight into what is bound to follow in the way of future development.

Here also terminates the State automobile highway, reaching through to the Grand Canyon, via Phoenix, the State capital, Tucson and the



One of Douglas's kindly giants that turns ore from the earth into the copper matte of commerce

wonderful Casa Grande ruins. This route is but a link in the highway system known as the Borderland Route of the Ocean-to-Ocean highways. From it ramify automobile roads to all parts of the State, New Mexico, Mexico and California, for it is the wonder of the strange autoist in these parts that the roads are so good—the going so easy. No mining camp tucked away in the mountains but that may be reached by machine.

Douglas and its sister city, Bisbee, have been doing their share in the completion of the Borderland Route through southern Arizona, and during the State Fair held at Phoenix, in early November this year, automobile races via this route were run from El Paso. This completes through from El Paso to Los Angeles an auto course of something over nine hundred miles through an equable climate at all times of the year. It is travel through a scenic country yet without the strain of rugged mountain climbing and the resultant wear and tear upon machines and nerves.

The State of Arizona has worked out and solved many problems in road construction, not the least among them being the construction of solid concrete bridges across such streams as the Gila River at Florence and near Yuma and across the Salt River near Phoenix. This work has been accomplished by convict labor. The Government is aiding both Arizona and California in the construction of a single-span, concrete bridge across the Colorado River at Yuma, at a cost of \$85,000. There is no denying that the Great Southwest is a builder of good roads.

MINERAL WEALTH AND INFLUENCES

Volumes have been written extolling the fortitude of the early prospectors in the Great Southwest. Other volumes have been written describing technically the development of mines of this district. Both are of great interest, seeing the remarkable results accomplished. Experts estimate that the total copper output for 1913 will reach \$30,000,000, on fifteen-cent metal average, for the State of Arizona alone. The importance of Douglas as a mining center may be realized from the fact that here are located two large smelters, one owned and operated by the Phelps-Dodge companies, the other built by the Calumet & Arizona interests from the company's earnings without interference with dividends or surplus account. These smelters receive ore from many producing mines. From Bisbee a daily train of sixty cars, each with a capacity of 100,000 pounds, brings the rich ores of the copper mines of the Warren district. Other Arizona districts contribute, while much ore is shipped in for smelting from the many districts south of the Mexican border. Among these the remarkably rich mines of the Nacozari, Arizpe, Moctezuma, El Tigre and Pilares districts, well known to the mining world, are producers, representing a territory in the Mexican republic approximately 100 by 150 miles in extent.

Copper is the chief product of this rich mineral section, but gold, silver, lead and zinc are valuable commercial products. Cochise County, in which Douglas is the chief smelter city, produced of these combined metals \$26,651,961 during 1912.

With all this production the mining industry of the territory tributary to Douglas is in its infancy. It is beyond the power of the most conservative of mining engineers and geologists to estimate the vast wealth yet untouched. The formation of new enterprises is constantly going on. History and the prospects already uncovered warrant a larger and larger investment of capital year by year.



Historic Granite Gap on the Borderland auto route, a trail of the early ore wagon

CLIMATE

Weather reports from the high plateau upon which Douglas is situated furnish no diversion to the sensational reader. The element of roughness in winter and too fervid attention to summer months can not be charged up against the Douglas weather man. The elevation, four thousand feet in round numbers, position of the mountain ranges, etc., give this section a clean, pure, enlivening atmosphere both summer and winter. Cyclones and blizzards are alike impossible as are also malaria and other ills of the lowlands where drainage is not perfect. On the warmest day in summer there is never danger of sunstroke nor even discomfort and the nights are always cool, considerable bedclothing being required the year around. The coldest day in winter has no terrors. Snow seldom falls and when it does is melted within a few days at most, usually within a few hours. The annual rainfall averages fourteen inches, precipitation being practically all confined to the summer months. Southern Europe, where millions have been spent to enjoy climate only, can not boast more healthful climate than this.

THE SCENIC BEAUTIES

Douglas is admirably adapted as a point from which the tourist may plan scenic or sporting expeditions. Whether it be an excursion into Mexico, and thousands visit that wonderful country annually through this point, or whether it be to explore the wonders of the Huachuclas or the Chiricahuas, Douglas affords a first-class resting-place and base of supplies. A hundred trips may be planned from here, each replete with interest, scenery, pleasure and results of the chase. It is a prime recreation center.

At the western edge of the city lie the smelters of the Phelps-Dodge interests and the Calumet & Arizona—great, busy, pulsating monsters, devouring ore from the bowels of the Warren district at Bisbee and from the far off Mexican mines; turning out copper to be whirled across the continent to feed the vast manufactories of electrical machinery, and eventually emerging upon public view again as a trolley wire in New



The Sulphur Spring Valley produces cattle, corn, hay, milo maize, vegetables and has a tomato cannery, though agriculture is young

York or hidden away as a telephone conductor in a tube under a fluttering Paris boulevard. Visitors have free access to these great plants and can view the process of copper manufacture from the receipt of the ore to the finished product, and inspect the great engine room where power is generated to operate mines at El Tigre, sixty-five miles away in Mexico, as well as the local plant, and look into the cavernous maws of the boiler room, where each huge firebox draws its roaring breath of fire from California and Texas petroleum. No one can fail to be impressed by an inspection of these giants of the copper industry.

Bisbee with its winding streets, picturesque residence districts hung in midair halfway up the sides of two mountains, is but an hour by automobile and the tourist is always made welcome. Explained a Bisbee resident, "We have our riches underground, but no subdivisions or farm land to exploit. The sightseer, however, is always taken care of and all who visit us seem delighted with what they have seen."

Sixty miles away in the heights of the Chiricahua National Forest are the Paradise Caves, the Mammoth Cave of Arizona.

In these mountains deer and bear are plentiful as well as other game, while the scenic beauties are the grandest in the Southwest. At the site of old Fort Rucker, which was a conspicuous point in the Apache warfare, but subsequently sold into private ownership, is a natural park of considerable extent where excursionists revel in the rich beauties of Nature.

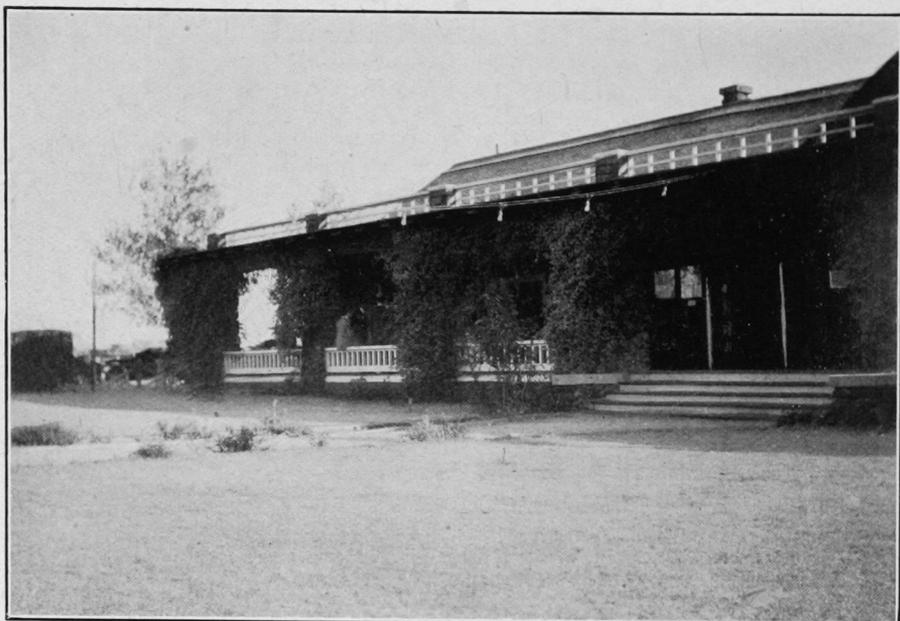
To the westward Fort Huachuca in the mountains of the same name is a point of interest and scenic grandeur. Ramsey's Canyon is a noted playground, not only for residents of Arizona, but from the Pacific Coast and the East. In fact Douglas's situation with regard to the mountains of Arizona and Mexico makes it an unrivaled point of advantage as a base for hunting expeditions.

AGRICULTURAL PROSPECTS—SOIL AND WATER CONDITIONS

The Sulphur Spring Valley in Arizona is virtually the upper end of an extensive area culminating far down in Mexico in the Yaqui Valley. The headwaters of the great Yaqui River are subterranean flow in the Sulphur Spring Valley. Measured from Douglas northward this valley extends approximately eighty miles with a varying width. At some points it is twenty miles between the foothills or mountains that form its eastern and western boundaries. The general slope being to the south, the flow of underground waters is in the same direction, and wells now producing in various parts of the valley show that this water is found at about the same level on any given east and west line. It is uniformly abundant throughout a wide area which has been tested out, as proved by wells now pumping and which have been continuously pumped, many of them for years, without any measurable diminution of flow.

In the soil, however, there is considerable diversity. Along White River the soil is mesquite loam. As the ground rises this shades off on the west into gravelly and sandy silt, and farther into chocolate loam. In portions of the valley also there is an underlying caliche, sometimes overcapped with a closely knit clay or other substance which prevents surface water from penetrating.

Farming in the portion of the Sulphur Spring Valley tributary to Douglas is as yet a new industry. Primarily a mining and supply center, the natural beauties and resources of soil, climate and mountain scenery were not taken into consideration in the founding of the city, but they have proved so attractive as to bring forth a Douglas of greater elegance than its founders dreamed of; a trade center, with homes that are not mere abiding places in the desert but are the equal in architecture and



Society early organized a Country Club and laid out golf links

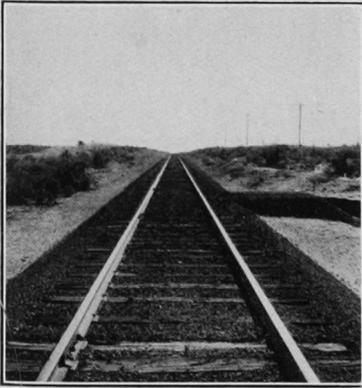
surroundings of the well to do in any portion of the newer West. Therefore, though a second consideration, the husbandman is gradually making his entrance.

It is not the intention in the publication of this booklet to go into details, but rather to advise the reader of the existence of a live, industrious, up-to-date community and to outline briefly some of its advantages. I shall go no further into the exploitation of the Sulphur Spring Valley from the standpoint of the technical farmer. The University of Arizona has issued bulletins and reports upon work conducted by its experiment station which contain valuable information. They give soil, water and climatic conditions, from the viewpoint of the scientific, specialist farmer, and Western statistics show that it is only the farmer who knows and specializes that makes a success, for the day of haphazard cultivation of the soil is gone in the West as in the East. The Sulphur Spring Valley does not want this class; it wants the business farmer, with means enough to carry to a successful finish any development commenced. In a valley where the cow men battled in the early days with the Indians for pasture grounds, where Nature grows, without cultivation, one hundred and eighty varieties of wild grasses suitable for stock feed, and where as high as one and a half tons per acre of wild hay has been cut year after year, it is not hard for the business farmer to find his location, determine the right thing to do and then do it. Should the reader care to correspond with any of the successful farmers of this valley I would suggest that he write to the Secretary of the Chamber of Commerce and Mines at Douglas, who will be glad to place him in touch with such people as can give reliable information.

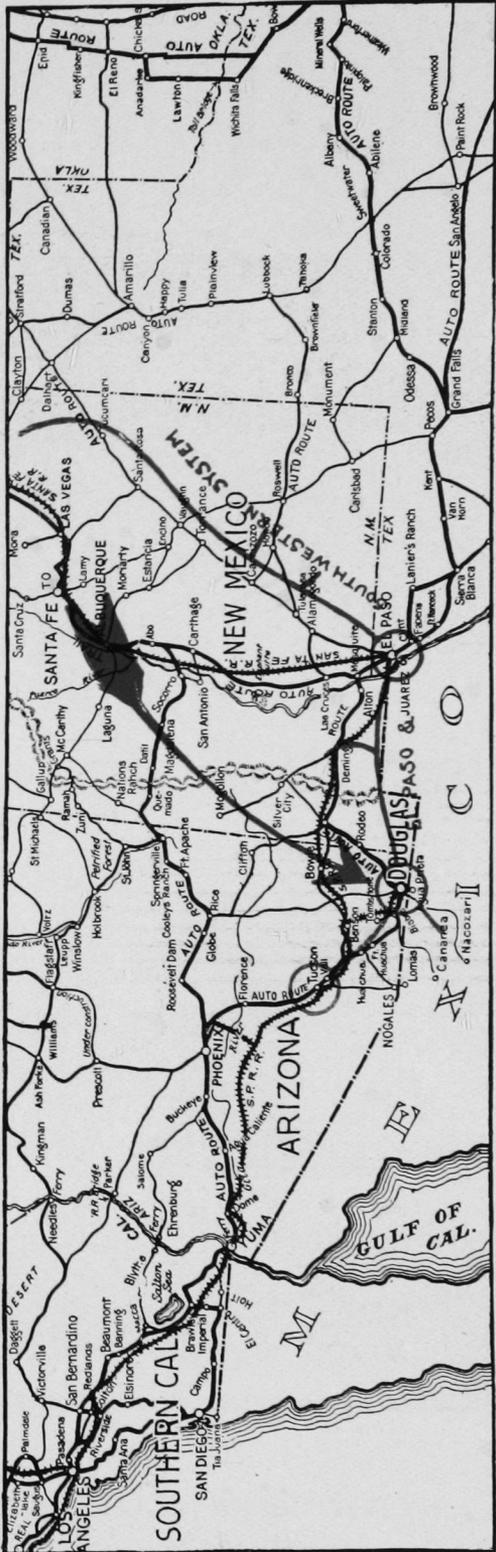
A PARTING SHOT

Taking Douglas and vicinity, both on the Arizona side and in Mexico, the business man can not help being impressed with the latent riches, the need of development to carry to success big undertakings. Resources

there are in almost boundless extent, and cheap fuel close to the point of production; these and many other things requiring the intelligent investment of capital will bring stable returns, for this is a virgin field. The man or woman without means should not go to Douglas, any more than he should change his residence from one county to another in New York or Kansas without first financing the move on a business basis. What this gateway metropolis needs is more captains of industry to carry on the work by twentieth-century standards that Nature and the mineral interests have commenced and are prosecuting so well. It is not pioneering in the sense that pioneering means physical hardship. It is pioneering only in the sense of grasping now the virgin opportunities that lie before the world undeveloped but that, in a very few years, will be history—the history of one more well developed, well balanced, well rounded Western community where increase in intrinsic values will have counted as a large factor in the returns upon the original investment.



A slag-ballasted roadbed soothes the weary traveler



Douglas's relation to trade centers by rail or auto

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