



PROSPECTUS

OF THE

Calabasas, Tucson and North Western

RAILROAD COMPANY,

AND THE

Arizona Cattle and Improvement

COMPANY.

OFFICE:

Mutual Life Insurance Building, 32 Nassau St., Room 708.



NEW YORK:

MARIN B. BROWN, PRINTER AND STATIONER,  
49 AND 51 PARK PLACE.

1885.



# THE CALABASAS, TUCSON AND NORTH WEST-ERN RAILROAD COMPANY.

Capital, \$10,000,000, in 100,000 Shares of \$100 each.

## *President.*

Hon. JOHN H. RICE, Ex-Member of Congress, Maine... New York.

## *Vice-President and General Manager.*

Col. CHAS. P. SYKES... Calabasas, Arizona.

## *Treasurer.*

Hon. THOS. L. JAMES, Ex-Postmaster-General U. S., and President  
Lincoln Bank, New York.

## *Secretary.*

W. de L. BENEDICT, E. M. .... New York.

## *Directors.*

Hon. JOHN H. RICE. .... New York.

Col. CHAS. P. SYKES. .... Calabasas, A. T.

Hon. THOS. L. JAMES. .... New York.

W. de L. BENEDICT, E. M. (Benedict & Cole) .... New York.

Gen. C. C. DODGE (Late Phelps, Dodge & Co.) .... New York.

Col. H. D. FAULKNER (Attorney and Counsellor at Law). New York.

S. H. THAYER (Attorney and Counsellor at Law) .... New York.

GEO. C. SCOFIELD (Real Estate).... New York.

JOHN VAN NEST ..... New York.

H. L. PHALON (Real Estate)..... New York.

EUGENE K. SYKES, J. P. .... Calabasas, A. T.

HIRAM S STEVENS (Real Estate)..... Tucson, A. T.

Hon. JOHN HAYNES (Haynes & Stiles, Attorneys and  
Counsellors at Law) .... Tucson, A. T.

## *Solicitors.*

S. H. THAYER. .... New York.

MESSRS. HAYNES AND STILES. .... Tucson, A. T.

## *Trustee.*

AMERICAN LOAN AND TRUST COMPANY ..... New York.

# THE ARIZONA CATTLE AND IMPROVEMENT COMPANY.

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Capital, \$2,500,000, in 100,000 Shares of \$25 each.

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## *President.*

HON. WILLIAM WINDOM, Ex-Secretary of Treasury, U. S., Winona,  
Minnesota.

## *Vice President and General Manager.*

COL. CHAS. P. SYKES ..... Calabasas, A. T.

## *Treasurer.*

HON. THOS. L. JAMES, Ex-Postmaster General, U. S., and President  
Lincoln Bank, New York.

## *Secretary.*

COL. H. D. FAULKNER, Attorney and Counsellor-at-Law, New York.

## *Directors.*

HON. WILLIAM WINDOM.....Minnesota.  
COL. CHAS. P. SYKES.....Calabasas, A. T.  
HON. THOS. L. JAMES.....New York.  
COL. H. D. FAULKNER.....New York.  
HON. JOHN H. RICE.....New York.  
GEO. C. SCHOFIELD.....New York.  
THOS. H. EDSALL.....New York.

## *Solicitors.*

DUNNING, EDSALL, HART & FOWLER.....New York.  
MESSRS. HAYNES & STILES.....Tucson, A. T.

# PROSPECTUS

OF

## THE CALABASAS, TUCSON AND NORTH WESTERN RAILROAD COMPANY

AND

## THE ARIZONA CATTLE AND IMPROVEMENT COMPANY.

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*The Calabasas, Tucson and Northwestern Railroad Company* has been duly organized and incorporated under The General Railroad Incorporation Act of the Territory of Arizona, with a capital of \$10,000,000, to be issued at the rate of \$30,000 per mile, as the road shall be built, in ten-mile sections. The Company has also issued first mortgage six per cent. thirty-year bonds, secured by a mortgage on all its property and franchises at present owned and which may hereafter be acquired.

The interest on these first mortgage bonds is guaranteed by The Arizona Cattle and Improvement Company.

*The Arizona Cattle and Improvement Company* has been duly organized and incorporated under the laws of the Territory of Arizona, with a capital of \$2,500,000, for the purpose of carrying on the business of raising and dealing in all kinds of domestic cattle, preparing the same and all products thereof for market and marketing such products, and other purposes.

The capital stock of the Cattle Company consists of 100,000 shares, 99,940 shares having been transferred to Col. C. P. Sykes in payment for forty-nine per cent. of the capital stock in The Railroad Company held by stipulation under the contract for the construction of said Railroad, and for the transfer to said Cattle Company of United States Patent issued to said Sykes for "Combined Rail-way and Cattle Water Supply" for the Territory of Arizona. The remainder of the capital stock having been subscribed by the Directors in the Company, the stock so transferred to said Sykes is now held in trust by trustees for the purpose of furthering the interests of the Cattle Company.

*The charter of the Railroad Company* defines the terminal points of the road in the following language: "For the purpose of constructing a railroad from a point at or near Calabasas north-erly, following substantially the general course of the Santa Cruz river to a point at or near Tucson; thence by the most practical and eligible route to a point at or near Phoenix, with branches from said line on either side from the most practicable points on said line on the most practical and eligible routes to the mines and settlements adjacent thereto, and particularly to a point at or near Arivaca; to a point at or near Quijotoa mines or mountains, and to a point at or near San Xavier mines on the west side, and to a point at or near the Deer Creek coal field, and to a point at or near Globe on the east side. All of said road and branches will be situated in the Counties of Pima, Pinal, Maricopa and Gila, and of an estimated total distance of about three hundred and fifty miles."

This route embraces the most practicable points to connect the mining, agricultural, stock, coal and lumber interests of Central and Southern Arizona. This will cause each interest to be of mutual benefit, in exchange with others, in utilizing them for cheap transportation.

*In order to do this the projectors of this railroad propose to build up business interests in connection with the railroad to insure its success as a financial undertaking, and for that purpose they have incorporated The Arizona Cattle and Improvement Company to work in connection with the Railroad Company, making a joint security to carry out the purposes of the two incorporations; and one of the*

leading features will be to create an artificial water supply by the sinking of deep wells, pumping the water through a pipe line sunk in the road-bed for use of stock in desert places, under patents of "Combined Railway and Cattle Water Supply," and place cattle on the line of said road.

*There are at least one thousand mining claims within ten miles on each side of the proposed railroad in the different counties through which it will pass, which would pay their owners a larger profit to work them than to work for wages, provided they could get their ore worked at a reasonable cost for transportation.*

The revenues from the transportation of copper, coke, merchandise, cattle, lumber, coal, ore, and agricultural products and the business which will inure to the road from the establishment and growth of other interests will not only secure the payment of the interest on the bonds, but a dividend on the stock besides. *The valleys through which the railroad will be built are mostly destitute of surface water except for about two months in the year during the rainy season, and while the grass grows luxuriantly, and is very nutritious and fattening to cattle, the water must be artificially supplied for the use of cattle in those valleys. This want will be supplied by the Pipe Line, giving a uniform and constant distribution for the use of the cattle the whole length of the road, and will absolutely control the business of cattle raising. The temperature ranges from 65 degrees to 95 degrees throughout the year. Northers and frosts are unknown, and the loss of cattle from the inclemency of the weather and other causes is reduced to a minimum.*

*The right of way of the railroad, with a pipe line to carry water for cattle, will practically control the grazing lands along the line of the road, for many miles upon each side for many years to come, as the lands are not yet surveyed; and if they were, and in the market, they would be of little value to small operators or pre-emptors of homesteads, but they can be practically used in a large way where an artificial water course can be adapted for the uses of the stock. Under a general law of Congress, relating to the construction of railroads over public lands, the company is entitled to a strip of land 200 feet wide for the right of way, 40 acres at ten miles intervals for stations and to such timber, stone and other materials from*

adjoining lands as may be required in constructing the road. As a Government survey has not been extended over that part of Arizona nearly all the line will cross Government land.

*The erection of a complete reduction works of large capacity upon the line of railroad at some convenient point, in order that ore may be worked at the lowest possible rate for reduction and transportation, is under contemplation; this will give a new impetus to mining industry.*

### MINING—COAL.

It is not generally known that Arizona contains within her borders nearly 38,000 square miles of coal formation which is computed to be almost one half of the coal area of the United States. The beds vary in thickness from two to twenty feet and many of the largest of these deposits are upon the line of this railroad. The most noted tract is called the Deer Creek coal fields. These are surrounded with a fine bed of hematite iron ore of fine quality, also fine timber and a large amount of fire clay of great commercial value. Some of these coal veins have been examined by Prof. Mathews. The amount of coal and veins examined is 155 feet, which will give up at least 105 feet of fine coal, from which he makes these deductions: Take 105 feet in thickness by a length of five miles and these veins, by going down a depth of 500 feet, would produce about 51,333,000 tons of coal which would last for seventy years even if the output should be 2,000 tons per diem after the mine is in full blast; and he is satisfied that the same can be had to a depth of 1,500 feet, which is less than *the average depth of coal mining, and would produce about 153,000,000 tons of coal which he believes to be an underestimate.*

The total copper product of Arizona, last year, was 27,096,000 lbs., and a large number of the copper producing mines are now closed down owing to the high cost of transportation. A large number of these properties will be opened up again as soon as this road can be constructed and thus afford facilities for transporting ore, fuel, etc.

## LIVE STOCK.

From the most authentic sources the following are the correct figures of the live stock or Arizona :

Cattle.....	409,750	head.
Sheep.....	269,608	"
Horses and mules.....	31,241	"
Hogs.....	18,000	"

This is an increase in cattle alone during the past year of 125,000 head, nearly. The valley of the Santa Cruz river, through which the railroad will be built, and along the line of which the cattle company will graze its cattle, is one of the best grazing grounds in the whole Territory of Arizona. The grasses of this valley are very luxuriant, and it is known that they have the effect of producing better and firmer flesh on cattle than those of any other section of the United States. Cattle coming from this district hold their weight better on being transported long distances than those which have been grazed in other sections.

## AGRICULTURE.

It is now an established fact that Arizona is an agricultural region and that the valleys will rival in production any section of the United States. All of the cereals yield abundant crops; it is not an uncommon occurrence that sixty bushels of wheat per acre is harvested, and the general average is forty bushels. *The total grain product of last year shows 33,318,000 lbs. of wheat, 31,906,000 lbs. of barley, 3,975,800 lbs. of corn, nearly 1,000,000 lbs. of oats and several thousand tons of hay and other agricultural products.* It is estimated that there were 850,000 lbs. of fruit, principally peaches and grapes, produced during last year, and not less than 12,000,000 pounds of vegetables.

As it has been claimed before, the earnings of the road will pay operating expenses, interest on the bonds, and possibly a dividend on the stock.

*A contract has been made between the Railroad Company and an English Syndicate for the construction of the entire line of railroad.*

*The first 55 miles (Calabasas to Tucson through the Santa Cruz Valley) is to be constructed at once, and to include equipment, stations, fencing and repair shops; also to sink the necessary wells, and to lay a metal pipe line connecting with the wells the whole length of the road, and also to supply to the Arizona Cattle and Improvement Company, free of cost, as each ten miles of the road is completed ready for use, 370 head of cattle for each mile of road constructed. The syndicate is to receive in payment therefor, all the railroad first mortgage bonds on that division, which will be issued at the rate of \$30,000 per mile as the road shall be built in ten-mile sections (which bonds will bear 6% interest), and 51% of the capital stock of the Railroad Company to be issued at the same rate; also \$200,000 of bonds issued by Pima County in aid of the road.*

*The first mortgage bonds of the Railroad Company are secured by a mortgage on all the property and franchises of the Railroad Company, and the Cattle Company join in said mortgage and guarantee the payment of the interest on said bonds in perpetuity.*

*With the first division of 55 miles built, the Cattle Company will have a stock of 20,350 head of cattle, divided as follows:*

<i>Cows</i> .....	11,000
<i>Bulls</i> .....	550
<i>Steers, 2 years old</i> .....	4,400
<i>Steers, 1 year old</i> .....	4,400
	<hr/>
<i>Total</i> .....	20,350

It is estimated from the best statistical information obtained in relation to the breeding of cattle in Arizona, that twenty per cent. per annum will cover the extreme loss from drop of calves and the death rate in that Territory. Assuming and believing as we do this calculation to be in the abstract correct, the following estimate of profits growing out of the cattle business can be practically relied upon, and while it is, in our judgment, that when the Calabasas, Tucson and Northwestern Railroad is completed to its terminal points as contemplated by the charter and the terms of contract to build the same, it will pay its operating expenses and interest upon its bonded indebtedness the first year after completion, and improve thereafter, so that dividends will be paid upon its capital stock; but

notwithstanding the favorable showing the exhibit of the Railroad makes, we propose to show that the holders of the bonds are secure in their investment by the substantial indorsement of the bonds by the Cattle Company, guaranteeing the interest thereon in case of the inability of the Railroad to pay the same.

Upon the completion of the first division of the road from Calabasas to Tucson, as before stated, the Cattle Company will have 20,350 head of cattle. The 4,400 two-year old steers will be three years old and ready to sell for beef when the first year's interest matures upon the bonds of that division. At present price, \$30 per head, the revenue would be \$132,000. Providing the Railroad Company are not able to pay the interest upon the bonds for that division for the first year, which is \$99,000, this added to cost of herding and taking care of cattle per annum, say, \$20,000, makes a total of \$119,000, for which the Cattle Company is liable. This leaves a balance for sinking fund the first year of \$13,000. The second year the income will be the same, and provided the Cattle Company have to pay the interest on Railroad bonds (which is quite unlikely), our sinking fund would be increased to \$26,000. The third year the first year's calves will mature, giving the Cattle Company not only 4,400 beeves for sale, but 4,400 cows in addition, and at the present lowest price, say \$20 per head, making the annual net income \$220,000 upon the first division of the Railroad. Upon the supposition that the Railroad did not earn one dollar over its operating expenses, this, after setting aside sufficient as guarantee fund for the interest on Railroad bonds, will pay five per cent. upon the capital stock of the Cattle Company. From this statement it will be readily understood that upon the completion of the contract for 350 miles of road, the capital stock of the Cattle Company being the same par as before, and the increase of cattle being 370 head for each mile so completed, making a total of 129,500 head, with annual sales of 56,000 head, equal to \$1,400,000, while the interest upon the bonded debt for the entire line would only be \$530,000, leaving, after deducting interest upon the bonded debt and allowing \$100,000 for ranching expenses, \$770,000, equal to thirty per cent. annual dividend upon the capital stock of the Arizona Cattle and Improvement Company. The directors of the two incorporations, acting in harmony with each other in the joint interest of these com-

bined enterprises, believe that when completed upon the plans set forth in this prospectus they will not be disappointed in their expectations.

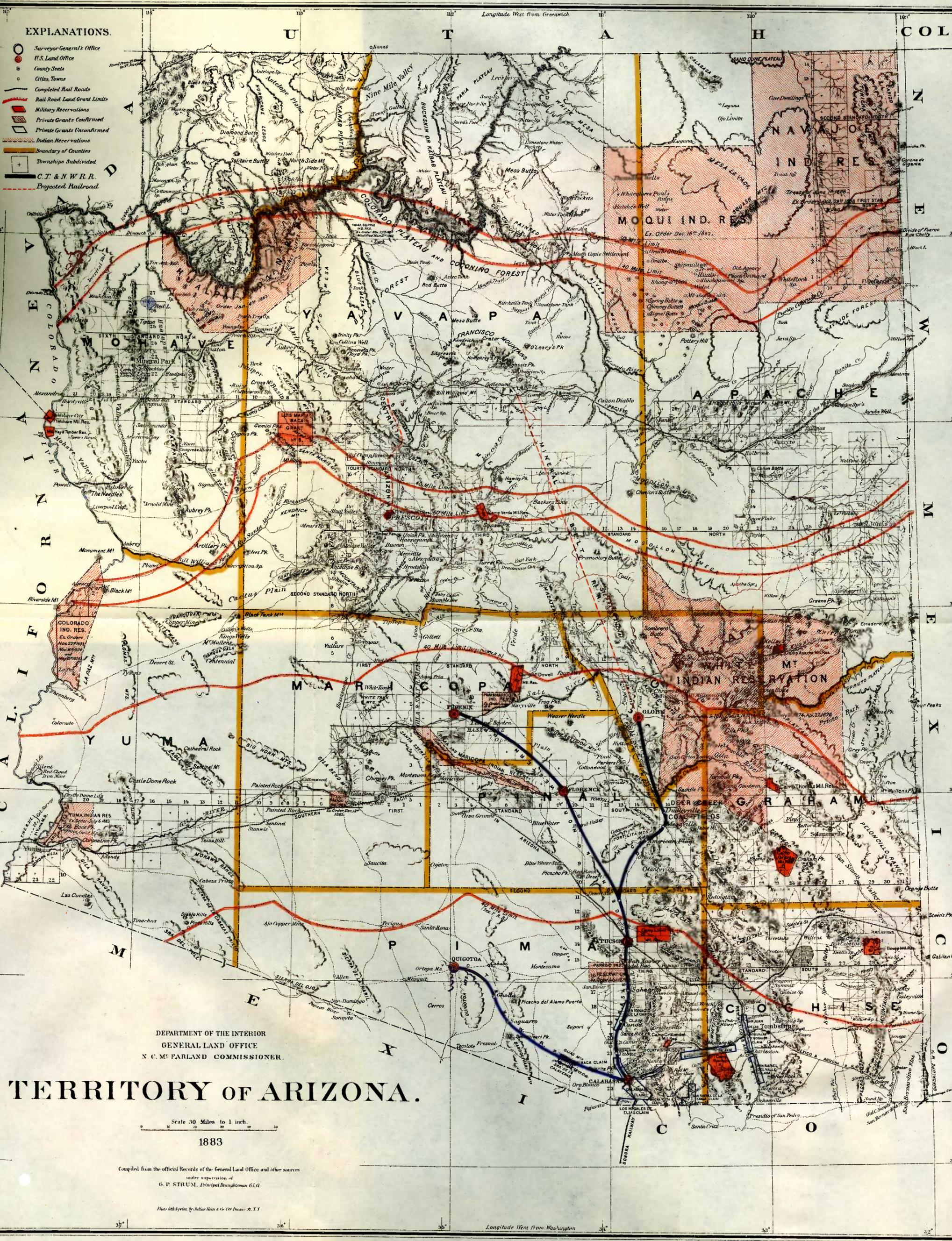
The facts adduced as to the character of this section of country are sufficient to establish the claim that there will be a steady increase in the value of this whole property.

With this safe financial outlook the companies have no hesitancy in declaring that the public has never had a better prospect presented for a safe and profitable investment.

We therefore invite the most thorough and careful examination, being confident of a favorable result. All information needed will be furnished and all facilities will be rendered by the Companies' financial agents.

EXPLANATIONS.

- Surveyor General's Office
- U.S. Land Office
- County Seats
- Cities, Towns
- Completed Rail Roads
- Rail Road Land Grant Limits
- Military Reservations
- Private Grants Confirmed
- Private Grants Unconfirmed
- Indian Reservations
- Boundary of Counties
- Townships Subdivided
- C.T. & N.W.R.R.
- Projected Railroad



# TERRITORY OF ARIZONA.

Scale 30 Miles to 1 inch.

1883

DEPARTMENT OF THE INTERIOR  
GENERAL LAND OFFICE  
N. C. McFARLAND COMMISSIONER.

Compiled from the official Records of the General Land Office and other sources  
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