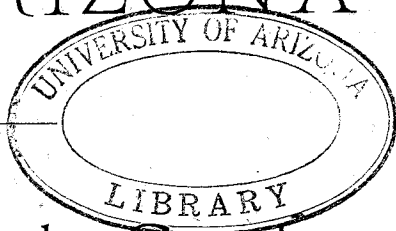


C9791
S19m

NEW ARIZONA

—AND—



The Rio Verde Canal.

REPRINTED FROM THE SAN FRANCISCO CHRONICLE

BY THE

RIO VERDE CANAL COMPANY.

FOR INFORMATION APPLY TO

~~CHARLES E. CLARKE, Financial Agent,~~

~~145 BROADWAY,~~

~~NEW YORK CITY.~~

THE RIO VERDE CANAL CO.,

407 BOSTON BLOCK,

Minneapolis, - Minnesota.



049191
S19m

(From the San Francisco Chronicle, April 23, 1893.)

NEW ARIZONA.

During the last few years Arizona has been attracting the attention of Eastern capitalists more than at any time in its history and people who know nothing personally of its advantages and undeveloped resources, are getting to think of it as a country deserving a better reputation than that of the home of the Apache, the rattlesnake and Gila monster. The result is being manifested in the building of beautiful little cities, the digging of numerous canals, redeeming the rich lands of the valleys and mesas, the development of mines rich in gold, silver and copper, the opening of the extensive pine forests to the ax of the lumberman, a vast increase in the stock and wool interests, besides a hundred other details that might be mentioned.

As is the case with all countries, Arizona's development depends upon the building of railroads, so that her productions can be shipped at a nominal cost to portions of the east and north not so favored. At this time the Southern Pacific traverses the southern part of the Territory for its length of several hundred miles, the Atlantic & Pacific passes through the north almost parallel with it, while the Southern Pacific is connected with Phoenix by the Maricopa & Phoenix at the station of Maricopa. This little road is one of great importance, and while it is only thirty-two miles in length, the capitol, Phoenix, with 12,000 inhabitants, depends entirely upon it. The Atlantic & Pacific connects with Prescott, the metropolis of Northern Arizona, by the Arizona Central, which runs from Prescott Junction to the latter city. The Santa Fe, Phoenix & Prescott Railway, now building from Ash Fork, on the Atlantic & Pacific, to Phoenix, has just been completed to Prescott, so that the latter city has two outlets which add much both to the convenience of travel and the interest of the merchant. This road will be completed during this year and will be of more good to the Territory than any line yet constructed, inasmuch as it will develop the mines with which the mountainous section between Phoenix and Prescott abounds. From Benson, on the Southern Pacific, the Arizona & New Mexico railway extends south to Nogales on the Mexican border, making connection with the Sonora railway, which extends to Guaymas, on the Gulf of California. There are two other short lines, one extending from the Southern Pacific to the Bisbee copper mines and the other from Lordsburg, New Mexico, to the mining town of Clifton. Mining is the chief industry of Arizona and always has been. Notwithstanding the lack of confidence manifested by men with money in Arizona Mines, in 1892 more than \$10,000,000 worth of gold, silver and copper was taken out, as is shown by Wells, Fargo & Co.'s report, the most reliable information to be had. At the same time hundreds of Mexicans are working placer claims, and as they market their dust—much of it—in California, Utah and New Mexico, it never passes through the hands of the express company and its amount is lost to the Territorial statistics. Much ore is also sent to the smelters in the States lying east, and as it is sent as freight and its value not known until it is worked, it is also lost. Twenty million dollars is a conservative estimate of the output in 1892 in the three branches, gold, silver and copper.

The production of silver has been immense, and Arizona deserves the compliment by which it has long been designated as "The Land of

Sunshine and Silver." The extreme low price of this metal and the prospect for legislation adverse to the silver interest has had the effect of decreasing the interest in silver mining, and many of the best mines are not operating at this time. The Silver King was one of the best producers in the world, and when the fight on the white metal ceases it will again take its position in the front ranks, where it remained so long during the life of its developer, "Diamond Joe" Reynolds.

The southeastern portion of Arizona is also one of the principal mining sections and some excellent properties are being worked there near Tombstone. The site of the famous "Toughnut" and "Contention," has many good mines around it, but they are mostly silver producers and are feeling the effects of the low markets. The time is, however, near at hand when the counterpart of Tombstone's palmy days will return and the canyons for miles around will ring with the click of pick and drill.

Another of the important features of mining in Arizona that is at this time attracting much attention is the onyx discovery. Some of the finest quarries in the world are situated in the mountains north of Phoenix and experts pronounce it far superior in quality to that brought from Mexico. Several of the quarries have been opened, markets have been established in New York and Chicago, and in a few years the shipping and mining of this valuable stone will undoubtedly be a great feature in Arizona's industry. For two score years the prospector walked over these deposits day after day without the slightest knowledge of their value, and it was only a year ago that their importance became known.

Coal has been discovered in many places, but it is found in unlimited quantities on the San Carlos Indian reservation, part of which will soon be open to white settlement, and the mines worked systematically. The coal is of good quality, makes excellent coke, and will cut down the expense of mining fully one-half.

The hills, valleys and mountains are covered with cattle, horses and sheep, and this industry has cut an important figure in Arizona's progress. Several counties are given entirely over to the growing of cattle, and though they are assessed at a very small figure, and many are missed altogether, in 1892 the assessed valuation of range stock was \$7,070,858.21, not including horses.

The wool growing industry is also an important one. All the northern and northeastern portions of the Territory are occupied in that business. Around Flagstaff immense herds of sheep range all the year, and the range is so good that it is never necessary to feed, even during the hardest months of the winter. The sheep and cattle of the Territory have been graded up to a good standard, and there is no such thing as "long horns" and "yellow legs." Herefords, Durhams and Jerseys have been bred in with the cattle until they have reached the point that almost any cow picked up on the range will make a splendid showing as a milker, while the sheep have been graded with Cotswold until the wool yield is very large and of excellent quality.

Next to the production of the mines, during 1892, the profits incoming from the cattle and sheep industries have exceeded those of any other business. It has only been in recent years that the people of Arizona discovered its excellence as an agricultural and fruit country. The valleys of the Gila, Salt, Verde, Santa Cruz and San Pedro rivers promise to become prominent among the great farming sections of the world. These lands extend along the rivers named several hundred miles in length and from twenty to forty miles in breadth, and are as rich as the silt deposited by countless ages can make them. In the valleys of any of the rivers mentioned the soil is from thirty to forty feet in depth,

while the surface has a natural grade of about eight feet per mile back from the river to the base of the mountains.

A few years ago the agricultural interests received a new impetus, and since that time wonderful strides have been made in the valley districts, and now what was once thought to be a barren district is green with orchards of the orange, lemon and olive. The taking out of the first canal from Salt river worked a wonderful change, opening men's eyes to the great possibilities that lay before them. It was found that wherever the soil was touched by water wild vegetation sprang up in a luxuriant growth, and in going over the valleys the explorers found them covered with the ruins of cities and crossed and recrossed by a network of canals that were wonderful exhibitions of engineering skill. It occurred to the finders that what had been done in prehistoric times might be done again. They began to dig ditches, clear off the sagebrush and plant the ground with wheat, barley alfalfa and all kinds of fruits with such success that Arizona to-day will not yield to Southern California or any other country in the production of grain and fruits.

During the last two years Arizona's agricultural interests have developed more than any other, and the development in that time has been greater than during any two years previous. During 1892, 100,000 acres of land was added to that already in cultivation, and a large portion of the increase was planted in oranges, apricots and other fruits, that are growing nicely and will in a few years begin to render their owners profit. There are now about 700 miles of canals in active operation and the land irrigated by them aggregates about 450,000 acres, all of which is being cultivated in grain, vines or fruits. With proper storage systems, many of which are being built at this time, the 700 miles of canal will successfully irrigate 5,000,000 acres. In the above statements, canals that are either projected or now being constructed are not alluded to, but only those in actual operation are included in the 700 miles.

While a majority of Eastern people have the impression that Arizona is a vast expanse of sand without a tree larger than the mesquite to break the monotony, it is nevertheless the truth that within her borders there are 1,750,000 acres of contiguous pine forests which will make excellent lumber. The inconvenience caused heretofore by a lack of railroad facilities has been the reason of its remaining comparatively undeveloped. The completion of the Phoenix & Prescott line, which connects with Ash Fork, in the heart of the lumber district, will also connect the northern and southern portions of the Territory, enabling them to exchange such commodities as they each produce, besides opening competition in railroad circles and securing better rates. Already several mills are in operation, and inside of two years Arizona will produce and use all her own lumber. Not only pine, but fir, spruce, ash, walnut, and numerous other varieties of timber abound throughout the entire northern part of the Territory.

Phoenix is the capitol of Arizona and has a population of about 12,000 people. It is a comparatively new place, but though it has sprung into prominence during the last few years, it is none the less built on a plan of stability, and the principal streets are adorned with handsome brick business houses from two to four stories in height, while at the same time it is a city of costly residences and handsomely kept grounds. The residence streets have a row of shade trees on either side, among the roots of which the waters in the acequias forever trickle. These trees are interspersed with stately palms and umbrella trees, giving the whole a most attractive appearance.

Tucson is the next largest city and has a population of about 8,000.

It is known throughout the Pacific slope as "The Old Pueblo," though no one really knows how old it is. An old Spanish grant recently discovered in the archives of Santa Fe shows that it was a Spanish town as far back as 1553, but as it was then built upon the site of an Indian city that reached in age beyond the traditions of its inhabitants, nobody can tell how old it is. The name Tucson was its Indian name, pronounced Chookson, which means "black water." One thing is sure, that it is the oldest city in the United States, and about it clusters more historical associations and romantic myths than any other on the western continent.

Prescott, the next most important city, was named after the noted historian. It has a population of about 3,000, and stands among the pines, several thousand feet above the sea. During winter the snow falls to a considerable depth, but in summer the climate is delightful and many of the citizens of Southern Arizona spend the hot months there, breathing the pure air of the mountains. Prescott is the county seat of Yavapai county, as Phoenix is of Maricopa, and has also a regimental military post, Whipple Barracks.

Yuma, on the line of the Southern Pacific and at the point where it crosses the Colorado river, is one of the important places, though it is smaller in the matter of population than either of the three places just mentioned. Yuma is the county seat of Yuma county and was named for the tribe of Indians that occupied the country and who still live in the vicinity. It is also the site of the Territorial prison and is a port of entry with Mexico. It is only about seventy miles from the Gulf of California, and as the river never runs below an average depth of twelve feet, it is often visited by sailing vessels from foreign ports, and is the regular station at which all steamers plying up and down the coast and river stop.

Tombstone is another Arizona town and one that is best known of all to the outside world. A few years ago it was the principal mining town of the Southwest and had a population of more than 20,000. The decrease in the price of silver and the misfortune that the Contention recently sustained in the burning of its mills and reduction works have militated to some extent against the prosperity of the town, and many of the miners have gone elsewhere pending the revival of work. The Contention works are going to be rebuilt speedily, however, when all the old activity will be resumed. Tombstone is the county seat of Cochise county, one of the richest in the Territory.

Tempe is another thriving little place, the twin sister of Phoenix, being only eight miles from the latter city and on the opposite side of Salt river. The country around Tempe is peculiarly fitted for farming and stock-raising, and it is said to excel any other portion of the Salt river valley in the production of alfalfa. Tempe is the site of the Territorial Normal School, which is supported by the public for the equipment of teachers. Some of the best teachers in Arizona are graduates of this institution, and it has been a success from the beginning.

Another important Arizona town is Flagstaff, situated on the line of the Atlantic and Pacific railway. Around it cluster the principal cattle and sheep industries, while at the same time it is in the heart of the lumber region. Several sawmills are in operation there now, and in the near future Flagstaff will take its place as one of the leading producing cities. It is the county seat of Coconino county and the metropolis of that section of the country. Besides those mentioned there are as many other towns in Arizona so situated that with a development of the country they will become important cities.

The social, religious and educational advantages of Arizona are of a very high order. The Territory has several private schools and business colleges that are conducted in a manner reflecting credit upon her educational facilities. Statistics show her to be ahead of any other Territory and many of the States. The feature of which the people are especially proud is the system of public schools. They are maintained in all parts of the country from six to eight months during the year by the most competent teachers that can be obtained at high salaries. In the event that there are children too poor to buy the necessary books the law provides that they be furnished by the Territory. The school buildings are also supplied with apparatus and libraries at the public expense. All the towns and cities have taken their educational matters in their own hands, and by voting special taxes the schools are kept running ten months out of the twelve. The teachers are all well paid and do good work—in fact, the standard required to be reached by a teacher of the first grade before he can secure a certificate authorizing him to teach, is far above that of many of the Eastern States.

One institution of which Arizonians are justly proud is the Territorial University, where a young man can obtain tuition in all the higher branches free of charge. German, French, Italian, all the various sciences included in the university curriculum, may be learned here. The institution is located at Tucson, where handsome and commodious buildings have been erected, both for experimental and class work, and the residences of the professors. In connection with the university is a school of mines, which is also free. This institution is a departure in college lines, but the Legislature appreciated the fact that mining was one of the chief industries and realized the necessity of fitting the young men for practical work in the business that would necessarily engage more or less of their attention. All departments are fitted out with the latest improved apparatus, retorts, smelters, refiners, etc., and the institution is under the charge of Professor Comstock, the noted mineralogist.

Another public institution of learning is the Normal School at Tempe. Like the university, the buildings and grounds are the property of the Territory, the teachers are paid out of the public funds and the tuition is free. The primal object of the school is the preparation of teachers for life work in that profession, and all the subjects with which it is necessary for a teacher to familiarize himself are taught. In addition to other studies the theory and practice of teaching is made a special feature, and when a young man or woman leaves this school they are qualified fully to undertake the enlightenment of the young. Arizona has also two Indian schools, one at Phoenix and one at Tucson. These, however, are maintained at the expense of the United States, and are not Territorial institutions. They are in effect manual training schools, and in them the Indians are not only taught what may be found in text-books, but farming, fruit growing and all other branches of husbandry. The experiment has proved a success, and its effects can be seen in the change that has taken place on the reservations. About 400 young Indians of both sexes are in attendance, and they have all learned to read and speak the English language.

Arizona has formulated and adopted a Constitution, and has been, since the last Congress, an applicant for admission to statehood. Without doubt she will be admitted next session, as the forty-fifth in the galaxy of States, and with that property values will rise 100 per cent and the people will pay them who might have come before and turned the advantage to themselves.

(From the *San Francisco Chronicle*, April 23, 1893.)

RIO VERDE CANAL.

The Largest Storage Irrigation Enterprise in the United States

The question upon the solution of which the future prosperity of Arizona mostly depends is that of water storage. The fall of water during the rainy season in the mountain country drained by the Verde, Salt and Gila rivers is very heavy, but the rains of the winters rush into the rivers or are absorbed by the sandy soil. Not only the development of agricultural and fruit growing interests in the southern part, which is really the farming section, but the development of the mines as well depends upon the holding of this water for summer use.

Of the water-storage enterprises that have been inaugurated during the last few years by men who have grasped the necessity of such work that of the Rio Verde Canal Company is of the greatest magnitude. In the boldness of its conception, the volume of water controlled and stored, the area of the lands to be irrigated and the comparative economy with which these achievements are to be accomplished, this is said to surpass any similar enterprise in Arizona, and, indeed, in the United States.

For more than two years the work has been in progress, but it has heretofore been the policy of the company to avoid publicity. The reasons for this were that in so large an enterprise much time and investigation were necessary before intelligent and far-reaching plans could be formulated. In many of the details changes of plan were inevitable before a complete and economic system of storage and distribution could be arranged.

In the early spring of 1889, A. C. Sheldon, the president of the present company, Major Symonds and Captain P. P. Parker made investigations through preliminary surveys, by which the practicability of bringing the water of the Verde into the Salt River valley was demonstrated.

The pioneers only carried small ditches out of the main stream, and without the necessity of dams or reservoirs were enabled to irrigate the few acres that they cultivated. Under this regime, where one acre was redeemed a thousand were left to the desert growth of mesquite, cactus and paloverde, and the redemption of this vast expanse is the object of the promoters of the Verde reservoirs.

The canal, when completed according to the final surveys, will be 140 miles in length and will be supported or supplied by four reservoirs supplemental to the natural flow of the river. The reservoirs combined will contain enough water to cover 400,000 acres of land to a depth of eighteen inches, the largest combination of artificial works of its kind in the world.

Just above the horseshoe bend of the Verde river, about thirty-two miles north of its junction with the Salt, and exactly at the geographical center of Arizona, the immediate valley of the Verde widens out into an extensive basin a mile and a half or more in breadth, and then sweeping to the eastward with a sharp curve like the toe of a horseshoe, between the rocky walls of a narrow canyon sweeps back to the westward. By a dam built across this canyon out of rock from the abutting mountain the flood waters will be raised and impounded in this basin so as to form an artificial lake with an area of over 3400 acres. Upon initial construction this reservoir will hold enough water to cover 205,000 acres

a foot deep, and when fully completed will have a capacity of 400,000 acre feet. Those familiar with irrigation matters in Arizona will understand that the capacity of this one reservoir, when completed, will be sufficient for the needs of 400,000 acres during the dry summer season in each year. The dam is to be of the most solid construction, built upon bedrock and "keyed" into the rock walls of the canyon on either side.

The safety of the dam at the mouth of this immense reservoir is fully assured by an ideal location for an ample waste-weir. The ground inclosed by the oval-shaped sweep of the river already mentioned consists of a rocky point, projecting from the mountains on the west, a mile in length and perhaps a quarter of a mile wide, and terminating at the dam site on the east in a rock knob or mountain about 235 feet in height. Between this easterly knob and the westerly mountains the point partakes of the character of a plateau, at an elevation of about 150 feet above the present water level, and serrated on its southerly or "down-river," side by a deep ravine extending to the river below the dam.

All surplus waters in times of highest floods can be economically and with absolute safety conducted from the reservoir over this plateau, and so into the river below. Should it ever be necessary, this spillway can be made 1600 feet in length. The dam will thus always be in still water and can never be overflowed. From the reservoir the water will, as needed for the irrigation of the lands below, be turned into the stream, down which it will flow to the diversion dam.

The water is to be taken from the Verde river into the canal at a point about one mile up the stream from Camp creek, where the Verde leaves the mountains, and about forty-two miles northeast of Phoenix. The diversion dam is in a box canyon. It is to be built of granite in the most substantial manner. Its base is the everlasting bedrock, and the dam is to be so made a part of the native-rock buttresses that it will be impossible for it to break while the walls that nature has placed there hold intact.

The headwork will include also an ample waste-weir hewn out of the solid rock, and the other usual appurtenances to an irrigation system of first-class appointments and of the greatest magnitude.

When one follows the sinuosities of the canal, as it skirts mountains and valleys, entirely across Maricopa county and out over the western boundary, he can form some idea of its immensity, but a mere inspection of a map will never create the impression of its extent and value that a journey along its route will give.

From the diversion dam the water is to be carried down the valley of the Verde, skirting the foothills on the west side of the river for about twelve miles, watering in its course about twelve thousand acres in the immediate Verde valley, to a point a little north of the old military post, Camp McDowell. It then continues south and southwest to where the Verde road from Phoenix crosses the divide, extending from Mount McDowell to the Verde range, known locally as the McDowell divide. The elevation of this ground was the main factor in determining the location of the diversion dam. In order to carry the canal over this pass the bottom of the canal, at the head, must be enough higher than the bottom of the canal at the McDowell divide to give sufficient fall or grade between the two points to secure the desired velocity in the flow of the water. This divide was the bugbear that long stood in the way of theories of irrigation by which the waters of the Verde would have to be brought across it, in order to reach the valley of the Salt.

To accomplish this was long considered impossible, or at least impracticable. The Rio Verde surveys under the direction of able and

skillful engineers, with Donald W. Campbell of world-wide fame as consulting engineer, have solved the problem of diverting the water and carrying it over the divide within the limits of a reasonable expenditure of money. This has been accomplished by locating the head of the canal in the rock banks of the river before it leaves the mountains. By this means not only the requisite elevation is secured but the minimum of loss by evaporation and seepage. The merits of this method of treatment of water for irrigation purposes has received the approbation of the highest authorities.

After passing the divide the canal takes a northwest course through Paradise valley to a point north of the Union mine, thence west across Agua Fria, skirting the White Tanks mountains, and to and beyond the Hassayampa, in the extreme western portion of the county. At a point near the Union mine and a little to the right of the Black Canyon route from Phoenix to Prescott there is another reservoir, known in the company's plans as No. 3. This will be filled by the rains that fall during the months of February and March in the adjacent mountainous country north of this location, which will be supplemented by water from the Verde river, brought through the main canal, and is intended to furnish a storage water supply for the lands contiguous to it. Its capacity is something over 10,000 acre feet.

Northwest of this is the New river reservoir, so named from the stream or wash on which it is located. This is much larger than the one last described, containing water sufficient to cover 133,000 acres a foot deep, and is supplied from the Bradshaw mountains. Winter visitors to Phoenix will recall the snowcapped rounded summits of the Bradshaws. The melting of this snow causes the ordinarily dry stream to flow in torrential volume, and the "New river reservoir" is so situated as to catch and impound these waters for the coming summer's use. At this point by an economic engineering arrangement, the waters of the main canal can be passed below this reservoir and thence to their mission beyond, or they can be turned by a short "main lateral" into the reservoir, thus insuring the use of its full capacity from the higher drainage of the Verde river later in the season and after its earlier contents have been discharged.

Toward the lower end of its main line the Rio Verde Canal Company have introduced an entirely new and novel feature in its system. Taking advantage of natural physical conditions, a reservoir with a capacity of 70,000 acre feet will impound all of the surplus waters, gathered at the various points above, that have flowed through the canal unneeded. This reserve water insures as certain a water supply for the lower end of the canal as for the upper one—a statement which will appeal forcibly to the mind of the practiced irrigator.

At the time that work was begun on the enterprise all the land under the canal was vacant Government land, little of it having been surveyed. Now, out of the 400,000 acres lying under the system about 50,000 have been entered and located in compliance with the statutes governing desert land entries, for nearly all of which the company has sold its water rights. The remainder are now vacant Government lands, and subject to entry under the desert or homestead laws. The former is the most applicable to these lands, as under it no residence is required, and, indeed, until water is supplied to the lands a bona-fide residence upon and cultivation of them is practically an impossibility. It is believed that the entry of a tract of these lands and the purchase of water for it offers extraordinary inducements to the intending settler as an investment and as a place of delightful residence.

The course of this enormous waterway lies through some of the

most beautiful valleys and mesas on the Pacific slope, and there is but little land along the entire line which cannot be irrigated at a moderate expense. Such lands as these have heretofore been spoken of as desert, and, indeed, they were; but in proof of their fertility the spring rains have never failed to bring a luxuriant crop of vegetation, so that when one looks over the rolling mesas or level valleys during the months of March or April, they present the appearance of a field of wheat just ready for the bursting of the head. The climate in the locality watered by this canal is specially adapted to the production of the high-priced semi-tropical fruits and vines, as well as to deciduous fruits, the cereals and vegetables. The standard forage plant alfalfa grows more luxuriantly or better nowhere. The raising of cattle and horses in the mountain valleys along the headwaters of the streams is a profitable industry, and the fattening of this livestock, with the demand for forage in the large and rich mining districts adjacent to the Salt River valley, furnishes an exceedingly profitable market for the present production of alfalfa, and promises an opening to many times the present yield. But it is in the raising of the high-priced fruit products that the Rio Verde lands offer special advantages. Phoenix is 1085 feet above sea level, and these lands are from 200 to 500 feet higher. Their freedom from frost is proverbial. This frostlessness arises from three causes. The lands are protected from the northerly winds by the mountains and foothills to the north of them. The warm, bright winter sunshine, making the climate almost perpetual summer, stores during the daytime in the rocks and hills a bountiful reserve of heat, which, released at night and during the early morning hours, which is the only period there is danger from frost, tempers the surrounding atmosphere. The mountains on either side of the rivers make of the valleys an immense basin, of which the slopes are the sides and the river bed is the bottom. The cold air is heavier than that which is warmer, and naturally falls to the lower lands, while the strata of warmer air rise, bringing them to the level of the more elevated lands and raising the temperature there. These influences explain the difference of ten to twenty degrees between the temperature in the river bottoms and that near the foothills.

In the production of fruits there is no locality in the United States that equals, much less excels, this region.

The success of the Rio Verde Canal has opened to the man with the hoe and the plow 400,000 acres of land, to the fertility of which no portion of the Mississippi valley will compare, and it has also demonstrated that the problem of water storage, upon which the success of any irrigated country depends, has been solved, and in a very few years the influx of energy and capital will have vanquished the terror of the desert, and every cove and canyon will be embellished by the vineyard and field of growing grain.

For economic reasons the process of building will be carried out upon the two divisions of primary construction and subsequent enlargement and extension. When first constructed to the limit of extension prescribed by the present perfected surveys, the capacity of the canal will be 868 cubic feet per second, or 43,000 miner's inches, which it is proposed to enlarge until it will carry 2,000 cubic feet each second. On primary construction sufficient water will be stored to irrigate 250,000 acres of land; after the extension the capacity will be increased to 400,000 acres, with a reserve sufficient for any and all emergencies.

The foregoing statement of the enterprise makes the advantage of such a country apparent to the reader. The lands tributary to this canal, in connection with about 12,000 acres in the valley of the Verde, constitute a tract surrounding the present watered and settled portions

of the Salt river country on the northeast, north and west, from eight to fifteen miles in width. In quality these lands are admitted by all to be second to none in the United States. The method of acquiring these lands in small amounts, such as meet the needs of settlers, is simple and plainly laid down by the United States laws. Water rights are sold by the Rio Verde Canal Company at prices much lower than are customary in California, and with them it means "perpetual" in the broadest sense of the word, for the very simple reason that with the settlement of every foot under their canal the storage capacity will be sufficient to meet the demand. The Salt River valley is yet at an early stage in its development, and for this reason is able to offer opportunities for large profit upon a moderate investment, which cannot be found in an older community. Add to this a genial climate, a soil of the highest fertility, a residence in a compact community surrounded by flowers and fruits and ample breathing room, with all the advantages and none of the disadvantages of city life, and we have the proffer which this locality tenders to the world.

• What has been done once can be done again, and in a few years the rushing water will sing its song of prosperity through the willow-lined acequias as it once did; the happy home, in the shadow of the majestic, snow-crowned mountain will face the fields of ripening grain, the southern breezes gently sway the orchards of the orange and the olive, while the eye's horizon in every direction will be bounded by the grandeur of the mountains and the beauty of the plain, constituting to the lover of nature the perfect and ideal home. Then and then only the mission of the projectors of the Rio Verde Canal will have been fulfilled.

APPLY for INFORMATION ABOUT



THE GREAT SOUTHWEST.



WHERE last year farmers netted \$100 to \$200 per acre for fruit grown on land that can be duplicated to-day for \$30 per acre.

WHERE five tons of alfalfa hay, worth \$12 per ton, was grown on land, the like of which can be bought for \$15 per acre.

WHERE many other products, such as sweet potatoes, tomatoes and early vegetables netted as large and larger profits than fruit.

WHERE the summers are cool, the winters warm, cyclones unknown and malaria unheard of.

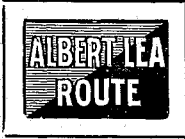
WHERE there is the best opening in the world for honest industry.

TO W. F. WHITE,

Passenger Traffic Manager. A., T. & S. F. R. R.

This railway passes through twelve states and territories, and having no lands of its own to sell has no object in advancing the interests of any special locality, or in giving any other than absolutely reliable information. It realizes that the prosperity of the farmers of the great Southwest means prosperity to itself also, and is thus naturally willing to aid the immigrant as much as possible.

MINNEAPOLIS & ST. LOUIS RY.



ACCOMMODATES
LOCAL TRAVEL
BETWEEN ♪ ♪

St. Paul or Mpls. and Watertown, S. D.
" " " Mankato, Minn.
" " " Waterville, "
" " " Waseca, "
" " " Albert Lea, "
" " " Forest City, Ia.
" " " Fort Dodge, "
" " " Dayton, "
" " " Angus, "
" " " Des Moines, "

THROUGH TRAINS
TO THE
EAST,
SOUTH
AND **WEST.**

Short and Only Dining Car
line to
ST. LOUIS,
HOT SPRINGS, ARK.
and the South.

[Best route to
CHICAGO and the **EAST,**
OMAHA, KANSAS CITY,
and the
WEST and **SOUTHWEST.**

THROUGH CARS
TO
CALIFORNIA

Personally Conducted
Excursions via the
"ALBERT LEA ROUTE"
AND
Rio Grande & So. Pacific Line.

Take advantage of
Through Tourist Cars

With First-class Accommodations at
Second-class Rates.

Berth rate through, only \$3.50.

Cars leave St. Paul at 9.50 a. m.
Minneapolis at . . . 10.25 a. m.
Every Thursday.

TICKET OFFICES:

ST. PAUL,
Corner Sixth and Robert Sts.,
(RYAN HOTEL.)
J. H. WHITAKER, AGENT.

DEPOT:
Broadway, foot of Fourth Street.
Terminus Cable Line.

MINNEAPOLIS,
No. 1 Nicollet House Block.
W. L. HATHAWAY, AGENT.

DEPOT:
Corner Washington and Fourth Aves.
North.

CHAS. M. PRATT, G. T. & P. A.