

FROM 'FRISCO.

Graphic Description of the New Southern Pacific Route.

Experiences of a Journey from San Francisco to Chicago.

Remarkably Pleasant Weather During the Entire Trip.

What Is Being Done in the Arizona Mines—Probability of Success.

Interesting Facts Concerning the Average New Town in New Mexico.

Outlays, Assassins, and Disreputable Women the Bulk of the Population.

Enterprising Chicago Drummers in the Advance Guard of Civilization.

The Country Through Which the Road Runs.

Alexander Delmar, formerly Director of the Bureau of Statistics, and for many years engaged in mining in California and Nevada, arrived yesterday in this city and is stopping at the Palmer House.

In an interview with a TRIBUNE reporter Mr. Delmar stated that he had just come through from California by

THE NEW OVERLAND ROUTE

via San Bernardino, Deming, San Marcial, and Kansas City to Chicago, making the trip, with out counting stoppages, in eight days. He started from San Francisco March 9, and reached San Bernardino, in Southern California, March 10. Here he laid over for six days, visiting certain gold mines in the vicinity, and started again on March 16, reaching Deming, the present passenger and freight terminus of the Southern Pacific Railroad, on the evening of March 18. At this point the Atchison, Topeka & Santa Fé Railroad also has its present working terminus, and this union of the two lines makes the new overland route. Starting again on the morning of the 19th, Mr. Delmar reached San Marcial, New Mexico, at night, and laid over for a train until the morning of the 20th, when he again started and proceeded without further stoppage until he reached Chicago yesterday morning. From Benson to Deming, on the Southern Pacific, and from Deming to San Marcial, on the Atchison, Topeka & Santa Fé, he traveled on construction trains. The remainder of the way was made in regular passenger-trains. He started eight days ahead, and arrived one day ahead of

THE FIRST THROUGH PASSENGER-TRAINS by the new route. Upon being requested to submit himself to the ordeal of an interview, Mr. Delmar bowed to the inevitable, and the following interesting conversation ensued:

"What is the condition of the Southern Pacific from San Francisco to Deming?" said the reporter.

"First-rate in every respect. Steel rails, red-wood ties, thorough ballasting, easy gradients, few curves, and good rolling-stock. Until the Southern Pacific is completed from San Francisco to Goschen, between which points there is a gap in the line of eighty miles, the route is from San Francisco to Goschen via Lathrop, on the Central Pacific. At Goschen you run on the Southern Pacific clear through to Deming. Indeed, you can go beyond Deming to within six miles of

EL PASO, IN TEXAS.

This is a little town on the Rio Grande, and opposite to El Paso in Mexico. The Texas town was formerly called Franklin, but has now taken the name of its Mexican neighbor, and in future will probably become a place of considerable importance. Here will centre the Southern Pacific, the Atchison, Topeka & Santa Fé, the El Paso & Guaymas extension of the latter, the Denver & Rio Grande, the extension of the latter to the City of Mexico, the Texas &

Pacific now building westward from Fort Worth, Tex., together with several other lines already projected, but not yet, like the others named, in actual course of construction."

"How was the weather on the road,—any snow? Any impediments to winter travel?"

"From San Francisco to San Bernardino the weather was delightful. The Sacramento Valley was flooded in places from the recent heavy rains. Near the summit of Tehachapi Pass there was a slight sprinkling of snow. Descending to the Vale of Los Angeles, the weather again became pleasant. Here, and at San Bernardino and Riverside, the orange-trees were laden with their golden fruit, and a fair was being held, at which oranges, lemons, and citrons of native growth, and of the largest size and richest flavor, were exhibited. The editors of the coast were there in force, picnicing on the ground, and

LOADING ONE ANOTHER WITH ORANGE GARLANDS

and fruit. Copious rains had fallen at San Bernardino; and, while the vale basked in a semi-tropical sun, the amphitheatre of mountains which surround it was covered with snow. From the Pass of San Geronimo to Fort Yuma is one continuous desert. Rains have fallen upon it recently, and the air was redolent of the sagebrush which forms its principal vegetation. The temperature was bracing, without being cold. Crossing the Colorado at Yuma, and following the Valley of the Gila until it rises into the uplands of Tucson, the temperature gradually lowered, but was never cold enough for an overcoat. Indeed, there was no snow on any part of the Southern Pacific Line. The first snow we met was on the Atchison, Topeka & Santa Fé."

"Is the Southern Pacific doing any trade south and east of San Bernardino?"

"Yes. It is supplying Arizona, Southern New Mexico, and the Northern States of Mexico with grain, produce, fruits, lumber, and mining machinery and stores. Vast quantities of railroad material are also being forwarded for the use of the line. I expect that the eastern roads now running towards El Paso will soon obtain red-wood ties and building material from California. It is much superior to white pine for these purposes. The return-freights are bullion and some little Mexican produce."

"What fuel does the line consume, and whence is it obtained?"

"Coal from San Francisco, whither it is fetched from numerous points. There is a fine bituminous coal mine in Cajon Pass, near San Bernardino, the mine being fifteen or twenty miles north from the line. A two-foot vein of bituminous has also been struck in the Santa Ana range of the Temescal Mountains, forty miles south of the line; but neither of these mines are developed."

"How are the Arizona mines showing up?"

"There are two large productive silver mines at Tombstone, four smaller ones which promise well, and

FOUR THOUSAND FIVE HUNDRED "CLAIMS," concerning the merits of which I have no positive information. The others I personally examined. Some five or six other good mines are to be found in other districts, but to every good mine there are at least 1,000 others which may prove to be valueless. Mining is a lottery in which the prizes are few but enormous. A single good mine will support an entire camp and make millionaires of the proprietors. A good deal of Eastern capital is being invested in these mines. Some of this will yield fabulous profits, but by far the most of it will be sunk."

"How is the Comstock Lode, Nevada, getting on? Any recent developments?"

"I have had no reason to change the prediction I made concerning the future of this lode

in my official report as Mining Commissioner to the Silver Commission. This was made in 1876. I then said the lode would practically "peter out" in the course of another year, and it did."

"How is the Grass Valley District?"

"The Idaho recently paid its

ONE HUNDRED AND SIXTY-SECOND DIVIDEND,

this time of \$7.50 or \$10 a share, I forget which. The Rocky Bar, Original Empire, Pittsburg, Allison's Ranch, and others are looking well. This district was deluged with water this winter, and the mines have been put to great trouble to pump it out. Grass Valley and Nevada City are amongst the most thriving camps in California. I was in both of them a month ago, and everything was 'hopping.'"

"What about the hydraulic mines?"

"They are the best properties in the State. I

THE CHICAGO TRIBUNE.

was recently in the neighborhood of the North Bloomfield, Hathaway, Quaker Hill, and other hydraulics on the Yuba and its tributaries. They all looked well. There is plenty of water this season, and the mines will make a good run. Last year the 'clean up' of California was \$18,000,000, of which over two thirds was from hydraulics. The great placers of the Mohave River, among the greatest and richest in the world, will soon be worked by the hydraulic process, and this will materially augment the production of gold. You seldom hear of the hydraulic mines. Their stocks are not offered in the market. There is not enough 'gamble' in them. They are too sure. Within a reasonable degree of accuracy you can calculate the cost of plant and running expenses and the yield per cubic yard of gravel beforehand. All you want for a good hydraulic mine is plenty of auriferous gravel, a sufficient 'dump,' and free water. Hydraulic stocks are usually held by conservative men with ample means. The mines are costly to open, but profitable and sure."

"How are things in California, generally?"

"Well, that's rather a comprehensive inquiry. Last year the wholesale and jobbing trade of San Francisco was remarkably good. Some districts of the State were never so prosperous before,—for example, San Bernardino, Riverside, and Los Angeles among the agricultural districts, and Grass Valley and Nevada City among the mining. The grain and provision trade was also good. The retail trade of San Francisco was bad, and all the dealers complained. They miss the enormous profits of past years. They also miss many rich customers. A number of our millionaires went East, and others removed their capital eastward, beyond the operation of the new Constitution. The effect of this measure has been to (at least temporarily) shift the onus of taxation from the country to the city, from the farms to the capitals invested in the industrial enterprises that centre in San Francisco. The anti-Chinese feeling remains unchanged, but the agitation has died out. Kearney still preaches every Sunday in the Sand-Lot, but his following has dwindled to very small numbers, whose enthusiasm has fallen to zero. Kearney, however, is still a power,—only it is

ALL STEAM AND NO ENGINE.

It lacks design, motive, function. It is a protest without a specification. Things generally are climbing down to hard-pan in California. We are getting down to bed-rock, where the gravel is less plentiful, but much richer. Real estate in San Francisco has been falling for several years, but it has touched bottom at last. Adolph Sutro has recently laid out a million or two in city property. One of the wealthy railroad men has also bought heavily. House rents are stiff, and, notwithstanding the exodus of some frightened millionaires and the erection of many new dwelling houses, it is hard to get a bedroom frame house in a respectable, salubrious, and convenient neighborhood for less than \$1,000 a year. Interest on real estate loans ranges from 6 to 10 per cent per annum. Mechanic wages are from \$2 to \$4 per day; domestic servants generally earn from \$15 to \$30 a month. The cost of living is about the same as in Chicago."

"Now, having finished California and the Southern Pacific to Deming, would you mind giving me sketch of the Atchison, Topeka & Santa Fé Railroad? Suppose we begin with Deming. Where is it? What kind of a town is it? Are there accommodations there for through passengers by California by the new overland route?"

DEMING, NEW MEXICO.

"Deming is the name given to a very recently established station on the Southern Pacific Railroad. It is at the point where, according to the maps, the Rio Mimbres crosses that line; but in point of fact there is no river there. The Mimbres sinks into the sand some miles north of Deming. The town consists of a dozen or two of clap-board shanties and tents and about fifty freight, passenger, and construction cars of the Southern Pacific and Atchison, Topeka & Santa Fé Railroads, which roads here come together, but do not as yet cross one another. There is no station-house; there is no hotel; there is no safe place to sleep in, except the cars; and even these are exposed to molestation by the cutthroats and ruffians who have made this place their headquarters. They are variously known as "cow-boys," "holy-terrors," and "hell's angels." They are armed like pirates, with pistol and bowie-knife, and a belt of cartridges around their waists. They shoot all day and all night,—shoot at marks, at travelers, at the laborers on the railroads, and at one another. They amuse themselves by compelling every unguarded person to "throw up his hands," and enrich themselves by robbing them in broad daylight. During the night I slept at Deming a perfect fusillade was kept up in the vicinity. Of course all this will disappear in the course of a few weeks. Station-houses, hotels, restaurants, and a local police will be provided by the railroads; but at present Deming is perhaps

THE WORST PLACE OF ITS SIZE ON THE CONTINENT."

"Now, about the Atchison, Topeka, & Santa Fé Road. How is it constructed?"

"It has but a single line of rails all the way from Deming to Kansas City. For the most part these rails are of iron, only a small portion being of steel. The ties are of Colorado pine, rough hewn and hard to fit, either to the road-bed or the rails. The road-bed has been much

more difficult to construct than the Southern Pacific, south of the Tebachi Mountains. The latter has few cuttings or fillings, the former has many of them, even before it reaches the Raton Range. The Southern Pacific has been enabled to stick to the natural grade, and all of the road-bed is solid at the outset. The Atchison, Topeka & Santa Fé has been obliged to make many fillings, and the road will yet settle in many places. Around the bluffs south of San Marcial and east of the Rio Grande the work is very heavy, and the line is much exposed to slides of lava and sand. In the Valley of the Pecos the curves are very numerous and very short, so that fast running at this point would be dangerous. In the Raton Mountains the cutting is very heavy and the tunneling long. Here the grade is over 200 feet to the mile, the heaviest on the continent. A powerful engine is employed at each end of the train to urge it over the Pass and avert the danger of the couplings breaking. I think the work at the Raton Pass and in the Pecos Valley will have to be done over. It is bad engineering. Neither the extraordinary grade of the one nor the sharp curves of the other are necessary. For the most part the road is well ballasted. The Rio Grande at the Town of Rincon is crossed by a splendid iron truss bridge.

THE ROLLING-STOCK

of the road is simply superb; plenty of it, and all of first-rate quality, whether passenger, freight, or construction cars. The Southern Pacific gets its water by constructing artesian wells all along the line; the Atchison, Topeka & Santa Fé has been less successful in this respect, and has to haul a great deal of water to supply its tanks. The latter, by the way, are much superior to anything of the sort on the Central or Southern Pacific lines. They are both larger and more ornamental."

"Were there any impediments to travel on this line?"

"There was no snow to speak of until we scaled the Raton Pass. Here there was considerable; but the line was kept clear. The real impediments to travel on this line arise from the character of the men who have filled the new towns created by the railroad. Instead of running to the old Mexican towns, which are numerous enough, the road has created a series of new ones, sometimes near the old ones, sometimes far away. In doing this it acted in the most arbitrary manner and, as at Las Vegas and perhaps other places, induced the inhabitants to contribute money as a consideration to locate the stations at certain points. It was charged, though I know not with what truth, that after obtaining such contributions the road acted as it pleased, and without regard to the bargains made. I dare say, much of this talk was without warrant in fact, and merely arises from disappointment. However this may be, the new towns are filled with the vilest classes on earth. Murder is an every-day pastime to them. They follow the pay-cars; they murder paid-off hands; they wrecked a train recently near San Marcial, and still more recently murdered a conductor at Las Vegas. These new towns are filled with

ASSASINS AND HARLOTS,

and wo betide the train-hand or passenger who wanders beyond the immediate protection of the line; and even this amounts to little. The practical impediments to travel on the Atchison, Topeka & Santa Fé arise out of the lawless and desperate character of the wretches who people its newly-made towns. The Indians are peaceable, the Mexicans are inoffensive, but the people of the new camps are the vilest and most dangerous on earth. They will have to be all killed off or driven away before this road will be safe to travel over. The managers seem to be aware of this, and are using every exertion to clean them out. A few months' time will suffice for this; but meanwhile great mischief is to be apprehended."

"What trade is the road doing?"

"It is chiefly engaged in hauling its own immense supplies to the front,—that is, its front at Deming, its front at El Paso, and its front at Fort Wingate. Eastern manufactures, including mining and farming implements, carriages, and groceries, are also being shipped South.

THE CHICAGO DRUMMER

is in the advance, and fearlessly penetrates the worst of places in search of trade. There is a degree of courage and enterprise about these men that should put our Pacific Slope merchants to the blush. Even the 'peanut butcher' was on the war-path, and Chicago papers are sold down the line almost to San Marcial. The road has erected excellent restaurants, all along

the line near the platforms of the stations, and, for example, as good a meal can be got at Las Vegas as in Chicago, and at as reasonable a price. In this respect, as in others, the management of the road displays great energy and good taste."

"What fuel is employed for power?"

"Coal. Bituminous coal from Trinidad, Colo., is sold at retail in Las Vegas for \$6.50 per ton. Excellent free-burning anthracite is obtained on the south side of Galisteo Creek, opposite the Cerillas bituminous coal-mines. This anthracite is sold at retail in Las Vegas for \$12 per ton. The Cerillas bituminous coal is that which, I believe, is mostly used by the road,—though of this I am not sure."

"How far has the Atchison, Topeka & Santa Fé actually progressed toward Mexico on the South and California on the West?"

"The road is graded from the junction at the Town of Rincon, on the Rio Grande, to El Paso. The rails are laid for a distance of seven miles southward from the Town of Rincon. It will be completed to El Paso in six weeks. Near El Paso the road winds round the base of steep bluffs



FRIDAY, MARCH 25, 1881—

which descend to the river. This pass affords the most economical way of reaching El Paso. The Atchison, Topeka & Santa Fé occupied it first, and have thus far kept the Southern Pacific, who had first surveyed it, from getting into El Paso; but an understanding has been arrived at between the roads, and the grading through the pass is now being widened so as to admit of both lines going through. This information was obtained from one of the grade-contractors, and, if authentic, both lines will be in El Paso by the 1st of May."

ANOTHER LINE TO CALIFORNIA.

"From Albuquerque westward through Arizona towards the Colorado River the rails are actually laid nine miles beyond Fort Wingate. This I got from a grade-contractor who had recently returned from the west front. He said the road was being constructed at the rate of two miles a day; that it would cross the Mohave Desert and enter California by the Cajon Pass, near San Bernardino. There it would cross the Southern Pacific Line and make its way through the valleys of the Coast Range to the City of San Francisco. The projected branch line to San Diego appears to be abandoned for the present. The real objective point is San Francisco."

"What about the mooted line from El Paso or Deming to Guaymas?"

"Some fifty miles of road have been constructed northward and eastward from Guaymas, but I was informed that there was a hitch in its further progress. The Mexican Government has refused to permit the road to construct railroad towns at pleasure. It insists upon the road being run between the towns already established. It refuses to permit the owners of real estate in the existing towns to be impoverished, and a new set of men—and foreigners at that—to be enriched at their expense. This has given a check not only to the Atchison, Topeka & Santa Fé Extension, but also to the Denver & Rio Grande Narrow Gauge Railroad, which is proposed to be constructed through El Paso southward to the heart of Mexico. I cannot vouch for the exactness of this information, which was picked up along the line, but

I DARE SAY IT IS CORRECT ENOUGH.

However this may be, I presume that amicable arrangements will be made eventually. Meanwhile the Northern States of Mexico will have to depend upon the Southern Pacific Railroad for an outlet to the North and to the two oceans."

"What are the natural resources of the regions traversed by the Atchison, Topeka & Santa Fé?"

"Chiefly mining. The country consists mainly of high table-lands interspersed with short ranges of mountains with a general course of north and south. These table-lands are often strewn with lava-beds for many miles; elsewhere they are sandy and sterile; but to a large extent they yield an abundance of excellent buffalo-grass, and would make good pasture ground if water could be obtained. Even the dreaded *Jornado del Muerto*, or Journey of Death, is well