

RAILROAD TRANSPORTATION THROUGH PRESCOTT

THE PRESCOTT AND ARIZONA CENTRAL RAILROAD

BY LUCILE ANDERSON

The history of Prescott is closely bound up with that of the near-by mines. These mines were responsible for the choice of Prescott as the first territorial capital; their gold, silver, and copper brought wealth to her citizens, and one of these mines, the United Verde, was responsible for the construction of her first railroad.

The United Verde claim was located in 1877. The old prospectors have told many picturesque yarns of the days when it was just a prospect.¹ Eventually it was bought by Governor Frederick A. Tritle, and he started its development. In 1882 F. F. Thomas visited the region and, believing that he saw great possibilities for future development, obtained an option on the mine. He went east for capital and in 1883 he organized the United Verde Copper Company with James A. McDonald as president and Eugene Jerome as secretary and treasurer. He returned to the territory and soon a 50-ton furnace was installed and work begun on a large scale. The town of Jerome was laid out near the mine.

But when copper went down to 7 cents a pound the mine could not meet expenses, especially since freighting to the Atlantic and Pacific Railroad by fourteen-mule teams from a mine which could hardly have been in a more inaccessible region had to be included in production costs. At one time the miners threatened to destroy the works because they had not been paid. Even with men of considerable money and

¹ One old prospector claimed to have sold it for a burro; another for a quarter of venison; another for a one-eyed mule; still another for a few plugs of tobacco. From George W. James, *Arizona the Wonderland*, p. 195.

influence in its organization the mining company was in a very difficult position. Something had to be done to lower expenses if the stockholders were to reap the golden harvest they had been led to expect. The most feasible "something" seemed to be a railroad so located as to cheapen transportation on coke and copper bullion. A railroad from the Atlantic and Pacific to Prescott would not be the most satisfactory solution of the problem, but the haul to the proposed road would be only about one third what it then was. Besides it seemed to be the plan most likely to succeed.

It was realized that roads were seldom built by local capital, but the promoters hoped that a local organization might interest eastern capitalists and also obtain beneficial legislation. On May 10, 1884, the Central Arizona Railroad Company was organized at Prescott² largely through the activities of Governor Tritle. This company caused surveys to be made, had the country mapped, and otherwise gathered information which would be of material value in constructing the hoped-for road. In fact it claimed to have expended from \$6,000 to \$8,000 in this work.³ Governor Tritle had donated more than anyone else to this fund, but Bashford, Head, Ellis, Butler, and Buham had also contributed. They hoped, of course, to be reimbursed for these expenditures when the road was built.

The company instigated the railroad meeting held in Prescott, February 26, 1885, in which the subsidy question was discussed.⁴ Company members told that group that a road from Prescott to the Atlantic and Pacific would have at least a \$300,000 business the first year and double that the second. This trade would be in bringing in groceries, provisions, mining machinery, coke, coal, and various other sorts of supplies. It would take out ore, bullion, beef, mutton, wool, and hides. Thus an appeal was made for the support of stockmen and merchants as well as mine operators.

² *History of Arizona Territory with Illustrations*, p. 253.

³ *Prescott Weekly Courier*, June 12, 1885.

⁴ *Weekly Arizona Miner*, February 27, 1885.

Some opposition to railroad legislation was encountered. It was suggested by some that any subsidy bill should leave the question to a vote of the taxpayers since the legislature had no right to impose tax burdens on the people of a county without the consent of the taxpayers.⁵ The members of the Central Arizona Railroad Company opposed having the subsidy granted subject to such a plebiscite. These company members knew that the people had been told that the road was most needed by the owners of mines who required it in order to work their deposits cheaply and expeditiously. The stock raisers, freighters, and farmers had been shown how they could do very nicely without a road even though some of them would derive profit from it.⁶ Everything considered, a popular vote was something to be avoided. On the other hand the company suggested that the road would probably cost \$15,000 per mile while some of it would cost six times as much as the paltry subsidy suggested. Those most interested in railroad construction feared the meeting was not considering a subsidy large enough to influence eastern financiers.

After several hours of heated discussion it was decided that Yavapai legislative members might sponsor a bill in the coming session which would provide a \$4,000 bonus for a standard or \$3,000 for a narrow-gauge road. Influenced perhaps by the Pima difficulty over railroad bonds⁷ the meeting voted that the bill should be drawn so that no bonds should be issued till the proposed road was completed and in active operation.

The territorial legislature of 1885 was referred to by journalists and historians in a variety of ways, most commonly perhaps as the "thieving thirteenth." The charges of extravagance and graft brought against it were not without considerable foundation.⁸ There were at that time twelve members in the council and twenty-four in the house. There were only ten counties at that time, but the northern

⁵ *Prescott Weekly Courier*, January 23, 1885.

⁶ *Loc. cit.*

⁷ Construction stopped on the Tucson narrow gauge as soon as the bonds were received.

and southern districts each elected a member, making the twelve for the council. When the legislature convened a caucus was held in which seven of the council decided to hold together on all important legislation and to allow nothing that would interfere with their respective interests. The southern district under the control of the Southern Pacific stood for no antirailroad legislation; Yavapai and the northern representatives were pledged to no removal of the capital; Mohave wished anti-Mormon legislation; Yuma came in on no removal of the penitentiary; Cochise wanted no county division; and the other county for a cause not now remembered.⁹ The house was not quite so well controlled. Still as the session continued, favors were handed out in turn to all the counties. To Phoenix was given \$100,000 for an insane asylum; to Tempe, \$5,000 for a normal school; to Yuma generous appropriations for the penitentiary; to Pinal county \$12,000 for a bridge; Pima county wished the capital but was forced to be content with a university; to Yavapai and Maricopa counties was given authorization to grant bonds to railroads.¹⁰

Needless to say not all the citizens of the territory nor all the legislators themselves were happy concerning these moves. However, Governor Tritle was evidently in complete sympathy with the policies of the Thirteenth Legislature. In an address to the twelfth assembly he had said: "The withholding of the use of public money is not always a proper economy. The expenditure made to give the people increased comforts and greater conveniences and which enable them to acquire wealth more rapidly is always proper legislation."¹¹

⁸ ". . . extravagant with funds collected and to be collected, still it was for public institutions and much needed reforms. They were cursed by the press yet later generations have been able to soften their recklessness by the splendid, far reaching results which they obtained."² R. E. Sloan, *History of Arizona*, Vol. II, p. 48.

⁹ James, *op. cit.*, p. 225.

¹⁰ *Ibid.*, p. 226.

¹¹ *Arizona Journal-Miner*, March 11, 1886.

Governor Tritle also showed his approval of the north and south railroad legislation when in 1885 he wrote:

I would suggest for the consideration of Congress that the government aid in the construction of these roads by granting to the companies constructing them such of the public lands as are available for this purpose within reasonable boundary limits along the lines proposed. . . .¹²

Mr. Ainsworth, president of the council, introduced bill Number 81, an "act to aid in the construction of a railroad in Yavapai County," and it was passed March 12, the final day of the session.

This act required that payment be made at the rate of \$3,000 per mile for a narrow-gauge road of not less gauge than 36 inches or at the rate of \$4,000 per mile for a standard-gauge road. The bonds would bear 7 per cent interest and would run for thirty years. The road must be completed to Prescott by January 1, 1887, although the company could take its own time from there on south.

This act provided that any person or corporation who had completed 10 miles of this road should apply to the Board of Supervisors for the county bonds. After the board had inspected the completed unit, it was to issue and deliver the bonds with the exception of \$1,000 per mile which was to be retained until the city of Prescott was reached.¹³ Thus the desires of Yavapai taxpayers as suggested in the railroad meeting were partially complied with. And whenever and as often as 10 miles more along the route were completed these proceedings were to be duplicated.

Because the Central Arizona Railroad Company had maps worked out for a road so routed as best to serve the interests of its members, the subsidy act rather definitely described the route to be followed:

Commencing at a point on the line of the Atlantic and Pacific Railway at or near Chino station in said Yavapai County, Arizona Territory, and running thence by the most practicable route to the city of Prescott in said county, thence south from the city of Prescott by the most prac-

¹² F. A. Tritle, *Report of the Governor of Arizona to the Secretary of the Interior*, 1885, p. 18.

¹³ Arizona Session Laws of the 13th Legislative Assembly, 1885, Act. 81, Sec. 81, p. 195.

ticable route, crossing the Hassayampa River, as near as practicable, or by the head of Turkey Creek and Battle Flat. . . .¹⁴

The description of this route shows that the framers of the act planned that this road should join the Maricopa County road, also provided for by the Thirteenth Legislature at the county line, thus forming a continuous road from Prescott to Phoenix. It also indicates that company members were interested in mines southwest of Prescott.

Those interested in railroad construction in Maricopa County were divided into two rival camps. One company had been formed with the approval of the Southern Pacific Company which wished county aid in the construction of a road from Phoenix south to Maricopa, located on the main line of the Southern Pacific. Another group favored building north from Phoenix to join the Yavapai County line which was to be built south through Prescott from the Atlantic and Pacific.

The legislative members from Maricopa County were also divided in their allegiance. Representative Porter worked for the Maricopa and Phoenix road. Representative Armstrong seems to have wavered between the two plans while Councilman Todd worked consistently with the Yavapai members for the subsidy which would make possible a railroad connecting the two county-seat towns. It was he who introduced an "act to aid in the construction of a certain railroad in Maricopa county." This bill provided for a \$3,000-per-mile subsidy for a standard gauge road to the northern boundary of Maricopa somewhere in the vicinity of Wickenburg along the most practicable route.

DeForest Porter gained possession of this bill because his constituents were opposed to it.¹⁵ He created a scene in the house by refusing to produce it. Then he absented himself from the house while the battle raged. As the last day of the session had arrived the doorkeeper was sent to bring Mr. Porter before the bar of the house but that gentleman soon reported that the representative from Maricopa was too ill

¹⁴ *Ibid.*, Sec. 2, p. 195.

¹⁵ James H. McClintock, *Arizona the Youngest State*, Vol. II, p. 334.

to attend.¹⁶ As the bill could not be located a substitute measure was rushed through both council and house in the closing hours of the session.

Porter had been largely instrumental in pushing through an "act to aid in the construction of a certain railroad between the city of Phoenix and the Southern Pacific Railroad."¹⁷ This act was not subject to a referendum of the county taxpayers as was the other Maricopa County bill mentioned above. Though it contained a time limit for the completion of the road it provided liberally for exemptions of time caused by delays, should the United States government be slow in granting permission to cross the Indian reservations or should suits started in the county delay construction. Then, as the lobby back of this bill were afraid that the county supervisors might not carry out their part in the transaction, a supplementary act was rushed through on the final day of the session providing for a board of railroad commissioners authorized to act for the county supervisors in case they procrastinated too long.¹⁸ The Maricopa and Phoenix company, which later proved to be dominated by the Southern Pacific had succeeded in procuring what seemed to be fool-proof legislation.

It was not only the fact that they favored the Maricopa and Phoenix road which led the Southern Pacific interests to oppose the subsidizing of a road north from Phoenix. They had no wish to be brought into competition with the Atlantic and Pacific. Before the legislature met, the people in southern Maricopa County were told by newspapers friendly to the organization planning to build south that a railroad north was entirely out of the question. Ten thousand dollars a mile or \$2,000,000 would not be sufficient to build it, to say nothing of the rolling stock and cost of maintenance.¹⁹ The people were further asked to believe

¹⁶ *Arizona Journal of the 13th Legislative Assembly*, 1885, March 12, p. 961.

¹⁷ This act carried a \$200,000 subsidy to a specified company.

¹⁸ *Arizona Session Laws of the 13th Legislative Assembly*, 1885, Act. 78, Sec. 1, p. 184.

¹⁹ *Weekly Phoenix Miner*, February 12, 1885.

that one freight train in three months could easily carry all the freight in and out that could be used or produced in the entire section. A local road built through such a barren, mountainous country would never pay. The people of Maricopa should not be led astray by such a visionary scheme but should work for a road to the Southern Pacific and so gain a road that would do them some good.

Since the advocates of the road north were promising that their road would bring lower freight rates to the Salt River Valley, President Crocker announced a cut in fares and freight rates on the Southern Pacific. Then he promised that his company would again go into the matter of freights and rates in so far as the Salt River Valley and Maricopa County were concerned. By July he was able to announce a 20 per cent reduction on all freight from San Francisco to Maricopa, Tucson, and Benson.²⁰

Of the three bills under discussion—a road to Yavapai from the Atlantic and Pacific south to the county line, a road from Maricopa to Phoenix, and a road from Phoenix to the northern line of Maricopa County—that for the road from Phoenix to the northern Maricopa line was the only one which provided that the bonds could not be issued without the consent of the people expressed in a special election. The Board of Supervisors were to call the special election within ninety days after the passage of the act. In the notice of the election the people were to be told the exact amount of the bonds and the terms under which they would be issued.²¹ But the opponents of the bill—that is, those interested in building south—were afraid to trust the question to a vote of the people. As one newspaper editorial put it: “Whenever a group of citizens are about evenly divided, and a third party is really interested, a little graft puts it over. And anyway voting is not fair since it allows the riff-raff to decide the question!”²² The supervisors were persuaded not to call an election within the ninety days stipu-

²⁰ *Ibid.*, May 14, 1885.

²¹ Arizona Session Laws of the 13th Legislative Assembly, 1885, Act 96, Sec. 9, p. 264.

²² *Weekly Phoenix Miner*, February 12, 1885.

lated in the act, and so the proposition was retired to the background for some four years. Then it was brought forward in an attempt to show Congress why a railroad subsidy in Maricopa County would not be affected by the Harrison Act.²³ This act was, to quote its official title, "an act to prohibit the passage of local or special laws in the territory of the United States to limit territorial indebtedness and for other purposes."

Although a group of home speculators were nursing the scheme it was understood that local capital could not construct the road. Several companies were rumored to be considering the proposition, but by June the field had narrowed down to two groups of capitalists who seem to have divided the support of Yavapai citizens rather evenly.

One group was known as the Minneapolis syndicate. Wilson and Hamilton, wealthy Minnesota men, came to Prescott early in June of 1885 to inspect the country for the railroad.²⁴ N. C. Murphy and Dr. F. K. Ainsworth met them at the railroad and escorted them to Prescott. A company, the Arizona Central, was organized with a capital of \$3,300,000 to build a railroad 120 miles in length.²⁵ This group planned to construct a narrow gauge road, and they also planned on a branch to Jerome. Many objected to this plan because it would necessitate reloading of freight before it could be shipped over the standard gauge tracks of the Atlantic and Pacific. Within a week a second company was organized, the Central Arizona, with a capital of \$1,875,000.²⁶ This group came out strong for a standard gauge, and it backed T. S. Bullock who in turn was backed by New York capitalists. This group was sometimes referred to as the New York syndicate. By way of strengthening his posi-

²³ United States Revised Statutes, 1889.

²⁴ *Prescott Weekly Courier*, June 5, 1885.

²⁵ The incorporators and directors were Major C. M. Wilson and George F. Hamilton of Minneapolis; N. O. Murphy, H. M. Van Armen, F. K. Ainsworth, N. Ellis, Calwater, Beas, and Carpenter of Prescott. *Prescott Weekly Courier*, June 12, 1885.

²⁶ This road had on its board of directors C. P. Head, L. Bashford, H. Richards, A. Eaff, C. W. Beard, A. J. Butler, and W. N. Kelly.

tion Bullock at once put some twenty men to work on construction. He offered the old Arizona Central Company \$5,000 in first mortgage bonds for its maps, books, and other supplies, but the offer was rejected as insufficient. As some of the original company favored the Minneapolis and some the New York group it was decided that these aids should be made accessible for purposes of information to any earnest company who would in good faith commence the construction of a road, suggesting, however, that when the first 10 miles was completed the builders could if they saw fit pay the original company what had been expended.²⁷ Bullock claimed that he had never been able to use these helps as it had been a matter of "first come, first served," with the Minneapolis group.

Wilson and Hamilton also had a group in the field working on a survey. Soon they were ready to file a profile of the first 10 miles but were informed that this was not permissible until 20 miles of survey were completed. Meanwhile Bullock's men were complaining that this group of rival workmen were deliberately zigzagging a course back and forth across their line of construction to such extent as to seriously impede progress. They even went so far as to ask to be supplied with guns and ammunition with which to drive away these tormentors.²⁸ Throughout the struggle Bullock had the advantage of the backing of the Atlantic and Pacific people.

Meanwhile the struggle between the two companies for the right to build this particular 70 miles of road had attracted the attention of transcontinental railway companies of the east. Officials in these companies decided that there must be enough profit in the road for both the promoters of the road and themselves. They planned to get their share by increasing freight rates on supplies needed in the construction of the new road. The Atchison, Topeka, and Santa Fe Company had promised some two years before to haul iron and other necessary supplies at a very low rate.

²⁷ *Prescott Weekly Courier*, June 12, 1885.

²⁸ *Arizona Weekly Miner*, July 3, 1885.

Since that time it had gone into a pool and rates had been raised. Officials of the Santa Fe Company explained that owing to their agreements with other roads they were barred from giving the projectors of the proposed Prescott branch the lower rates. The question was a serious one as it made a difference of at least \$100,000 in the cost of the road.²⁹ They "advised" Bullock to unite with his opponents. On July 16 Colonel Nutt of the Atlantic and Pacific notified Governor Tritle that the consolidation of the Bullock and Minnesota syndicates had actually taken place.³⁰ Whatever the nature of this consolidation may have been the names of the Minneapolis capitalists do not appear again in the story.

Some difficulty was experienced before the new organization could reach an agreement with the railroad companies of Prescott. At last in November the board of the Arizona Central was reorganized. Ellis, Carpenter, and Murphy resigned, while Tritle, Butler, and Kelly were elected to fill their places.³¹ The new board of directors proceeded immediately to acquire all right of way to which they were entitled by law from the United States and from the Atlantic and Pacific Railroad Company.

Bullock³² bound himself to complete the first 10 miles by May 1, 1886, and to be in Prescott January 1, 1887. In return the company was to issue and deliver to him \$775,000 in first mortgage bonds, \$775,000 in second mortgage income bonds, thirty-three thousand shares of the entire capital stock, and a contract to deliver to him when received by the company \$4,000 per mile of the bonds of Yavapai

²⁹ *Prescott Weekly Courier*, September 11, 1885.

³⁰ *Ibid.*, July 17, 1885.

³¹ *Ibid.*, November 27, 1885.

³² Thomas Seaman Bullock came to Arizona from Indiana as a mining prospector. He became a railroad builder and received financial backing from Seligman and Company, a banking firm in New York City. He was only thirty-two at the time he built the Prescott and Arizona Central. He later built the Monterey and Mexican Gulf Railway and several others. Considered by some to be a fly-by-night promoter, yet the majority of Prescott's citizens seemed to have felt that he never had a square deal.

County.³³ At the annual meeting of the stockholders held November 5, 1886, of the thirty-three thousand shares Bullock represented thirty thousand one hundred.

Opposition over freight rates lasted so long that Prescott citizens began to wonder if the Santa Fe wished to build the road itself; if so they were ready to grant them the subsidy. A committee was chosen to go to Topeka, or if necessary to Boston, to find out what the difficulty that stood in the way of construction really was. However the trouble was ironed out with the assistance of President Nutt of the Atlantic and Pacific. The Santa Fe and other transcontinental companies agreed to take mortgage bonds in payment of charges for freight over their roads on the condition that the capital stock be reduced from thirty-three thousand to twelve thousand shares.³⁴ This reduction was voted at once by the Arizona Central Company.

E. M. Jerome, secretary and treasurer of the United Verde Copper Company, was elected president of the new company. The vice president was ex-Governor Tritle who had resigned his political office when a Democratic administration came into power in Washington. After his resignation he engaged himself in assisting to negotiate the county and railroad bonds. His acquaintanceship with such men as General Strong, President of the Atchison, Topeka, and Santa Fe; General Winslow, President of the St. Louis and San Francisco; and Colonel H. C. Nutt, President of the Atlantic and Pacific, with whom Tritle had once carried on a land business in Des Moines, Iowa, made him of considerable assistance.³⁵

³³ *Arizona Journal-Miner*, November 6, 1886.

³⁴ *Prescott Weekly Courier*, November 12, 1886.

³⁵ The board of directors included E. Bashford, Prescott merchant; W. E. Hazeltine, Cashier of the Bank of Arizona where the finances of the road were handled and a man personally identified with the mining interests of the region; Governor Tritle; E. M. Jerome of New York City; W. N. Kelly and F. J. Butler, businessmen of Prescott; George Manchester of Boston, representing the Atchison, Topeka, and Santa Fe; Colonel Nutt, representing the Atlantic and Pacific; and Edgar Smith of Williams, Arizona, representing the St. Louis and South Eastern.

Railroad construction did not begin until well into July, 1886. Bullock, assisted by company members, exerted his best efforts toward consummating arrangements for its construction. W. N. Kelly and other company members had been able to iron out the major difficulties growing out of the struggle between the two groups for control, but two obstacles to progress remained.

One was the opposition, some secret, some open, of certain ranchmen who had become wealthy, or hoped to do so, by utilizing the resources of the country. These cattlemen feared that the railroad would bring in settlers. They knew that these settlers would take up the fertile valley lands first; that they would confine the springs and inclose the pastures;³⁶ and that they would, no doubt, fence their lands with barbed wire, a type of fencing that was just becoming popular and which the ranchmen still considered a dangerous nuisance which should be legislated out of existence.

The second and greater obstacle was that there had been a falling off of confidence in territorial bonds in the eastern money markets. This led, of course, to some difficulty in arranging the finances of the new road since these finances were to come from the sale of county and railroad bonds to eastern capitalists. Upon the electoral victory of the Democrats in 1885, Governor Tritle resigned and a Democratic governor, Zulick, was appointed by Cleveland for the territory. Arriving as he did when the stories of the Thirteenth Legislature's freehanded appropriations of funds collected and funds hoped for were still common topics of conversation and of unfavorable press criticism, it is not surprising that Governor Zulick accused the preceding administration with reckless extravagance. He reported that taxes were excessively high in the territory and that the debt had been unwisely increased by special legislation.

The calling of the attention of Congress to the situation brought about the Harrison inquiry into territorial finances, and the attention of the Associated Press was directed to the

³⁶ *Prescott Weekly Courier*, December 17, 1886.

alleged condition of bankruptcy existing in the territory.³⁷ Territorial bonds which had been in demand at a premium were no longer desired by investors, even at a considerable discount.

It was at this time that the Harrison Act limiting territorial indebtedness and forbidding special legislation in territorial legislatures was passed. Although the Harrison Act was in later years the basis for a great deal of contention over the validity of these bonds, at this time no one seems to have seriously questioned the validity of the Yavapai bond issue. However some Democratic papers did suggest that Congress intervene and annul acts of the Thirteenth Legislature whereby the expenses of the territorial government were increased without adequate benefits.

The difficulties caused by this unpleasant publicity had the effect of drawing the various groups in Prescott more closely together. Citizens there had decided that the Prescott and Arizona Central was their only hope for a railroad, and so they wished to do all in their power to arouse confidence in the county bonds. A large number of citizens issued a formal, signed statement to the railroad company on the twenty-eighth of November, 1885, in which they pledged themselves to purchase county bonds at least to the value of \$75,000, and they attached affidavits that they were respectively worth twice the amount of the value of the bonds which they promised to purchase. To this they further added certified copies of their respective assessments. They promised to place no obstacles in the way of the Board of Supervisors in the issuance of the bonds. Then in an effort to still further intensify their conviction that the bonds were good investments for outsiders, they added the following pledge to the statement:

That we will by our moral suasion and personal influence at all times, uphold and maintain the said bonds, issued under said act, and the legality thereof, and of their issuance, and of the right of the railroad company to have and receive the same.³⁸

³⁷ *Arizona Journal-Miner*, November 11, 1886.

³⁸ Wilson Papers.

General Manager, D. B. Robinson, of the Atlantic and Pacific announced that Prescott Junction, 10 miles east of Chino Station, would be opened as a regular billing station on July 12, 1886. Actual construction began in a few days. By November first the fourth 10-mile section had been completed, accepted, and the bonds issued.

Between August 4, 1886, and December 31, 1886, the county of Yavapai issued 292 bonds of the par value of \$292,000 payable to the Prescott and Arizona Central Railway Company.³⁹ These bonds were taken east. There, backed by the unqualified endorsement of the group which would ultimately have to pay them, they were sold for a valuable consideration. Two hundred and three bonds were purchased by Kitchen and Company of New York City, who received interest on the same regularly until January 1, 1894.

After the construction work had begun Bullock stated that he could not complete the road unless Prescott citizens would buy up a considerable number of first mortgage bonds at par. The opposition claimed that Bullock had demanded the purchase of \$50,000 in bonds and later they stated that over \$45,000 was actually contributed in bonds and services. His friends insisted however that Bullock received only \$17,000 from this source. By 1889 these bonds could have been purchased from the original investors for 40 cents on the dollar. The road did issue its own bonds to the amount of \$750,000. These were floated but a second issue of the same amount was never realized on.⁴⁰

The iron used on the road was much lighter than that used by the main roads. Much of it was second-hand material purchased from the Atlantic and Pacific. That company had purchased it to use for side tracks but had found

³⁹ Dates of bond issues, from *Arizona Report of State Treasurer, 1922*, p. 114:

Aug. 4, 1886	\$30,000	Dec. 1, 1886.....	\$30,000
Sept. 20, 1886.....	30,000	Dec. 14, 1886.....	30,000
Oct. 11, 1886.....	30,000	Dec. 24, 1886.....	30,000
Nov. 4, 1886.....	30,000	Dec. 31, 1886.....	82,000

⁴⁰ McClintock, *op. cit.*, Vol. I, p. 300.

it too light and had replaced it by heavier iron. Fewer ties (about one fourth) were used than on the trunk-line roads.⁴¹ The rolling stock was antique, and the major portion of it was only leased from other companies. However, though the road was not first class it compared very favorably with the contemporary branch lines of its time.⁴²

A few days before the road was to be completed the two locomotives of the company were disabled by unknown vandals. The *Tritle* had her pipes blown out and the *Has-sayampa* had oil poured on her cab and was then set on fire.⁴³ All of her woodwork was burned. This left Mr. Bullock without any engine, the work of construction was stopped and the mails delayed. But for this the road would have been completed several days earlier. An engine was borrowed from the Atlantic and Pacific to complete construction and draw the first train into Prescott.

The road was completed by January 1, 1887. Governor Zulick drove the last spike, gilded for the occasion, into the final tie, which was painted with stripes of red and white in honor of the gala day. Civic societies, the troops from Fort Whipple, fire companies, and all the citizens for miles around gathered to give the largest celebration ever witnessed to date in Prescott. The honorable Sumer Howard, Governor Zulick, and several others spoke. Bullock when called upon for a speech said briefly that he had promised them a railroad, and now they had it!

By the close of February the station agent at Prescott was able to report an average daily shipment of one load of freight and an average daily arrival of two carloads.

The completion of the road was accompanied by a mining boom in the various mining regions in Yavapai. Naturally those interested in mines south of Prescott wished the railroad advantages extended to them. However by the terms of the act of 1885 the builder was given the privilege of choosing his own time to continue on south. In 1887 and again in 1889 Bullock petitioned the legislative assembly

⁴¹ *Prescott Morning Courier*, October 9, 1890.

⁴² Judge Pattee in interview.

⁴³ *Arizona Champion*, January 1, 1887.

for the right to change the plans for the proposed road so as to follow the Black Canyon route. He claimed the route outlined in the act was impractical as it traversed a country over which construction would be very expensive. He also tried to show that a Black Canyon road would serve more mining regions than would one built down the Hassayampa. The interests who favored the original plan were strong enough to prevent these petitions from having any influence.

In 1889 Superintendent Jones of the Prescott and Arizona Central stated that an estimate had been made showing that it would cost from \$20,000 to \$70,000 per mile or about \$475,000 to build the first 13 miles on the proposed route. Opponents of the company declared that the engineer, J. W. Robinette, had spent all of three days on the survey which he had made from a buckboard. Further they stated that the one most expensive mile on the Atlantic and Pacific, a road that had been notoriously difficult of construction, had cost only \$75,000, and it had included tunnel construction. These opponents were sure that \$10,000 a mile would be a very liberal estimate of costs.

Bullock had by this time become engaged in the construction of the Monterey and Mexican Gulf Railway and this may explain in part his lack of interest toward a continuing of the Prescott road.

The need for cheaper transportation for the United Verde Mine had led to the organization of the Central Arizona Railroad Company, purely local in its membership. This company exerted the pressure which caused the thirteenth legislative assembly to grant a liberal subsidy for the construction of a railroad from the Atlantic and Pacific to Prescott and from there on south to the county line. This subsidy was the direct cause for the organization of a new railroad company, the Prescott and Arizona Central, in which Bullock was the chief shareholder. While Bullock built the desired road as far as Prescott he was able to accomplish this because those interested in the United Verde and other mines gave him their wholehearted support. Among other things they helped him to dispose of the county subsidy bonds on favorable terms.

Indirectly, by opening the country around Prescott to investment, the Prescott and Arizona Central had caused the development of a powerful mining company which in the fuller development of its interests, a development which the company considered as requiring control of a railroad south from Prescott to Phoenix, was to bring ruin to Prescott's first railroad. This ruin was so complete that by the late nineties all that remained of the Prescott and Arizona Central was a washed and weed-grown roadbed.

