

LOS ANGELES

"The City of the Angels."

"The City of the Saints"

SALT LAKE.

UTAH'S NEW PACIFIC COAST RAILROAD.

HON. R. C. KERENS,
First Vice President.

UT of the hopes and plans which for years have failed to materialize, a grand accomplishment is at last to be consummated, and with it Utah's inland sea and people are to be directly bound by a highway of steel with the great Pacific ocean and people of southern California. No one now doubts that the San Pedro, Los Angeles and Salt Lake railroad is to be built.

Behind the enterprise are men of wealth, brains and good judgment; men of conservative business training and successful lives. The many projects that were outlined in years that are past, which had for their purpose the building of such a road, would make too long a story to tell here, and one that need not be recited on this occasion. It is sufficient to say that no less than ten times have surveys of such a line been made between Utah and some point on the Pacific coast. In each instance, more or less money was spent. In some cases, the amount was considerable. Generally those who engaged in the work believed that success would attend their efforts. Others scarcely hoped to do more than interest those who should come after with the necessary capital with which to prosecute the work to a finish.

The Union Pacific, it may be safely said, came nearer a completion of the undertaking than any other organization. As is well known, it had not only surveyed much of the road, but had graded a long stretch of the same, from Milford through Utah and into Nevada. Its operations were quickly cut short, however, by the failure of the Harrington Brothers, and the consequent panic which ensued, and which put the affairs of the Union Pacific into the hands of receivers. Various others then took up the project, but without success.

PLANS FORMULATED.

A few months ago the name of Senator W. A. Clark, the great mining millionaire of Montana, became associated with it. While it was known that Senator Clark, an accomplished statesman, was the man who had set out to do it was not known that he was actually back of the enterprise. The trend of events, however, soon made it clear that he was at the helm and that other well known business men of this and surrounding states were acting in conjunction with him. Soon the project began to assume tangible shape. Senator Clark went on record as saying that the road would be built. The statement was at once accepted as a fact; and that, too, with great joy and rejoicing. In the way of substantial encouragement, the Pioneer Square of ten acres, was freely given by the City Council, when it was asked for a depot site. Then came the organization of what is now the San Pedro, Los Angeles and Salt Lake Railroad company, with a capital of \$25,000,000.

COMPANY ORGANIZED.

The officers of the company are: W. A. Clark, of Montana, president; R. C. Kerens, Jr., of Missouri, first vice president; J. Ross Clark, of California, second vice president; T. E. Gibbon, of California, third vice president; T. F. Miller, of California, secretary; F. K. Rule, of California, treasurer. These gentlemen together with Reed Smoot, W. S. McCornick, E. W. Clark, Thomas Kearns, the latter four being Utah men, George B. Leighton, Charles W. Clark, and Perry S. Heath, form the board of directors. The full list of incorporators are: W. A. Clark, George B. Leighton, Reed Smoot, Perry S. Heath, W. S. McCornick, R. C. Kerens, David Keith, S. A. Bemis, E. W. Clark, W. S. McCornick, O. Whittemore, A. H. Handian, Thomas Kearns, Charles Clark.

CONSTRUCTION COMPANY.

A construction company known as the Empire Construction company, with a capitalization of \$1,000,000, was also incorporated as follows: Incorporators and Directors—J. Ross Clark, David Keith, Reed Smoot, T. E. Gibbon, T. F. Miller, Geo. B. Leighton, R. C. Kerens, Clarence K. McCormick, W. A. Clark.

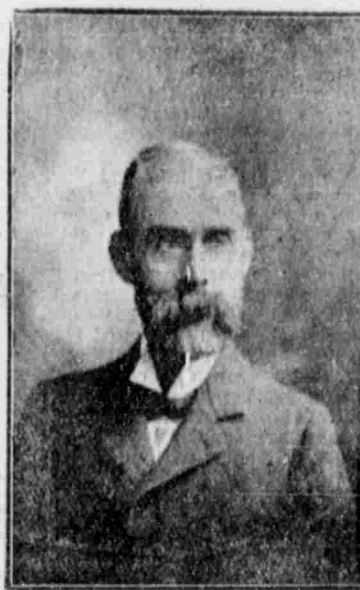
Officers—J. Ross Clark, president; Geo. B. Leighton, vice president; H. E. McKee of California, secretary and treasurer.

FOR EXPLORATION.

For the purpose of carrying on the work implied by its name, the Los Angeles and Salt Lake Exploration and Development company, with a capitalization of \$5,000,000 was also organized.

Incorporators and Directors—Thomas Kearns, R. C. Kerens, J. T. E. Gibbon, W. S. McCornick, Perry S. Heath, R. C. Kerens, W. A. Clark, David Keith.

THE Men who will build it and something of the rich country through which it will pass.

J. ROSS CLARK,
Second Vice President.

Officers—Thomas Kearns, president; Perry S. Heath, vice president; R. C. Kerens, Jr., secretary. The meeting was held on the afternoon of the 12th and it was after 2 o'clock on the following morning when the promoters arose with the preliminary part of the great undertaking behind them. Since that time there have been other steps taken which will result in the filing of the articles of incorporation in this State within the next couple of weeks.

A NOTABLE GATHERING.

It was on November 21st that the gentlemen named above, who probably comprised the most notable gathering of capitalists that ever assembled in conference capacity at one time within the State of Utah met at the Knutsford. The meeting was called to order in the afternoon and it was after 2 o'clock on the following morning when the promoters arose with the preliminary part of the great undertaking behind them. Since that time there have been other steps taken which will result in the filing of the articles of incorporation in this State within the next couple of weeks.

PROBABLE ROUTE.

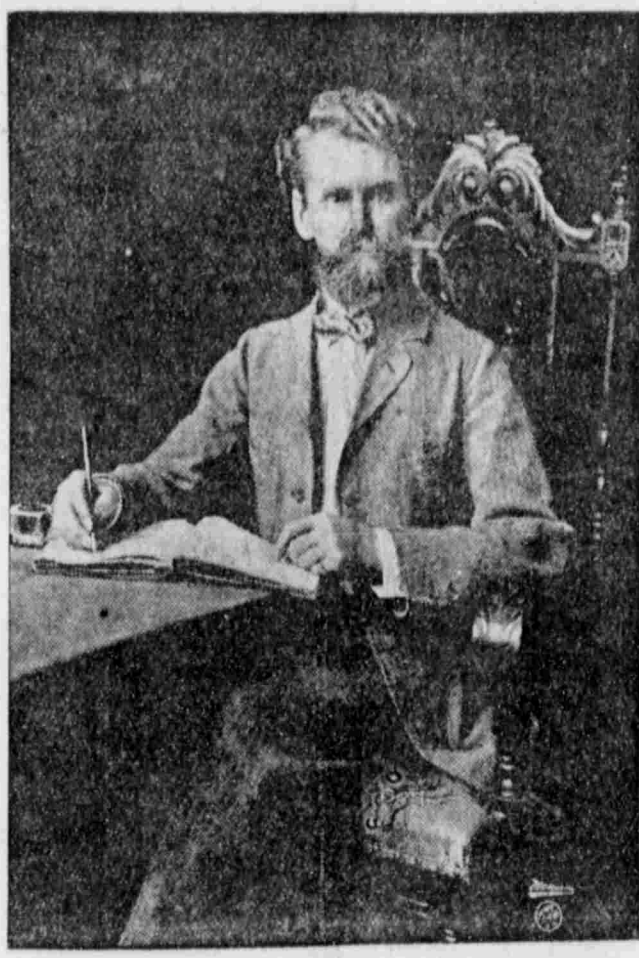
The exact route of the new road cannot be definitely stated at this time, but it will be one of the two lines indicated on the following page of this paper. It is about as certain as anything can be that it will have its outlet and inlet into Salt Lake through Tooele county, but whether it will go south after leaving the Point of the Mountain beyond Garfield, running through Tooele city and Rush Valley, and pushing on south to Leamington in the Deep Creek district, or whether it will run around the south end of the Salt Lake through Grantsville and into Skull Valley and across the desert to the Deep Creek country to the Pacific coast cannot be stated.

A RICH COUNTRY.

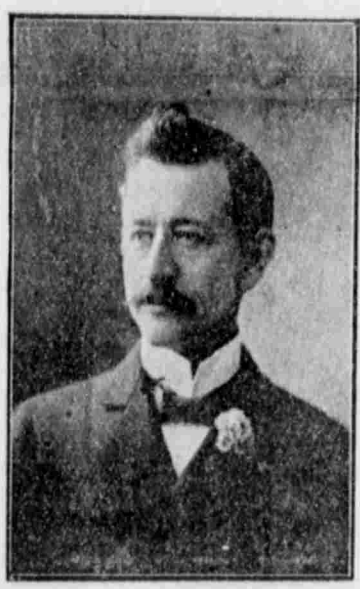
Either route that may be chosen will pass through a country of many rich though largely undeveloped resources. This is particularly true with reference to mineral. The route which lies farthest south and east will come near the great iron and coal beds to be found in iron country though in either case it will be necessary to construct a branch line to tap them. Concerning some of the resources one expert has contributed the following to the promoters of the new railroad as indicating what they may depend upon in the way of mineral wealth:

"Gentlemen: Herewith find the names of the mining districts of the eastern side of Nevada and western Utah which will contribute to the tonnage of the railroad entering the Deep Creek country. "Cherry Creek with its Star mine which has already produced millions and is still a producer; Egan Canyon, a gold camp; Coconoga district which has a number of productive properties; Eagle district, which with railroad transportation will furnish a great tonnage; Elly district which will contribute, as it has in the past, an immense tonnage; Duck Creek with its immense deposits of lead ore; Shoshone district noted for its silver ore; Dolly Varden district in which Lewis Sizer has recently commenced extensive operations. The old copper property in the Dolly Varden district has produced the highest grade copper ores discovered in the West, viz: 26 per cent. Through mismanagement this property has been idle for some time but will resume shortly.

"Kinley district with its many patents which has produced many thousands of tons of ore but on account of the long wagon haul, has not produced lately. It contains also the great mountain of marble which Professor Edison proposed to be equal if not superior to the best African marble. This marble can be used for both statues and superstructure. The quantity is inexhaustible; McCurdy's district embraces many low grade propositions, which with large tonnage; Ruby Hill district is a high grade silver and lead proposition and there is a great future for it with the advent of a railroad. Muncie district contains the largest body of low grade lead and silver ore in this country. The vein is very wide and carries its own fluxing material. There is also a large copper vein in this district. At

U. S. SENATOR W. A. CLARK,
President and Principal Promoter of the San Pedro, Los Angeles and Salt Lake.

by following up Meadow Valley Wash a few miles further northward, to a suitable point of divergence to the east, as to cross the divide over a better pass than the present one covered by the Union Pacific grade. This is not the "Sheep Springs" pass, but one not far from it; particulars of which can be ascertained if necessary. "Another excellent route and a somewhat shorter one, can be had by leaving the Oregon Short Line at Leamington and running northerly in an open country through Tintic and Rush Valleys, connecting with the Salt Lake & Nevada terminus at Stockton, thirty-eight miles from this city. "This would tap East and West Tintic, Mercur, Ophir and Stockton districts. The Deep Creek and Detroit country could likewise be reached by running a branch from Oasls or Leamington, running north. Should this route be chosen, the most important mining camps on the preceding one, need not be left unprovided for. Bul-

T. E. GIBBON,
Third Vice President.

the depth of 90 feet it shows an immense deposit; Oceola district and its surroundings have produced more placer gold than any other section in Utah or Nevada; Lexington mining district, adjacent to Oceola has a number of partially developed silver and gold properties; Mt. Moria district, in Snake Valley, contains a number of silver and lead properties; Glencoe mining district embracing the Well Annie, and other mines, would also contribute a liberal tonnage; Pleasant Valley district embraces some fine lead properties; Johnson's Peak mining district, in the Deep Creek mountains, contains a number of productive properties; Eileen Mile Creek that contains the Queen of Sheba, Jumbo and Merrill Group, are gold propositions, and there is now in course of erection a modern mill which will soon be in operation; Clifton, Gold Hill and Dutch Mountain are too well known to make any comments. These camps alone can furnish enough tonnage to supply a railroad line. Further district with its immense quantities of low grade ores already extracted, is anxiously awaiting railroad transportation. Willow Springs mining district, combining Dry and Sheep canyons, will also furnish its portion of lead and silver ores; Granite Mountain, North of Dugway, has some very flattering silver and lead propositions.

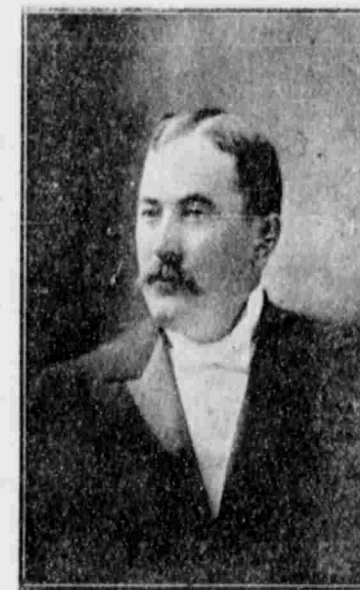
"Fish Springs district with its famous Utah, Galena, Emma, and Last Chance has established a record second to no other district in the Deep Creek country; Dugway mining district contains a number of lead and silver propositions, which have an immense tonnage already extracted and in slight awaiting transportation among which are the celebrated Puck Horn mine, which produced \$100,000 from the grass roots down to the depth of fifty feet. Also the Cannon property, which has thousands of tons of lead and silver ores ready for shipment.

"In conclusion, I would add that to go into the details of these districts would take too much time and space, hence I simply enumerate the districts which would contribute tonnage to a railroad which would enter the Deep Creek country."

CEDAR CITY BRANCH.

Concerning a branch line to Cedar City W. S. Goble, the well known mining operator and engineer, has furnished the following data to the officers of the San Pedro, Los Angeles & Salt Lake railroad: "A branch line would, of course, be built to Cedar City to tap the immense coal fields, and iron deposits of southern Utah. This branch could leave the main line at Meadow Valley, Washington Junction, fourteen miles south of Bullionville, and follow the Union Pacific grade to Nevada—thirty-five miles—and thence across Escalante Valley, easterly, to Cedar City, some fifty-five miles, making in all not to exceed ninety miles. A somewhat shorter and better route, I am informed, can be had

WILL tap great mineral districts and coal beds in this State and many big camps in Nevada.

HON. THOMAS KEARNS,
Local Director.

agitation in favor of an outer deep water harbor was active through the efforts of Senator Stanford, and there was inserted in the river and harbor appropriation bill, which passed in the summer of 1890, an item allowing the sum of \$5,000 to pay the expenses of preparing a project for a deep water harbor somewhere in the county of Los Angeles.

A LONG HARD FIGHT.

A board of engineers of the war department was appointed for this project and in December, 1891, this board submitted a report to Congress in which the location selected was San Pedro. Up to this time it was generally conceded that San Pedro was the most favorable location for the harbor in question, and in fact there had been no discussion of any other place. Shortly after the report of this board of engineers an important change took place in the management of the Southern Pacific railroad, Senator Stanford, who had acted as president of the Central Pacific since its beginning, and who when that road was merged into the Southern Pacific, became the president of the whole system, was suddenly and unexpectedly deposed, and Mr. C. P. Huntington took his place. The policy of the Southern Pacific company towards San Pedro was at once changed.

Mr. Huntington visited San Pedro and Santa Monica, and announced that the company would soon make some important improvements in the latter location. The work which was in progress on the wharf of the Southern Pacific company at San Pedro came to a halt; within a few months after Mr. Huntington became president of the Southern Pacific, work began on the construction of a long wharf at Santa Monica. In 1893 this wharf was nearly completed and the Southern Pacific was committed to a change of policy from a harbor at San Pedro to one at Santa Monica. While many reasons have been assigned for this change the principal one was the disadvantage to the interests of the Southern Pacific at San Pedro by the entrance of the Terminal railway into good wharfage ground on the east side of the interior harbor.

THE TERMINAL ORGANIZED.

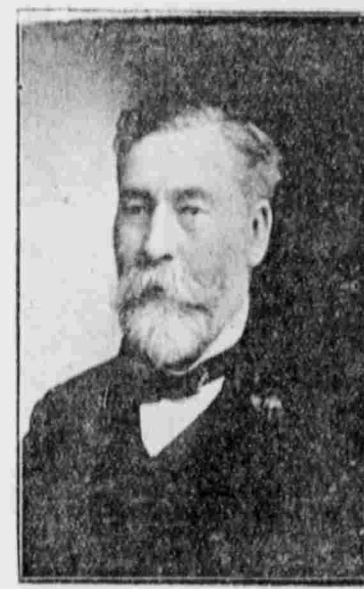
The Terminal company was a corporation formed for the purpose of acquiring and holding terminal facilities in the city of Los Angeles and upon the ocean front with a view to subsequently leasing them to larger systems of railways. At the time the Terminal road was built, which was in 1891-2, it was generally understood that the Southern Pacific, which was then undergoing reorganization, and was attempting new development, or perhaps some one of the other roads that were working their way westward from Denver, would come down from Salt Lake, over the easy grades of Utah, Nevada and the California desert country, to Los Angeles, and that the Terminal was to be its Los Angeles and deep-water outlet.

BUYS MOTOR ROADS.

In establishing its connections to the north and northeast from Los Angeles—to Glendale and to Pasadena—the Terminal purchased existing motor roads, but when it made its way to the sea it constructed a new and independent line. Relying upon the judgment of the United States engineers that San Pedro was the proper place for a deep sea harbor to be located, in the event that the government should decide to build one, and believing that Congress must of necessity follow the advice of the engineers, the new company chose San Pedro as its ocean terminus. Its line parallels the Southern Pacific about five miles further to the east, until it reaches Long Beach; thence it makes its way along the coast over Ralston's Island—or, as it was rechristened, Terminal Island—to East San Pedro. On the western shore of the island, along the interior harbor, wharves were constructed and lumber, coal and miscellaneous merchandise from the sea began to come in by this route.

THE S. P. AT SANTA MONICA.

The Southern Pacific finding that it could not exercise a monopoly over San

HON. W. S. MCCORNICK,
Local Director.

Pedro, sought a location farther north and where it was least likely to be annoyed by competitors. The wharf constructed by the Southern Pacific at Santa Monica is 430 feet long and terminates in five and one-half fathoms of water, its actual cost was about six hundred thousand dollars. Up to this time the Southern Pacific had worked faithfully for twenty years in conjunction with the people of Los Angeles for the development of San Pedro harbor. It was in the winter of 1891-92 while the representatives of the people of Los Angeles were making every effort to secure an appropriation from Congress for the San Pedro deep-water harbor improvement that the first active opposition of the Southern Pacific was developed.

THE OPENING GUN.

The opening gun in the great contest was a telegram signed by the Southern Pacific chief of engineers produced before the Senate committee on commerce by Senator Frye, chairman of the committee, and the leader of the forces in opposition to San Pedro in the Senate throughout the entire contest. This telegram it is said contained the statement that the holding ground at San Pedro was rock and therefore unsuitable for such purposes. This was afterwards thoroughly disproved by the Craighill board, and four years later the same engineer testified before the Walker board that the holding ground of San Pedro was all right and practically free from rock. However, this telegram answered the purpose for which it was sent, and caused the item of \$250,000 for the improvement of San Pedro harbor to be thrown out of the appropriation bill. An appeal was then made to the committee to take the necessary steps to settle the question of the harbor site "once and for all."

"ONCE AND FOR ALL."

In response to the appeal, a provision was inserted in the river and harbor bill of 1892, which provided for the appointment of what was afterwards known as the Craighill board. This was a board of five engineering officers of the United States army, appointed by the secretary of war. "To make a careful and critical examination of the proposed deep water harbor at San Pedro or Santa Monica bays, and to report which would be the most favorable location for such harbor in depth, width and capacity to accommodate the largest ocean going vessels, and the commercial and naval necessities of the country, together with an estimate of the cost of the same."

The phrase, "and the commercial and naval necessities of the country," was interpreted by the board as meaning that the board should consider what relation the proposed harbor bore to the commerce not only of southern California alone, but of the whole country, and that the findings by the board would be a final determination of the vexed question.

BATTLE WAXES WARM.

The Southern Pacific formerly took up the cause of Santa Monica before this board, while the people generally took the side of San Pedro, the "free harbor" as against what they called the "monopoly" harbor at Santa Monica. It was now stated for the first time that the Southern Pacific had been buying the land along the shore where the proposed harbor was to be located, at Santa Monica. The report of the board was in favor of San Pedro, and was presented to Congress and referred to the committee on rivers and harbors December 7, 1892.

The report was an interesting and comprehensive document, and practically completed the case for San Pedro. It failed to touch on the Southern Pacific's contentions at Santa Monica, but did consider thoroughly the question of the material commercial necessity for a harbor in southern California near Los Angeles.

AN ESTIMATE OF COST.

The board's estimate of the cost of constructing the San Pedro breakwater was \$2,885,324. The publication in 1893 of the report of the Craighill board stopped for a brief time in Los Angeles all discussion of the subject of the harbor location. The Los Angeles chamber of commerce took a neutral position until the board made its report and then believing that their time for neutrality was at an end, appointed General Charles Foreman as a special delegate to Washington who proceeded immediately to the capital accompanied by Mr. T. E. Gibbon. The delegates were armed with petitions and manuscripts of business men and commercial organizations of all sections of Southern California, Utah, Arizona and New Mexico. There was no river and harbor bill during the winter of 1893-4 and the delegates devoted themselves to missionary work. In 1894 the long wharf at Santa Monica was completed and Mr. Huntington paid it a visit of inspection. While in Los Angeles on this visit Mr. Huntington expressed himself very forcibly against the San Pedro harbor improvement to several of the chamber of commerce and tried to persuade them to favor Santa Monica.

HUNTINGTON TALKS.

Mr. Huntington said: "Now, I propose to be frank with you people. I de-

How San Pedro Was Chosen.

THE present narration has to deal with a contest which was waged through a period of about eight years in the city of Los Angeles, and in the nation's capital, on the question of the location of a harbor at some point on the shore of the Pacific ocean, near the city of Los Angeles, sufficient to accommodate the commercial necessities of the Southwest. This was a contest by the people of Los Angeles and the surrounding country, including, as will be shown later, the people of this State, for a free harbor at San Pedro as against a monopoly harbor controlled by the Southern Pacific at Santa Monica. In this long and bitter struggle with a corporation which up to this time has been practically invincible, a struggle wherein the most powerful influences were brought to bear, and the strongest sentiments of the people were aroused, a victory was finally won

for the San Pedro location. An appropriation of nearly a million dollars was secured, and the work was inaugurated.

TO BE A GREAT HARBOR.

That this harbor is destined to become one of the great shipping points on the Pacific coast no one can doubt. The Bay of San Pedro has long been recognized as affording the most advantages for the construction of a deep water harbor of any port along the six hundred miles of coast line between San Pedro and San Francisco. At San Pedro there is an inner harbor, having an anchorage area of 846 acres, and an outer harbor, having an area of 232 acres. Congress has made several appropriations for the inner harbor, the first one being in 1871. With the rapid growth of Los Angeles, and the development of the surrounding southern California country, there was a growing demand for a deep water harbor. The first tangible result of the