

THE CALL

UNCLE COLLIS PURCHASES ONE MORE RAILROAD

Acquires Carson and Colorado Line
IS PART OF A BIG SCHEME

Competition Becomes so Strong That the Southern Pacific has
Projected a New Route From Los Angeles to Ogden.

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H. E. Huntington, J. C. Stubbs, R. P. Schwerin and William Sproule returned to their offices in the Southern Pacific building yesterday afternoon from the southern part of the State. Mr. Huntington, who has been East for some time past, returns to this city with his authority fully restored and as the acknowledged representative of his uncle on this coast. He has no official title, but is, nevertheless, the ranking officer of the Southern Pacific and the personal representative of the president of the road at the San Francisco end.

Mr. Huntington when seen yesterday gave out the information that the Southern Pacific had purchased the Carson and Colorado Railway, a line running from Mound House, Nevada, to Keeler, Inyo County, in this State, a distance of about 293 miles. Connected with this property is a short seven-mile branch from Junction to Candelaria, in Nevada, which was also purchased by the Southern Pacific people.



Carson & Colorado RR – Engine #9 atop the transfer trestle at Owenyo
(Photo courtesy of Dennis Burke)

Uncle Collis Purchases One More Railroad

According to Mr. Huntington the reason of this purchase is to afford the Southern Pacific Company a shorter and more direct line from Los Angeles and Southern California points to the East.

Some time ago the company made application at the Government Land Office at Independence, in Inyo County, for a right of way from Mojave to Keeler, a distance of between eighty and a hundred miles. Connecting with the Southern Pacific line at the former point, a broad-gauge road will be constructed through San Bernardino and Inyo Counties to Keeler, where it will be joined to the recently acquired property.

This railroad is now a narrow-gauge affair, but will be remodeled and made into a modern broad-gauge road and will be connected at its northern end, somewhere in the vicinity of Churchill, with the Central Pacific by a link, some thirty miles long, which is to be constructed so as to join the main line of the Central Pacific somewhere in the vicinity of Wadsworth. This will give the Southern Pacific a through line from Los Angeles and the southern part of the State to Ogden and all points in the East.

The necessity of such a move on the part of the Southern Pacific Company has been apparent for a long time past and has been made even more necessary by the recent action on the part of the Oregon Short Line, which has started the construction of a line from Central Idaho to Southern California. The Santa Fe already possesses the most direct and feasible route from the lower end of our State to the East, and when the Idaho line is finished it would have the effect of placing the Southern Pacific in a very cramped position between its two rivals had it not some direct outlet of its own to depend on.

Moreover, the new line, besides developing and acquiring the business of a large and extremely productive section of country, will do away with the tremendous grades of the Tehachapi Pass and the passes now used through the Sierras and will reduce the operating expenses of the company, while providing at the same time a far safer route of travel. The grade will be reduced to one percent, or fifty feet in the mile from Mojave to Oregon.

The former owners and directors of the Carson and Colorado Railroad were D. O. Mills of New York, George Whittle, James Allen, W S Wood, S. Printiss Smith, John W. C. Maxwell, H. H. Taylor and D. A. Bender of San Francisco and H. M. Yerington, the Nevada capitalist, who was president of the road before its recent sale to the Huntington

No figures are obtainable as to the price paid by the Southern Pacific for its newly acquired property, but the capital stock of the corporation was valued at \$4,380,000, and that there was a fifty-year \$2,000,000 mortgage bearing 4 percent interest attached to the property which will have to be assumed by its new purchasers. Figures taken from the report of the road now on file with the Railroad Commission show that for the year ending June 30, 1899 its gross income was \$146,235.30, and that after the current expenses of the year had been deducted from this amount there was left an Income of \$24,685.47.

Young Mr. Huntington also is authority for the statement that the Southern Pacific has purchased some valuable coal mining properties in Mexico about a hundred miles from the line of the Sonora Railroad, that runs from Nogales to Guaymas. These properties are among the best in the entire republic, and a branch of the Sonora line will be constructed to reach and develop them.