

## **Los Angeles, San Diego & Yuma Railway Co.**

- "Petition from Business Men requesting the council to grant the Los Angeles San Diego Yuma R.R. franchise" filed May 3, 1889. Read to Council and ordered filed on same. Document No. 4275.

Supplementary Petition:

San Diego, May 2nd, 1889

To the Honorable, the Mayor and City Council of the City of San Diego,  
Gentlemen:

We, the undersigned, Businessmen of the City of San Diego respectfully ask you to grant the franchise petitioned for by the Los Angeles, San Diego & Yuma Railway Co. as being the best interests of this City. We consider said enterprise worthy of this City's entire support, and we ask you to lend it all the encouragement and aid which may be in your power to give." Numerous signatures and individual businesses, including George W. Hazzard and Arthur Cosgrove.

One page petition with numerous signature pages, back cover and cover sheet.

- Handwritten Copy of Articles of Incorporation Los Angeles, San Diego & Yuma Ry Co. filed May 4, 1889 with the City of San Diego, City Clerk. Includes certification page attested to and signed by Frank H. Dixon, Secretary of the Los Angeles, San Diego & Yuma Railway Co.

"Second:- That the purposes for which it is formed are as follows, to wit:

To construct, conduct maintain, operate and ow a railroad of standard gauge, propelled by steam power, from the junction of H and Atlantic Streets in the City of San Diego, County of San Diego, and State of California, to the City of Los Angeles, County of Los Angeles, and State of California, by the route it will find will be most desirable, being in a Northwesterly direction and also from the said point of commencement, Atlantic and H Streets, in the City of San Diego, County of San Diego and State of California, to a junction with the railroad of the Southern Pacific Railroad Co. at or near Fort Yuma, in San Diego County, State of California..."

Handwritten table of "Names of Subscribers, No. of Shares, Amount." William Graves, 4,996 shares at \$499,600.—; Wm. H. Carlson, 1 share, \$100.—; Thomas Higgins, 1 share, \$100.—; Frank H. Dixon, \$1, \$100.—; H. T. Christian, 1 share, \$100.—. William Graves named Treasurer (10% of the Corp. Capital Stock or \$50.00, has been paid to him). Thomas J. Storey as Notary Public. The sum of \$500 has been subscribed to the Capital Stock of the company. William Graves subscribed and sworn to notary on April 22, 1889 in the County of San Diego.

Six pages, including certifications and notaries, back cover and cover sheet. Document No. 4326 filed May 4, 1889, Jas, Thomas, City Clerk, City of San Diego.

- April 22, 1889 handwritten Petition to the City of San Diego:

"Gentlemen,-

The Los Angeles, San Diego & Yuma Railway Co. respectfully petitions your honorable body to grant them the right to build a railroad from Roseville to La Playa, and also to build a railroad from San Diego to the Southern boundary of the Pueblo, both of which will be connected with and form part of the railroad which we have let the contract for the construction of, from San Diego to Roseville, which section the contractor is to commence the construction of within ten days from date, and to complete within 30 days thereafter the road-bed therefor.

This Company has a satisfactory understanding with the San Diego & Eastern Terminal Railway Co. and the Del Mar & San Diego Railroad Co., concerning the railroad from San Diego to Del Mar, which will be completed at an early day, as part of our line.

The object of this Company is to connect Yuma with Los Angeles by way of San Diego, thus giving this Port a direct Eastern outlet, as putting San Diego on the line of travel between Los Angeles and the East upon the completion of our railroad. When the above object has been accomplished San Diego will grow as she has never before, and become the Metropolis of the South West.

In addition, thereto, this Company proposes to give quick and cheap transportation over its line to the citizens of San Diego within the limits of the Pueblo of San Diego, thus bringing the many attractive suburbs hereabouts closer to the business centre.

We hope your honorable body will lend us all the encouragement possible in carrying out our plans, which will bring great benefits to the City you represent.

In addition to being a direct Eastern outlet and a competing Northern line, our railroad will open up, develop and make more tributary to San Diego many thousands of acres of choice valley lands.

Hoping that our petition and blank ordinance herewith submitted concerning same, will meet with your hearty approval and favorable consideration, we are, respectfully,

Los Angeles, San Diego & Yuma Railway Co.

signed William Graves

President

and Frank H. Dixon

Secretary.

Four pages, including back and covers Document No. 4325. Filed April 23, 1889, by Jas, Thomas, City Clerk. Read to City Council, transferred to Street Commission on same.

- April 29, 1889 another request by undersigned "BusinessMen of the City of San Diego" that the City grant the franchise petitioned for by the Los Angeles, San Diego & Yuma Railway Co. Many signatures, including Henry Timkin, "Capitalist", Thos. Whaley and Howard and B. Clugstons of the San Diego Coal Co.

Three pages, including back and cover. Document No. 4220. Read to Council and ordered filed April 29, 1889.

- Telegram dated October 24, 1904 from Carlson Investment Co. in Los Angeles to the San Diego City Council referencing letter from Wm. H. Carlson requesting permission to build Yuma Railroad. "We will furnish five thousand dollar bond guaranteeing commencement of construction within 90 days and completion of Railroad within reasonable length of time to be fixed by City Council. The vested right represented should be permitted to build the Railroad to Yuma with out any further delay and we hope the city Council will permit construction now without another four years of delay in order do some more surveying."

- Telegram dated October 21, 1904, Los Angeles, from William H. Carlson to Street Committee, Care of City Clerk, City of San Diego, referencing his letter asking permission to build the fYuma Railroad. States that he will put up a \$5,000 bond guaranteeing building within any reasonable length of time starting construction within 19 days.  
One page.

- October 10, 1904 letter from William H. Carlson to the Mayor and Common Council, City of San Diego:

"I have just returned from New York and based on the result of said trip I write this.

After waiting for six years patiently and hopefully to see a railroad built out of San Diego through the efforts of others, I have come to the conclusion that I can bring same about much quicker, and respectfully ask that you now give me a chance to do so. Credit and thanks should be given to the others who have tried, but we must look a the results for after spending

over six years of time and \$43,000 of money, no railroad has as yet been built, and San Diego stands in need of a railroad to Yuma more than ever. I would like to see a railroad built to Yuma in my day and not when we have all passed off of this earth, consequently I respectfully petition you to grant my request of nearly three years ago, and permit the successors of the San Diego & Eastern Terminal Railway Co., and the Los Angeles, San Diego & Yuma Railroad Co., to go ahead with the building of their road without any objection on the part of the city of San Diego. If you do so, I have every confidence that the railroad to Yuma will be built at an early date, while a postponement will only delay same to the material injury of San Diego's grand future, as well as the vested-rights acquired by the said railroad companies in good faith, and lawfully acquired after the expenditure of a considerable sum of money, and which work was stopped by injunction issued out of the Superior Court at the request of the Santa Fe Railway Co., and a written order to stop from the Board of Public Works of the City of San Diego. (crossed out: "by John F. Sinke, President thereof at said time.").

An early action is earnestly requested, in behalf of the welfare of San Diego.  
signed William H. Carlson"

Two pages, including cover. Document No. 7434, filed October 17, 1904 by Geo. D. Goldman, City Clerk and Lincoln Clark, Deputy. Referred to Street Committee by Alderman, October 17, 1904. Referred to Street Committee by Council, October 24, 1904.

- Communication filed October 21, 1904 by City Clerk of San Diego, from William H. Carlson "Offering Bond as a guarantee, In re Railway Franchise. Referred Street Committee by Council October 24, 1904. Document No. 7474.

- Communication filed October 24, 1904 by the City Clerk of San Diego from Carlson Investment Co. In re \$5,000.00 Bond In re Railway Franchise. Referred Street Committee by Council October 24, 1904. Document No. 7531.

- Telegram dated February 3, 1902, New York, NY from William H. Carlson to the Mayor and Common Council, City of San Diego renewing request of nearly a "year ago half" for railroad to Yuma — "might now have been built cost San Diego nothing answer dead head."

Two pages, including cover. Filed February 5, 1902 by Geo. D. Goldman, City Clerk. Petition of William H. Carlson for Railroad Franchise. Document No. 922; also stamped 2104. Presented to the Council and Ordered Filed February 17, 1902.

- Handwritten and signed Message from the Mayor, Wm. H. Carlson, City of San Diego, dated February 15, 1897, to the Common Council of the City of San Diego:

"As your honorable body has set this time for the special consideration of the Yuma R.R. matter, I respectfully thank you therefor and urge that you adopt the accompanying proposed Ordinance which was presented to your body on June 29th of last year. Sufficient time and delay has occurred to have protected the city ten-fold. Mr. Potter has had ample time to have raised his stock subscriptions to his Japanese Steamship Line here. There is today no conflict or interference between the two propositions. There is room for both, and many more. Further delay is dangerous to the welfare and progress of San Diego. The matter is now entirely in your hands to decide. Notwithstanding the fact that Los Angeles has just received three million dollars from the Government with which to build an artificial harbor, San Diego does not propose to take a back seat, but wants a direct-east line of railroad to Yuma built in order to fill our natural harbor with ships from all parts of the world. Gentlemen, I believe I have done my duty in laboring officials during the four years past to secure this road for the people of San Diego and I now ask you to complete officially the labors in that direction by passing the accompanying proposed Ordinance, and the thanks of a grateful people will be your reward for your action in securing for San Diego the railroad to Yuma that will fill our harbor with ships and make better times.

Respectfully,  
signed William H. Carlson, Mayor”

Message of Mayor re Yuma Railway, Franchise filed by Delegates & latter referred to the Special Committee heretofore appointed February 15, 1897. Filed by Alderman 2/16/97. Three pages, including one page, handwritten Message of the Mayor, back notation and cover. Document No.0438

- Message from the Mayor, William H. Carlson, dated February 1, 1897 to the Common Council, City of San Diego:

“Your Special Committee appointed to confer with me relative to securing a railroad to Yuma, at their meeting on Dec. 26th, decided to not act in the premises while Mr. Potter was securing \$150,000 of stock subscriptions to his proposed Steamship Co. from the people of San Diego. As considerable time has already elapsed and only \$30,000.- has been subscribed so far, I deem it my duty to respectfully ask your honorable body to fix February 14th as the date for the special consideration of the matter of the railroad to Yuma, and that on said date action be taken to decide the matter one way or the other, and that no further delay occur as I consider that the question of a direct-east line of railroad to Yuma is the most important matter before the people of San Diego at the present moment, and with its being secured I believe San Diego will become the home port of several Trans-Pacific steamship lines and the commercial metropolis of the South-West.

Very respectfully,  
signed Wm. H. Carlson, Mayor of the City of San Diego”

Three pages, including back and cover. Message from the Mayor the matter of a Railroad to Yuma. Filed by Council February 1, 1897. Request granted by Delegates February 1, 1897. Cover: Document No. 0437, February 1st, 1897, MESSAGE FROM THE MAYOR. fixing day for consideration Railway to Yuma.

- Wire dated July 6, 1896, San Francisco, CA, from Wm. H. Carlson to Common Council, San Diego:

“Ai sincerely hope ordinance will be passed removing clouds from Yuma franchise. Its passage is in the interest and for the welfare of San Diego hence I recommend it and I can assure you that with its passage and the four per cent guarantee raised there road to Yuma will be built as fast as men and money can build it.”

Three pages, including back and cover. Document No. 0421, July 6, 1896 “MESSAGE FROM THE MAYOR. asking for removal clouds Franchise Yuma Road.” Filed by Council July 6, 1896.

- April 29, 1895 Message From the Mayor, City of San Diego, Wm. H. Carlson, to the Common Council of the City of San Diego:

“I herewith respectfully transmit to your honorable body a letter and telegram received on Saturday from H. J. Willey, Ex-Surveyor General of California, and a letter from Hon. Wells Hendershott of New York, who is the attorney for the Central Arizona Railway Co. and for the Hudson Reservoir and Canal Co. of Arizona, of which Ex-United States Senator John Martin of Kansas is president. I respectfully recommend that your honorable body take such action in regard thereto as you may deem best and as its importance calls for.

Respectfully,  
signed Wm. H. Carlson,  
Mayor of the City of San Diego”

Two pages, including cover. Document No. 0348, April 29, 1895, MESSAGE FROM THE MAYOR “relative to a communication from H. J. Wiley and Hon Wells Hendershot.”

- April 25, 1895 letter from H. J. Willey, Civil Engineer, Room 163, Crocker Building, San Francisco, Cal., to Hon. William Carlson, Mayor of the City of San Diego;

"Dear Sir:- When seated by you in the Assembly Chamber urging you to accept the nomination for Mayor, of the City of San Diego, I did not anticipate that I would have important communications to make to you myself. I have, however, but must make it brief. Enclosed, please find a clipping from the San Francisco "Call" of April 24th. and certain additional type-written matter elaborating the same.

I have been brought in contact in a professional way with COL. Wells Hendershot, the attorney for the two enterprises referred to, and, he, knowing my thorough familiarity with the County of San Diego and large acquaintance with the people thereof, has authorized me to address this communication to, and send you these enclosures, accompanied with the request that you immediately lay this matter before the Honorable Board of Trustees of your City and any other civic bodies that you may deem proper, and endeavor to secure the appointment of a committee of three (yourself to be one of the number) to visit San Francisco at once, and confer with Col. Hendershot, Senator John Martin, certain gentlemen of this City, and probably, certain representatives from Salt Lake City, relative to plans for the co-operation for mutual benefit.

As you are well aware, San Diego can secure the construction of the Air Line through the Carriso to Yuma, and could be assured of connections with such a railway as is herein outlined, giving to your City, practically a connection with four Eastern roads, Such connections, in conjunction with the development of the resources of your rich, interior, agricultural valleys, would make San Diego all that your phenomenally sanguine citizens have hoped it would become.

I am convinced that this matter is worthy of prompt and serious attention and trust that you will advise me by wire and letter, what you may determine to do.

It is not possible for the gentlemen referred to, to visit San Diego at present. Hence, this request that you should send a committee.

I have always entertained a sincere affection for San Diego. In my humble way, I have done all that lay in my power to promote its welfare but never expected to have so great an opportunity as the present one, and I earnestly and enthusiastically avail myself of it.

Very Truly Yours,  
signed H. J. Willey"

Attachment referenced in letter above:

"Facts in addition to those appearing in to-day's issue of the San Francisco Call with reference to the Central Arizona Railway are as follows:-

First. The Central Arizona Railway Co. was duly incorporated under the laws of the Territory of Arizona on the 8th day of January 1889 with corporate existence of fifty years and with a capital stock of Twelve Million, Five Hundred Thousand Dollars (\$12,500,000) divided into 125,000 shares of One Hundred Dollars (\$100) each.

Second. By provisions of the Statutes under which the Company was incorporated the Stockholders are not liable for the Company's debts and their property is forever exempt from the payment of any debts of the Corporation.

Third. The Legislature of the Territory of Arizona of 1895, passed a law whereby the above Railway Company is exempt from taxation until the 1st day of July 1905, being equal to a subsidy of Three Thousand Dollars (\$3,000) per mile.

Fourth. The right of way for the railroad is secured from the Superstition Mountains west to Yuma along the bank of the canal contemplated by the Hudson Reservoir & Canal Co., the building of which canal makes the roadbed complete for the whole distance and without any expense for engineering or other wise to the Arizona Central Railway Co.

Fifth. The right of way has been secured for a great portion of the distance between Lees Ferry on the north and Nogales on the south.

Sixth. Fifteen miles of track is already laid from Flagstaff south from the end of which track twenty miles further is graded, ties laid and ready for iron.

Seventh. The Company owns one locomotive engine and twenty-three cars which are now being used on the above mentioned fifteen miles of track.

Eighth. Negotiations are now pending for an additional seventy-five miles of iron.

Ninth. The Central Arizona Railway Company has no bonded or other indebtedness of any description.

Tenth. Five Hundred and Fifty Thousand Dollars, (\$550,000) in money has already been expended in and about right of way, surveys, rolling stock, iron and other necessary property to put the Railroad in its present condition.

Eleventh. I represent nine per cent. of the stock of the above corporation and am prepared to enter into negotiations that will be binding upon the Company.

{Five Page Statement follows on the Arizona Central Railway Co.; including the following section:}

#### “PRODUCT of the COUNTRY

Through which the Road is to be built. Between the present terminus of the Utah Souther and Lees Ferry the road traverses in part an agricultural country and as it proceeds South goes through the large iron and coal deposits at present undeveloped, the extent of which deposits are second to none in the United States; leaving Lees Ferry and going South to Flagstaff the road will traverse about eighty miles of virgin forest, the finest pine timber forest in its entirety between the two oceans, This Forest is an island of timber, so to speak, with a timber less country five hundred miles in all directions from it and must be the source of all large supplies of that variety of timber in the region which is geographically tributary to it.

The branch line leaving the end of this timber and running towards Globe affords an outlet for all of the products of the upper Verde Valley; leaving the Upper Verde Valley it would take in the Mineral output of the Mountain Range running from the Valley to Tucson, passing the Old Dominion Mine and giving an outlet to all of the Copper deposits situated in this range.

The Main Line extending from the end of the forest and going South to Nogales enters several of the mineral belts (for the want of transportation they had been but lightly worked) crossing the Salt River at the Diversion Dam of the Hudson Reservoir & Canal Co., arrangements are made with that Company to furnish all of the water power and land necessary for Shops, etc., at a nominal rent; leaving the Diversion Dam and going West to Yuma., the whole distance from the Dam to the Colorado River is fine agricultural land and for Oranges, Lemons and deciduous fruits, it is claimed to be far superior to Southern California, the extent of this land being about 1,100,00 Acres.

#### IMPORTANCE of the enterprise TO THE PACIFIC COAST.

The Pacific Coast has always been subservient to the Southern Pacific Company. It will be seen that by building this road from Salt Lake to Nogales and from the Superstition Mountains west to Yuma that an outlet for the Coast may be had with five different railroads now in active operation connecting with the East. This road would give direct connection with the Union Pacific, Denver & Rio Grande, Chicago and Rock Island, Atlantic & Pacific and St. Louis & San Francisco, about to be built from the Indian Territory into Albuquerque.”

Eight pages, including a two page letter, five page attachment and general cover for “1895 - Papers In re Proposed railroad through Carriso Canyon en route to Yuma ...Central” No. 931.

- Cable dated April 27, 1895, San Francisco from H. J. Willey to the Hon. Wm. H. Carlson, Mayor, San Diego, Cal. : “Use every effort induce one of Grant bros. accompany you. H. I. Willey.”

- April 27, 1895 letter from Wells Hendershott, Grand Hotel, San Francisco, Cal., to the Hon. Mayor of San Diego, Wm. Carlson:

“My dear Sir:-

I expected to have turned over the enclosed papers to General H. S. Willey for transmission to you to-day. The storm I presume has prevented him from calling and I take the liberty of enclosing them to you.

Ex-United States Senator Jno. Martin of Kansas, President of the Hudson Reservoir & Canal Co., and Hon. H. L. Warren, are on their way here and a Meeting will be held with reference to the Central Arizona Railway Co. in this City on Thursday next.

I just returned a few days since from Salt Lake and I confidently expect a Committee from the Chamber of Commerce of that City to be present.

General Willey informs me that he has written you with reference to this matter and I very much desire that your City be also represented. This Meeting may turn out to be a preliminary affair and as the building of this Road is in continuation of your efforts heretofore made for an Eastern connection, which connection is of so much importance to San Diego, I certainly desire your presence that all facts with relation thereto may be fully laid before you, either for immediate or subsequent action.

I hope you will pardon the liberty I take in the transmission of these papers direct. I will inform General Willey of my action in the matter immediately on seeing him.

Very respectfully,  
signed Wells Hendershott"

- Back cover of Message from the Mayor, the City of San Diego "Re Railroad meeting San Francisco Calif. Filed by Council April 29, 1895."