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The
Railroad Story
of
San Diego County

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Quotes from the periodicals of the day
and from the
Diaries and Private Letters
of *Frank Augustus Kimball*,
California Pioneer.

"Land & Town"
Edition

OCT 01 '01

THE RAILROAD STORY
OF
SAN DIEGO COUNTY

Fiesta del Pacifico Edition



Compiled by
IRENE PHILLIPS



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THE RAILROAD STORY
OF SAN DIEGO COUNTY

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The "Hail" and farewell Days of the Railroad

Cross-country railroading, in our country, dates from March 3, 1853 when Jefferson Davis, Secretary of War, was authorized by Congress to make a survey to find the most practical and economical route from the Mississippi River to the Pacific coast. This proved to be no easy task and took years to accomplish.

Knowing the dangers of the "Overland Trail" through the Rockies and over the barren plains' country, the majority of those assigned to the work advocated a more southerly route.

This suggestion caused a flurry of excitement in the San Diego Bay area and a group of Old Town citizens organized a local railroad company under the pretentious name of the "San Diego, Gila, Southern Pacific & Atlantic Railroad Company" whose western terminal would be at Old Town and which would reach the Colorado River near the mouth of the Gila. This road was planned to meet the railroad which they believed would be built across the southern part of the country.

They intended to cut the soft cottonwood for ties until a more substantial wood could be obtained.

So began a railroad cycle in San Diego County. The Road received a grant of 9,000 acres of Pueblo land from San Diego County. It was on the basis of this land grant that the Southern Pacific was able to keep a toe-hold in San Diego County though it was many years before it acquired entrance into San Diego City proper.

The government surveyors met obstacles. In the southern portion of the country the rivers proved to be wider and more turbulent, Indians as numerous and there was a law at that time which prohibited trespassing on the lands of Indian Territory, so they resumed study of the northern route.

By following the buffalo wallows across the plains, taking advantage of the miles of flat Wyoming prairie, using the advice of friendly Indians, and of the Mountain

Men who roamed the hills in their fur-trapping expeditions, the Committee reported in favor of the northern route, most of it being along the Overland Trail. Another major advantage was the coal which was accessible practically all along the way.

Congress allotted land and money to the backers of a railroad project and a road, now known as the Union Pacific, was completed in 1869 when the last spike, connecting the Pacific Division with the Central Division was driven on May 10 at Promontory, Utah.

In San Diego, interest waned as the northern road was planned and with the Civil War claiming everyone's attention plans for construction were dropped. The first railroad disappointment had come to the Bay Area.

Though the company became the Southern Pacific, San Diego people called it the 'Gila'.

Frank Kimball makes but one reference to it, "Treasurer still fighting with the Gila people over taxes." The Company retained their land grant and they sometimes paid taxes on it. The School Board of the County looked forward to receiving some Southern Pacific delinquent tax money, to help with their school problems.

For many years the Railroad Company had a standing offer of, "\$65,000 for Roseville, Mr. Roses' magnificent garden property at the entrance of the Bay." It was the railroad's intention to have a wharf there if they built a line to San Diego and their terminal had to remain in Old Town.

In January of 1868, when Frank Kimball first came to San Diego County, it was quite a barren place. He describes it, "I had but one American neighbor (probably Capt. Wilcox) for 750 miles south and but 5 Americans for 200 miles east and only 11 persons to the old Spanish, Indian, Mexican, negro village called Old Town and all this mixture with the few Americans made up the population of about 400 persons."

At this time Alonzo Horton had purchased six 160-acre lots totaling 960 acres, for the sum of \$2544 or \$2.65 per acre.

In June of 1868 the Kimball Brothers returned as permanent residents, having purchased the 'National

Ranch', consisting of 26,631 and 94/100 acres for the sum of \$30,000.

In 1869, the *San Diego Union*, which Frank Kimball helped finance, described the work already accomplished by the brothers on the Ranch, listing "many extensive improvements, a wharf being planned and the Kimball's are now working on a dirt road 10 1/2 miles in length from National City to Jamul Valley which they hope will reach Fort Yuma."

In July of 1869 General Mortimer Hunter, acting in the name of General Fremont, who was well acquainted with Southern California, came in the interests of the Memphis and El Paso Railroad Company, another pre-war company organized in 1858 which remained dormant during the war years. In 1868, the *San Diego Union* said, "Southern Pacific (Gila) with El Paso interests will build out from San Diego in 90 days."

Los Angeles was negotiating for a railroad and the San Diego people were worried. "Will we have this road along our 32nd parallel or is it going to be along the 35th (Los Angeles)?" they asked General Hunter on May 19, 1869.

On July 4th Frank writes, "Railroad Committee came out for a subscription of land from Kimball Brothers, 40 acres." The Hunter-Fremont group had decided on the 32nd parallel for their road.

This gave Frank an idea and two days later he called on General Hunter in San Diego. "Had a long talk on railroad matters and I laid out my course. Made a bid of 500 blocks of land to the Memphis and El Paso Railroad Company to come to the Bay of San Diego and a further bid of 500 blocks for a terminus."

San Diego also gave land and bonds to support the new railroad.

Sept. 18, 1869 was an important day for our Southland, for many officials came down on the steamship *Orizaba* to join in the celebration of the coming of the railroad. There were well known names among the group. Frank lists them: Governor Stewart and Generals Hunter, Sedgwick and Rosecrans, also Major General Stoneman;

all were members of the Memphis and El Paso Railroad Company.

Captain Johnson, the congenial skipper of the *Orizaba* was Master of Ceremonies for the speeches, after a dinner which included oysters from the oyster beds which Mr. Noltge planted at the head of the Bay. There was a parade with band, and a general entertainment for the visitors.

The *San Diego Union* cautioned its readers, "Remember, these people are our guests and must not be fleeced."

Frank writes that after the reception the guests came to National City where they inspected the site for a wharf.

With the railroad a certainty, the Bay area prepared for the expected influx of people. In National City, Frank Kimball built a hotel across the National Road from his home. He speaks of it as the "Tipton House", the only Swiss style house built in National City, and mentions its cost as \$960. A "Railroad House" was built, with doors purchased from 'Hathaway' that cost \$53.40.

Mr. Theron Parson, in his memoirs for Feb. 16, 1870 tells us: "Railroad engineers locating a road along the waterfront." So the road did get a start, but no further account of progress can be found until this disquieting statement was issued, "Hunter says we can reach a main line at some point on the sage-brush, cactus-covered country near Needles."

When no further work was ordered and the little surveying equipment that had been brought in was withdrawn, the Bay area accepted the failure of the Memphis and El Paso to complete its agreement. Disappointment had come again.

Several years later an investigation revealed "A huge swindle and a gigantic fraud in the handling of the affairs of the Memphis & El Paso Railroad."

At the same time the Memphis and El Paso was planning to build out from San Diego a southern trans-continental railroad: "The Atlantic and Pacific" was in its embryo stage.

The proposed route was surveyed by A. B. Gray and his long report was published serially in the *San Diego Union*. It gives the exact location of every rock and hill

along the proposed route from the Mississippi River until it came to the western terminal, then it is vague. Against San Diego was the Coastal Range of mountains. In its favor was the more direct route which would mean a saving on the \$2,805,000 allocated for the California portion of the road; of course that was if the Coast Range could be crossed.

It was with the Atlantic & Pacific Railroad that the San Diego County railroad men now hoped to make a connection which would put the area on a trans-continental line.

The A. & P. was to play a strategic part in the San Diego County railroad story. It apparently was backed by conscientious men for even during the dull days of the latter part of the decade of the 70's a report was published, periodically, showing the road to be in splendid condition, financially and progress, though slow, was being made.

When Hunter and the El Paso group failed to keep their agreement in 1870 their lands were forfeited.

Then came Tom Scott, the well-liked, fighting Tom Scott, to bring new hope. Colonel Thomas Scott, of Philadelphia, was recognized as an influential railroad authority and promoter. After a survey of the San Diego Bay area he asked for the lands and bonds of the Memphis and El Paso to further his latest project, the Texas Pacific Railroad.

Once again our little National City was to be the pawn to help bring a railroad to the coast. The Kimballs gave bond to convey to the Texas Pacific half of National City and 11,000 acres of adjoining land, all within the limits of El Rancho.

San Diego also gave 9,000 acres on a verbal agreement. These were county lands, except the waterfront property which had been granted the Memphis and El Paso.

Guests of the Kimballs were Senators Harris and Kellogg, supposed to be very influential in political circles, in getting a land grant through Congress. While they were here they rode up the Sweetwater with Frank Kimball and selected a piece of land, as a gift to the men. Sen. Kellogg never accepted his acreage.

On the Ranch quite a few sales were made, but most

had a small down payment and a mortgage. There was little money for the improvements needed on the Ranch—and now another payment was due M. Pioche of San Francisco, the wealthy Frenchman who holds the mortgage on the Ranch.

Frank left for San Francisco. He says he "Rode into town with 'Sister'" (as he called his wife), 'Sister' walked out to the boat with me and back alone. I could not go back with her."

In Oakland Frank borrowed \$1500 for 30 days and gave his note jointly with Warren, his brother, and then started out to sell some property.

He listed his Oakland lands; 8th and Washington—\$10,000; San Pablo Road, \$10,000; Block No. 2, \$12,000 and so on for a dozen or more entries until they totalled \$57,000.

Then began a long seige of seeking buyers for the property. "Everybody has to wait until they can contact someone else. Too bad. Too much property. Received letter from 'Sister'. One disappointment follows another. Morgan cannot take the Grove street lots. May the Good Lord help me. This anxiety is cutting my days short. Seems as though the fates are against me."

Day after day Frank finds he has been carting "Bilks" around to see his property.

He was quite desperate, so he made a proposition to Pioche to take all the Oakland property and clear the debt on the Ranch. Pioche was not keen on taking over more property, but consented to take Block No. 2. Frank gave him the deed and the 1870 payment on the National Ranch was made. "Paid out of my own funds," writes Frank. Yes, and he gave a \$12,000 piece of property to satisfy the \$6,600 payment on the Ranch.

At a time when he was most despondent and saying, "Dear, dear, dear, I cannot stand it, my head swims," encouraging news came from the east. The eastern newspapers gave an optimistic view on the passing of the T. & P. Railroad Bill in Congress which would give land and a loan to the new road.

He wired Senator Harris for information and the

Senator replied, "Texas Pacific Bill passed Senate; You are one of the incorporators."

Congress had passed an Act to assist the Texas Pacific. "Through Texas to Ship's Channel in the Bay of San Diego and granted 18,000,000 acres from the Public Domain. In San Diego on June 30, 1870 the Bay area celebrated the welcome news by firing the Old Town cannon and lighting bon-fires.

At first Frank thought he would go to Washington, but as nothing further developed he changed his plans and began to dicker around for wharf lumber. "Trying to get Captain Simpson to exchange wharf material for land. Not succeeding," but Captain Dingley took property to the extent of \$1200 and Frank purchased some wharfing, then left for San Diego.

January of 1871 found Frank Kimball in San Francisco suffering intensely from the rheumatism with which he had been afflicted since childhood. 'Sister' is with him, rubbing his sore hip with Chinese oil and, under the Doctor's orders, painting it with Nitrate of Silver. 'Sister' sails down to San Diego every two weeks to keep in touch with affairs.

On April 15, 1871 Frank and Warren Kimball left for the east "Attended the organization of the Texas Pacific Railroad. 2,000,000 shares subscribed and 10 per cent paid in half an hour. Mr. Sedgwich tells us the Company will give all the Hunter (Memphis & El Paso) bond called for and more, too."

Before returning to the west coast the brothers visited their lonely Mother at Contocook, New Hampshire; their father having passed away on Feb. 4, Frank wrote 'Sister' and sent her some May flowers. They may have been wilted when 'Sister' received them, but she knew they were a tribute to their wedding day, April 19, 1857. The brothers returned by Union Pacific.

The *San Diego Union* said, "And now it is the Texas Pacific. The passage of the 32nd parallel Railroad Bill and the Incorporating of the Texas and Pacific Railroad gives positive proof of the value of property in Southern California."

Scott, speaking to a group in New Orleans told them,

"You can get on a train right here and go straight through to San Diego—in 6 years."

Frank sold a piece of his Oakland property and arranged with a lumber company for additional wharf lumber, and also building material. "Captain Mills will carry a cargo of my lumber to San Diego for \$1200."

With full confidence in the coming of the railroad many families came to San Diego, their men-folk hoping to get work on the western end of the road. In National City, Frank Kimball rented the Tipton House to Mr. Lyons, rent to start when the railroad began operations. The railroad house, with the big doors, was torn down and rebuilt on National Avenue, making a store 52 by 26 feet. "Gordon and Hazard will pay \$30.00 a month and \$15.00 for each tenement above." Of course this rent was to start after the railroad came.

The work on the wharf progressed satisfactorily, with Mr. Chessman and Fred Copeland in charge. All the piles were pulled ashore without a break in the chains.

June came again, and time for the last payment on the Ranch. The deadline was approaching and it was 'Without Grace'. Frank needed a balance of \$5000 to make the payment. "After calling on 8 banks I got the money from Henry Rogers and have given my land as security; 30 days, 12 per cent and a bonus of \$100. Kimball Brothers have paid M. Pioche the last \$6,613.28."

On July 8 Frank received the deed but returned it because it was not properly acknowledged.

In a conspicuous spot near the Kimball Home on National Avenue the flag pole was set: it was 109 feet high. On August 12, 1871, when the recorded deed was returned to Frank Kimball, the Stars and Stripes were unfurled to the breeze. It was a momentous day for all the people living on the Ranch; to the Kimballs it was a day long anticipated; the Ranch of a King had been dedicated *TO* and *BY* loyal Americans.

In August 1871 Frank Kimball had a conference with Mr. Chas. Crocker in San Francisco. Mr. Crocker was one of the Board of Directors of the Union Pacific and treated the promises of the Texas Pacific lightly. Frank Kimball recounted the conversation, "He told me, when I refused

to sell to the Central Pacific the 6 miles of waterfront which we own, that I should never live to see a railroad laid to the Bay of San Diego nor in the states east of California, which they do not lay and that no competition should come into the State. "Further" he said, "We have our foot on the neck of San Diego and shall keep it there." The wharf was completed. "With Captain Crain I helped buoy the Channel. 12 flags took 3 yards of flannel.

On the last day of August everybody went down to see the last pile driven. Reporters from the *San Diego Union* newspaper were present and a complete account of the project was published in the paper of Sept. 14, 1871. Frank tied the first ship to the dock when the *Orizaba* steamed up the deep channel.

No railroad activities are recorded until the following June when Senator Harris and his wife returned to the Ranch. 'Sister' met them at the boat and brought them out by stage. They rode over the Ranch, enjoyed a trip to the International Monument, a gay time at the beach then a wonderful dinner on Mexican soil. Frank was so lame he could not sail over to the Peninsula with 'Sister' and the rest of the party. Dr. Cooper injected morphine in his hip to stop the pain and in the evening he felt so much better he played on their new Chase & Koehler organ, and the clarinet. They had a 'Sing' and for the second time in his life, played cards; probably the game of "Seven Up", which was popular in the 70's.

They took the Senator for a look at the coal mines of the San Diego Coal Co., up above La Jolla, but the tide was not out far enough to see the main vein.

The surveying crew arrived. "The engineers are here, too. Mr. Shepherd came out in Mr. Horton's barouche and on National Avenue, near the center of the Ranch we set and drove the first stake on the survey of the Texas Pacific Railroad at 2 P.M. on June 22, 1872." The Senator left after the ceremony. At first it was the intention of the surveyors to find a low level road directly east, and it was planned to have the terminal grounds in the eastern part of the city.

On July 22, Frank received a telegram from Senator

Harris in San Francisco stating the railroad party with Pres. Scott was coming from Ogden and would come down on the steamer on the 23rd.

'Sister' had gone to Los Angeles the previous week with Metta Foster, so Frank went up by stage, met 'Sister' at the Pico House, welcomed the officials, heard the speeches and joined the Railroad party when they boarded the *California* for San Diego. Frank stopped at the Horton House for an hour and then came home, "So lame I can hardly walk."

In the morning the party came to the Ranch, examined the wharf and made soundings of the Bay. They drove to the Wilcox Gardens at La Punta. (Everyone was taken to La Punta where they could see the southwest corner-marker of the National Ranch.) From there they drove around the Peninsula then back to the house for lunch.

The Senator was now on the Board of Directors of the Texas Pacific and he and his wife had become such steady guests of the Kimballs that they were almost considered a part of the family. The Senator often left his wife with the Kimballs while he junketed around on Texas Pacific business. The couple showed such enthusiasm over the Ranch that Frank, who had already given Harris 40 acres from his privately owned land, gave Mrs. Harris 10 acres and 10 more acres from the lands owned jointly by Kimball Bros.

While the railroad party was here Frank made them a proposition to divide the Ranch, giving half for \$40,000. He then went north with the group.

Sept. 2, 1872 "Met Senator Harris at Col. Scott's rooms at Grand Hotel and signed contract to sell Kimball Bros. wharf and franchise to John P. Green as representative of the Texas Pacific Railroad, together with 11,000 acres of the National Ranch which includes about 1/2 of National City."

In San Diego there was little enthusiasm at the idea of the terminal in National City. Frank writes, "Met C. P. Taggart and talked over San Diego matters. Said he had the City Charter so framed that people of the Pueblo could grant any amount of bonds for any purpose, so they

might stand some chance of beating Kimball Bros. getting the railroad terminal."

San Francisco railroad men interested in the Union Pacific protested at what they claimed to be the wrong use of the term 'Pacific', referring to the Texas Pacific. "Any railroad using the name is considered a part of the Union Pacific. The Union Pacific is only a part of the newly constructed trans-continental line. There is the Great Western Pacific and the new portion, the 'Central Pacific'. We hope other railroads will change their names."

On April 3, '72 the Harrises returned. They had written Frank to meet them. He made a couple of rather boring entries. "Hauling Harris trunks out, 50c."

Two days later, "Hauling Harris trunks to Horton House, 75c."

During the Harris' stay in San Diego, on April 21, ground was broken for the first tracks of the Texas Pacific. There were but 75 persons who witnessed the affair, as no notice had been published. Frank was not present.

He was hurt and outraged. Just a few days previous he had talked to General Dodge, who had assured him that if the road had to take a northern route all work shops, foundry and terminus would still be in National City.

The Harrises returned to the Ranch, but the Senator had now assumed quite a cynical attitude towards the Kimballs and insisted the wharf was worthless, as it was worm-eaten and was worse than Culverwell's wharf in San Diego, which had been built in '68. After the Senator walked back to the Kimball house Frank examined the same piles that had been under the inspection of Harris, and found them free from worms.

Both the Senator and his wife seemed restless and on Sunday morning, "Mr. and Mrs. Harris took to their heels this morning and went all over the place, whether to avoid our church (which was held in the Kimball parlor) or as a direct insult to us, I don't know. It was an insult for them to leave and it would be an insult for us to ask them to go away; but we shall, soon."

It might have been a good idea if they had stayed for Church. "Mr. Barnes read his sermon on "Hell"..."

Southern Pacific stockholders became interested in the new road and bought so much stock in the company that it was said, "The defunct Southern Pacific has been resurrected under the name of the Texas Pacific."

Frank writes, "Have looked over all the railroad stakes from our railroad lands to Old Town." So, when bids were called on June 7, the Kimballs presented a low bid that was accepted in 5 minutes. "Have figured on the piles along the waterfront. Put in a bid for 20c per lineal foot for piles and \$12.50 per M. for all lumber needed. Made bids on all culverts, bridges, guards etc. on the first 10 miles of the railroad."

Frank Kimball went to San Francisco to purchase wharf piling, also lumber, bolts and rivets. He arranged for a lighter, the pile-driver and an engine. He must have advanced considerable money in his zeal to speed the building of the railroad.

Along the Bay front 10 piles were driven to re-inforce the tracks; and that was all! Frank Kimball's memoirs which had been brimming over with details of the work on the new road now switched over to the routine work on the Ranch. Not one other word regarding the Texas Pacific is on the pages of the book and there is no mention of "Black Friday", the 19th of September in 1873, nor of the financial crash that day which stopped all railroad building, including the Texas Pacific.

The pinch of the forth-coming financial depression had been felt in Texas and a crew of 45 Chinese who had been grading the road-bed for the T.P. in that state were discharged on July 4, 1873. As a group they went to the Central City, Colorado placer mines. The Chinese, unlike the Cornishmen, disliked underground work.

As in all crises, people of the Bay area imagined work would be more plentiful elsewhere, and it was said the population dropped from 5,000 to 1700.

The Senator, now only Senator by courtesy, came no more to the Ranch. There is one reference to him, "Senator Harris sent an orange tree from Florida." Frank, true to his word, even in adversity, cleared off the Harris ranch, fenced it in and set it with trees. At one time he sent the owners a bill for \$7.50 for labor and was informed they

would like to sell the place. Frank offered them \$1000 and "another \$1000 when I have it to spare". They accepted the offer.

After Black Friday, when the stock market crashed and panic spread over the land, the Union Pacific absorbed another road that had been using the name "Pacific" long before there was a Union Pacific, for the big monopoly took over the remnants of the San Diego, Gila, Southern Pacific & Atlantic Railroad which, under the name of the Southern Pacific, now included considerable Texas Pacific stock.

Tom Scott had been caught in the financial crash, and was unable to cover this stock of the Southern Pacific group who had invested in the T.P., and so found himself facing the northern railroad interest. "The Southern Pacific will here-after be represented by the manager of the Central Pacific monopoly." In other words, the northern owners of the stock would now have a vote in the plans of the Texas Pacific.

These northern railroad men, 'Railroad Barons' they called them, were Leland Stanford, Collis Huntington and Co., and Charles Crocker. They were all firm boosters for San Francisco. Huntington brushed aside San Diego's efforts to obtain rail service by declaring, "There shall be no other Pacific Coast Terminal than San Francisco."

With the acquisition of the Southern Pacific, the northern owners were in a queer position. They had thwarted Tom Scott in furthering the interests of the Texas Pacific, yet now they had money invested in that road. If they built the Texas Pacific they would be building a road that would compete with their own road, and that they would not do.

When the Texas Pacific funds were exhausted and the attempt to get a loan from Congress thwarted by the northern interests, the *San Diego Union* expressed itself quite pointedly, "Railroad Buncombe. Hail! and farewell." Another railroad had vanished in moonshine.

On January 4, 1874 the Texas Pacific was re-organized and General Rosecrans, in San Francisco at the time, was very optimistic over the future of the road: "In spite of the embarrassment to the public over the panic

of '73 I am sure the Texas Pacific will get aid from the government."

At the same time that the T.P. was appealing to Congress for funds, the northern interests spent huge sums lobbying against the measure. It was a long drawn-out fight. The Central Pacific stepped in and asked Congress to bestow on the Southern Pacific the Land Grants of the Texas Pacific, and for permission to build out of Texas, omitting San Diego.

The Bill was said to be a legislative curiosity. It started with 11 "where-as" which attempted to divest the Texas Pacific of its rights, and the same number of sections transferring all of these rights to the Southern Pacific.

Then Tom Scott put on his fighting gloves and proved the Southern Pacific and the Central Pacific were one and the same company, and that any proceeds that came to the Central Pacific should go to the original stock-holders of the Southern Pacific in San Diego.

"Central Pacific Bill for the Land Grant has fizzled out", wrote Tom Scott, "they don't want to build anywhere. They just want to beat me and when that is done they will stop building."

The Central Pacific Bill to defeat the Texas Pacific was defeated on April 21, 1876. "The majority of the Texas Pacific stockholders still maintain the road is coming to San Diego. They are selling their National City and San Diego lands and advertising their sales as 'the last chance to buy cheap property in this New York of the Pacific.'" At the same time the two cities are filing suit to get the lands returned to them as the railroad has not performed its portion of the agreement."

On April 21, 1875 the Southern Pacific, now under the direction of the Union Pacific, completed a line from San Francisco to Los Angeles, then on to Anaheim on May 7. There was dissatisfaction on the timing of the trains, which reached Anaheim very late at night. It took 20 hours by stage to reach San Diego, so the stage arrived in San Diego during the night, also. The road was in terrible condition. Other sources say that Frank Kimball contributed \$8000 towards repairing the road, but he himself makes no mention of it in his diary.

It was thought the Southern Pacific might fulfill its original obligation towards San Diego and build on south. Instead it turned towards the east, and on Oct. 30, 1876 was working towards Fort Yuma. Said the *San Diego Union*, "The road up north, the Southern Pacific, is one problem that causes us little concern. Our big problem is a cross-country railroad. We can still go to San Francisco by stage in 66 hours, or by boat."

The eastern papers were deeply concerned over the monopoly of the Union Pacific. "The Texas Pacific Road would be a benefit to the southern states and could be built for 25 per cent of what the Central Pacific cost. The government of the United States has loaned the Union Pacific and the Central Pacific millions in bonds and the people of the country, not the company that used the money, are paying the interest on that money."

In 1876 the San Diego stock-holders of the Texas Pacific tried to raise funds and interest in the western terminal but another group, interested in the eastern terminal, issued stock for \$2,000,000 and found they had \$5,461,000 subscribed giving them sufficient funds to bring the road to the Colorado River.

They began building at Marshall, Texas, which donated 60 acres of land for shops, also \$320,000 in bonds. Their land grant was enormous and is said to have been 4,000,000 acres from the State of Texas and 18,000,000 acres from the Public Domain.

By August 9, 1876 there were 450 miles of road completed out of Fort Worth. "The Pacific end of the road will soon come up for consideration. Tom Scott has been re-elected President." There it was again; always evading their pledges.

By this time San Diego Bay area railroad men had consigned the Texas Pacific to the category of the other lines that had become will-'o-the-wisps of the past, though periodically it was to come up for re-organization.

The years from 1873 to 1879 have been called "Stagnation Years" in railroad history and San Diego County was forgotten in the Railroad world.

There was no cessation of work nor stagnation on the National Branch; in fact it was during these years that the

most constructive work, without outside capital, was accomplished.

During those years Kimball Brothers were engaged in sheep raising on a large scale; grazing their herds first on the Town Plat then transferring them to Sweetwater Valley.

During those days the seeds of Blue Gum trees from Australia were nestling in the 10-acre Kimball Nursery on Mr. Swain's place, until they were large enough to be transplanted for wood groves in the moist lands along the Sweetwater. Seeds and trees were planted from far-away lands; the China Tree, the Japanese Plum, lemons from Australia, limes and citron from Italy, almond and filbert trees from England and an olive tree from the Holy Land.

Those were the days when Frank Kimball set out olive cuttings by the thousands, the prelude of the olive industry in Southern California.

Visitors at the Ranch, after meeting Frank Kimball and his equally friendly wife, made a point of procuring rare seeds and saplings on their journeys, to add to the collection in the experimental nurseries of their erst-while host.

In 1876 the Railroad Committee in San Diego made another attempt to make contact with a trans-continental line, when they organized the "San Diego & Utah Southern Railroad Co." with intent to meet the Union Pacific in Utah. Frank paid \$2000 as part payment on 200 shares of the stock. Funds were raised to send Mr. Towne to New York to contact the Union Pacific, and "Frank Kimball was authorized to draw up a Bill asking subsidies for our Railroad." None of the Committee realized the days of huge land grants were over, and the government was cancelling them instead of granting more.

Frank Kimball recalls his wedding anniversary, on April 19, 1876 "19 years ago I was married to Sarah Currier in the town of Henniker, N. H. and all these years it has been work, work, work not for one of us but for both. We hope yet to have rest and enjoy in comfort that which we have labored so hard to obtain. The years are going fast, the rest must come soon to be enjoyed."

Work on the Ranch was ceaseless, and Frank was finding he had to keep close surveillance over everything or the sheep wandered away while the herders slept, or his precious olive cuttings drooped from want of water. There was always the constant stream of people who came to the Ranch. Often Frank knew they were out merely to satisfy their curiosity or for the ride, but he took them around anyway.

A terrible congestion developed in his head and it ached. "More than a man twice my size could bear." Whenever he was under severe mental strain he would complain to his diary, but to the outside world he was, "That jovial Frank Kimball."

A recurrence of the lung trouble of his earlier years required a long period of quietness, when 'Sister' read to him and saw that he stayed in bed and not out on Ranch business. It was at this time, when he was so miserable, that General Woods came from the east.

When General Woods came to the Ranch with \$10,000 he wished to invest, Frank first made an offer of lands lying on the south side of the Ranch, but after thinking it over he suggested a Land Company to be formed and in this way responsibility would be shared and some of the worries shifted from his shoulders. "At Mr. Woods' rooms we organized the "San Diego Bay Land Co., myself subscribing to all but 15 shares which were subscribed by George Kimball, E. C. Blackmer and General Woods, each 5 shares."

This Land Company eventually became a part of the San Diego Land and Town Co. of the next decade.

It can be noted the name of Levi Kimball is not mentioned in the organization of this land company. When the Ranch was purchased Frank paid, \$4000, Warren, \$4000 and Levi, \$2000 on the down payment, dividing the Ranch in 5 parts. After the disappointment of the Texas Pacific, Levi gave Frank an ultimatum; he was selling his one-fifth of the Ranch for \$20,000. This did not include his personal lands up the Sweetwater.

Frank and Warren, not wishing an outsider to enter into the management of the Ranch, purchased Levi's share, by giving yearly payments of \$2000 each. Levi

believed there were better prospects ahead for him as a "Land Man" in San Francisco.

Again, in 1877 the Texas Pacific was re-organized. Mr. Crawford was sent out to look over the situation in San Diego County. The idea of bringing in a railroad by a direct line from the east was still uppermost in many minds, and so Mr. Crawford was driven over the back country, to Morena and back by Jamul, where they slept on the straw in the barn at Hamilton's Bee Ranch.

The Railroad Committee met at Horton Hall and a committee was appointed to welcome Gov. Brown, Vice-President of the newly organized company. They were instructed to go to Los Angeles, welcome the Governor and present a plan to bring the Texas Pacific to San Diego by way of Yuma and Mountain Springs.

They presented this proposal and said that two of the Committee would meet the Railroad party at Mountain Springs after they had crossed the desert, but the officials refused to consider the idea and the Texas Pacific idea faced another period of inertia in San Diego County.

An annual report of the Atlantic and Pacific continued to show, "The road is in excellent condition, financially, and nearing the Rio Grande River.

In 1879 Frank Kimball again stepped into the Railroad picture. Though ultimately he was to make concessions far beyond his expectations, he brought the railroad to San Diego County.

Will It Be the Atchison Road?

Frank Kimball rightly estimated the value of railroad and harbor facilities to the city of San Francisco. These were the same advantages he believed would develop our San Diego Bay area.

Direct transportation cross country was becoming a necessity to the County. On the National Ranch the orchards were bearing fruit and there were quantities of eggs, honey and vegetables that had to be shipped north to San Francisco and east by Union Pacific. Shipments were often delayed in reaching their destination.

In 1879 Frank Kimball had a second interview with Mr. Crocker, the San Francisco railroad magnate, and he found the battle between the North and the South, railroad, that is, was still on. Mr. Crocker repeated his original sentiments concerning San Diego and added, "San Diego wasn't nice to us so we built around them." This may have been a reference to the Kimball's refusal to sell their waterfront property, which gave the Union Pacific an excuse to turn east after they built the Southern Pacific to Los Angeles.

"It was this statement", wrote Frank Kimball, "that made me determined to go east."

On March 3, 1879 railroad discussions began again. "Rode into town and met Mr. Nesmith at his rooms. Warren, Elizur Steele and myself laid out a plan by which the Texas Pacific can be built to Yuma if Tom Scott will advance \$50,000." There were several conferences in the office of Mr. E. W. Morse.

"The railroad Committee, Morse (E. W.), E. Steele, Capron, Higgins, Pierce, Judge Luce, and Warren C. Kimball appointed Morse and Higgins to agree on operations. I submitted a report and the Committee adopted it without change and I was elected as agent to represent the City of San Diego, the Chamber of Commerce and our own interest." He was to go to Philadelphia where the main offices of the T.P. were located.

The meeting was written up quite dramatically in the newspapers. It said "When Mr. Kimball maintained he

could still get the Texas Pacific to come to San Diego if sufficient inducements were made he was greeted with a loud guffaw by his listeners who refused to contribute one cent towards expenses.

"Mr. Kimball replied, 'Very well, gentlemen, I will pay my own way.' Which he did, though he had to mortgage his house."

That may be true, for the Ranch was run 'on a shoe string' with mortgages carrying 12 per cent interest not uncommon.

There was also a suggestion that Frank might contact the President of the 'Atchison Road' which had come across Kansas in the direction of Santa Fe.

He went by boat to San Francisco, then across country by Union Pacific. He purchased his ticket from station to station, as was the custom, and his meals came from the basket he carried. It was not an auspicious trip, for he wrote, "Not a friendly face in the car."

At Philadelphia he called at the office of the Texas Pacific but received no encouragement. Tom Scott, the "Fighting Tom Scott", was no longer President of the Company; sick, and weary from the incessant combats in life, he was out of the railroad game though it was not until '81 that he passed away.

From Philadelphia Frank went to Boston, stopping on the way to visit family and friends in Contoocook, N. H. where he picked currants, fished and had a swim in the river. "Brown bread and baked beans for breakfast, then a long walk, gave me an appetite for string beans, peas and new potatoes for dinner."

In Boston he met Thomas Nickerson, President of the Atchison, Topeka & Santa Fe railroad, and stated his mission. Mr. Nickerson was far from enthusiastic but finally agreed to a conference on the following Tuesday. On Tuesday Frank was told Mr. Nickerson was ill and the Secretary postponed the appointment.

Back to the American House; Frank spent the afternoon writing a 12 page letter to 'Sister', then filled out the day's entry in his diary, closing with his usual phrase when away from his wife, "Bless her."

On July 24 Frank chatted with his old friend, Mr. A.

L. Hitchcock of the Bank of Boston, who became so interested in the San Diego story he introduced him to the President. "I was introduced to President Burr and endeavored to call his attention to the need and advantages of a railroad for our San Diego Bay area. He had nothing but cold water to throw: "Away ahead of the times," he said. "I asked his attention for just 10 minutes and went ahead. When the 10 minutes were up he said, "Go ahead." We had a good meeting, talked for an hour and a half. I'm sick, too sick to hold up my head."

Oh, if only 'Sister' had been there to steady those shaky nerves!

At nine in the morning Frank called to see Mr. Burr. "He locked his door against everyone and we went over all the ground again, and I so convinced him of San Diego's interests that he wanted me to see Mr. Nickerson right away. He went with me and introduced me to Mr. Nickerson and I was met by nearly a refusal by Mr. Nickerson, as he did not expect me until Saturday, but I got his ear and stayed till afternoon though he said he could afford but one moment.

"He had every kind of objection but soon began to relent. Locked his doors and called in the Chief Engineer and one other man. He asked for a proposition under which they could afford to put surveyors on the field. I told him I would give it and he said he would call the Board of Directors together next Tuesday if I would have my proposition ready and could explain it myself."

In the evening Frank wrote a detailed report to the Railroad Committee in San Diego and telegraphed them as follows, "Shall I accept reasonable certainty in Boston or wait for an uncertainty in Philadelphia?"

The answer was, "Use your discretion but see Philadelphia first, if possible."

This required a change in his plans and he asked President Nickerson for a few days time before presenting his proposition. Mr. Nickerson was annoyed but said they would wait 10 days. Mr. Nickerson was really very anxious to complete arrangements, for Frank heard him say to one of the stockholders, "We must not let this slip through our fingers."

Frank Kimball returned to Philadelphia. Texas Pacific business was essentially a Philadelphia story to him by now. He met Major Bond, the new President of the Texas Pacific. Frank writes "Tried by every means to get a decisive answer. He assured me, 'We can not spend one dollar at your end of the line.'"

That night Frank made further comment in his memoirs, "I dread to record my convictions concerning Major Bond, but I will do so and stand by the record; he has sold out to Stanford, body, soul and interest. Stanford 'runs' him from El Paso west, and to Philadelphia."

Frank was quite correct in his suspicions though it was some months before he was aware of the new deal. At this very time Leland Stanford of San Francisco was backing another railroad, the "St. Louis and San Francisco" which was endeavoring to purchase Atlantic and Pacific stock. It was this group that was to drive Frank Kimball to the brink of utter despair.

Many of these same stockholders were interested in the Texas Pacific, and insisted that its Eastern Division must resume work on their line from the Rio Grande to the Colorado River. The Atlantic & Pacific could then use Texas Pacific tracks to come into California. They intended to make application to Congress for a million dollar loan and this merger of railroads would then control 42,000,000 acres of land. Frank Kimball was right when he said Leland Stanford was running the Texas Pacific railroad.

After seeing Major Bond, Frank wrote his report to the Railroad Committee and then went back to Boston.

The hot, fatiguing days of July gave way to an even warmer August. Day after day meant going over the whole story for those who think they might be interested. "It's all such a worry. Oh, if Sister was only here. I've been so uneasy about my aching head."

It was Aug. 6, before all details were settled. Besides the Railroad contract there was a private agreement in which the Company was to take over an interest in the San Diego Bay Land Company, that corporation which had been formed with General Woods. The railroad Company was to pay \$11,500 and receive 1000 shares of stock.

"At 11½ on August 11, 1879. "I met by appointment with the President of the Santa Fe and went over the San Diego story again with the Board of Directors and showed them the lands which Frank and Warren Kimball proposed to donate to the company."

Governor Anthony of Kansas arrived, and Frank retold the story. It was voted to leave all plans for the proposed road in the hands of the President of the A. T. & S. F. Railroad.

More days of waiting while the Financial Agent of the company goes into details then says, "We must take hold of this."

A toothache for four days brought Frank near to distraction so he took time out, had the aching member extracted and a partial plate made, \$9.00.

Frank has all his securities listed; also the notes of the San Diego Bay Land Company which the railroad will take over. "Another meeting and again I went over the story and it was the most satisfactory hour I have spent. The Directors want 4 months to decide all questions. It's been 2 months since I kissed 'Sister' goodbye at San Diego. Bless her."

Both the dentist and the optician were on Frank's daily schedule. His eye was paining him terribly and he was becoming increasingly nervous. "More conferences which means going over it all for those not at previous meetings. It's all such a worry. Oh, if 'Sister' was only here. I have been so uneasy about my head today."

The following night he wrote in his diary, "No decision until 9 A.M. Doubts and fears beyond expression fill my mind. I have written 'Sister'. It will be decided tomorrow."

The details of the railroad agreement were soon lined up and on August 20, Frank carried his personal agreement between the company and himself to the office. "At 2½ came to the final agreement, securing all and more than I expected and granting far less. I consider this the most important day of my life and I hope in the future it may not be forgotten. Wrote 'Sister'."

It was September 6 before all papers were signed. The uncertainty was over and the reaction left Frank sick, with

a terrible cold and the sore throat he had so often, so he remained in Boston for a few day's rest.

There is a statement that keeps recurring to Frank, "The Union Pacific monopoly is drawing street cars, coastwise and river shipping into its net." This would affect the shipment of material for the railroad!

On reaching San Francisco he contacted Governor Perkins who operated an independent shipping company. The Governor assured Frank Kimball, "The Goodall Perkins Steamship Company has no connection directly or indirectly with any of the Central Pacific or Southern Pacific Railway Companies, and will carry freight for the Atchison, Topeka & Santa Fe Railroad in the interest of competition."

Sept. 13, "Left Oakland for San Diego. Had a splendid view of the loop in Tehachapi Pass. It took us 5½ minutes to go through the San Fernando tunnel."

At home there was all the excitement of meeting people and re-telling the details of the trip. It was too much excitement for this courageous little man who often wrote, "My heart beats against the walls of my chest as though it would break through."

One day, "Rode into town and came near falling down so went into the Bank of San Diego and lay down for a while."

Sick as he was, he rode over the countryside to Tijuana, Otay and all over the National Ranch to ask the individual owners to subscribe a piece of land that the deeds could be turned over to the railroad officials when they came. People were anxious for the coming of the railroad, so they willingly gave parcels from their ranch land.

The sore right lung from which Frank had suffered since childhood flared up, but "Sister" is caring for me," he writes.

In a few weeks he was out again, working hard at his usual tasks. No wonder he often wrote, "So much to do. So much to do."

The eastern railroad men arrived in San Francisco and Frank planned to meet them, so left by ship for San Francisco, stopped over in Los Angeles to attend the An-

nual County Fair, where he entered a prize-winning display of grapes, raisins, apples, oranges and olives from the ranches of the Kimball brothers: George, Warren and Frank. After the Fair and all the work of arranging the display, "My rheumatism was so bad I came home instead of going to San Francisco."

"I went up to the windmill to oil it. My rheumatic hip was not working well and I came near falling the 40 feet to the ground. In saving myself I had the flesh of my finger stripped off almost all around and the bone broken between the joints. Straightened the flesh as best I could and 'Sister' did it up in the blood. I have kept it soaked in Spirits of Turpentine all the time since. The ugliest wound I ever saw."

The President of the Santa Fe arrived in Los Angeles and Frank, sore finger and all, took the stage to meet him. "At San Juan Capistrano made a bed of hay in the bottom of the stage and slept splendidly till I reached the hotel in Los Angeles."

The party returned by steamer, "At 8 A.M. with the President and other officials we took our position on the Pilot House to get a good look at the Bay. Made a splendid landing."

During the following days the party were guests at the Horton House, then came out to the Kimball home from where they were taken over the Ranch, up the Sweetwater River where they saw the gorge which was suitable for a dam site, to the Monument, dinner in Mexico, sail on the Bay and picnic on the Peninsula; the usual form of entertainment given guests.

The next move was made by San Diego officials, "City of San Diego took possession of the Tom Scott railroad lands (T.P.) by plowing around the whole tract on the waterfront."

As though it was just incidental Frank Kimball inserts a bit of expansion, "Bought the Otay Grant of 7000 (acres). Drew a check for \$7000 leaving a balance of \$16,00."

The Santa Fe Company had many railroad interests in Mexico and while the surveyors were in this locality they made a trip to Carrizo Canyon hunting for a possible

short route east. Probably the awesomeness of the gorge overwhelmed them, for they returned to San Diego and to Roseville to see the possibilities for a wharf.

From Roseville they returned to National City and looked over the location of the wharf, built by the Kimballs in 1871, which had finally succumbed to the depredations of the "teredos" and was being dismantled. Frank sawed up the planks for fence staves around his olive nursery, to keep the gophers out, while the piling lumber was taken to San Diego where it was bored out to make water pipe for the orchards.

On Dec. 12, 1879, "After looking over the site of our old wharf they sounded the Bay; 28 feet at the end of the wharf and 37 feet in our deep channel. Over to the Peninsula (Coronado) where we ate our lunch and sailed back home. Fred Copeland took them back to San Diego."

"Christmas dinner at Warren's was enjoyed with Messrs. Wilbur and Pratt, who were amazed to find their repast included guavas, oranges, figs, apples, pears, strawberries, olives, almonds and walnuts, all from the Ranch."

Frank and Warren Kimball, with Elizur Steele, continued their work of getting other lands deeded to the Santa Fe and with the Railroad Committee, a Board of Trustees was set up to legalize the transfer of the T.P. lands. One half of them were granted the A.T. & S.F.

The two engineers, Wilbur and Pratt remained in the area for a few weeks longer, during which time the Kimballs made them a donation of land; they seemed so enthusiastic over the Ranch. As with the Senator Harris deal, the land was cleared, planted with olive, citrus and fruit trees and fenced in. Mr. Wilbur paid a portion of the cost of one house. Time went on and, after a few years, their interest waned and the time came when, without consulting the Kimballs, they deeded their lands elsewhere. Sixteen years later Mr. Wilbur was to sink to the very depths of base ingratitude in his dealings with Frank Kimball.

Wilbur and Pratt left the area in late January, presumably to report to the Boston office.

The days passed by with no further word from Boston

and on March 1, 1880 Frank writes in his memoirs, "Something is wrong."

The Railroad Committee received one vague telegram from the Santa Fe office, asking the people of San Diego to take no adverse action in regard to railroad lands, referring, presumably, to the T.P. Grants.

After another period of silence it became quite apparent the proposed railroad was another chimerical fantasy such as had become so familiar in the history of San Diego County.

and now . . .

"It's the California Southern"

The diary of 1880 begins with the usual routine work of caring for the sheep and cultivating the olive and fruit trees in the nurseries but, before it closed, the tranquility of the National Ranch was to be disturbed when, as a whole, it became the subsidy of a railroad company.

It was on March 1, that Frank wrote, "Something is wrong." When nothing further was heard from the Santa Fe officials the Railroad Committee in San Diego urged Frank to return to Boston. Three of the Committee subscribed \$50.00 each to defray expenses, but Frank told them the amount was insufficient and he would not go as in '79 when he paid all bills himself.

He ignored railroad affairs completely and returned to the work on the Ranch. Meanwhile Elízur Steele of National City had not been idle but had raised some money to send Frank Kimball back to Boston, as Railroad Commissioner to deal with any railroad company or any individuals who might consider building a railroad to Fort Yuma.

Frank mentions "Three drafts for \$450.00—\$50 in coin and a letter of credit for same amount." Some of the money was not forthcoming for in a letter of 1886 Frank mentions that certain San Diego people still owe him \$1000 on pledges in 1880.

On May 4, 1880 the *San Diego Union* wished him Godspeed. "Mr. Kimball leaves for a trip to the east. We wish him success and a safe return."

On May 5, he "Kissed my "Ma" good-bye." and sailed for San Francisco.

There was no need to stop at Philadelphia on this trip for the Texas Pacific had merged with the interests of the Atlantic & Pacific, so Frank went at once to Boston.

After calling at the offices of Wilbur & Pratt, Frank reported to Mr. E. W. Morse of the Railroad Committee in San Diego, telling him the disappointing news: Mr. Nickerson was no longer President of the Santa Fe.

San Diego people were distracted at the news. The policy of the project had been placed in the hands of the President and with the change of leadership had come a change of plans.

Frank received many desperate letters from San Diego. E.W. Morse wrote "The people are leaving every day and soon all will be gone who can get away." Mr. Choate's letter read, "If you do not succeed in getting a railroad, in less than one year not 500 people will be in the City of San Diego."

As Frank Kimball found, in his conference with Wilbur & Pratt, the ink had hardly dried on the agreement signed in Sept. of '79 before certain forces began working on a plan which stopped the Santa Fe from working out from San Diego.

In one of the Frank Kimball's diaries there is a list of the Boards of Directors of railroad companies: The Atchison, Topeka & Santa Fe; the Atlantic & Pacific; the Mexican Central, Sonora Railroad Company, Arkansas Valley and the New Mexico Central and the names are practically identical, so it is easy to see how a group under the name of one company could govern the plans of another and that is what had happened. A group from the Atlantic and Pacific bound the Atchison, Topeka and Santa Fe to build no railroad in California until the Atlantic & Pacific reached Needles, so that was how it came to be "Railroad Buncombe" again. "Hail and Farewell." for the Santa Fe.

On May 13, '80 Frank conferred with Mr. Nickerson and the Attorney for the Atlantic & Pacific R.R., Mr. Wade. "There was general talk, nothing conclusive and a postponed appointment."

"Conferences are postponed and postponed." writes Frank. "They say the Board of Directors are in Topeka. Every excuse possible."

During the days while Frank is waiting for he knows not what, Mr. Pratt repays the hospitality he had enjoyed at the Kimball home. "Took me for a 20 mile ride behind the fastest horse ever known." At the Pratt home Frank played his first game of billiards. "Fun," was his comment. The daughter took Frank for a ride through beautiful country. "Nicest ride I ever had except that one when

we rode to Henniker," referring to that blustery day when he married his beloved "Sister".

On the 25th of May Frank met the A. & P. folks, "Everything quite satisfactory, so far."

At Wilbur & Pratt's office Frank made detailed plans for San Diego railroad lines to exhibit to the A. & P. magnates, and also went to the Santa Fe office where he met the new President of the Company, T. Jeff Coolidge, and made an appointment with him which proved quite satisfactory.

A series of appointments followed: with Ex-Governor Boutwell where they talked law, railroads and tree planting; with Mr. Nickerson and with Mr. I. T. Burr, President of the National Bank of North America, and with Mr. Woodward, confidential advisor of the Santa Fe Company. In Mr. Nickerson's office they drew up a proposition to submit to the Atlantic and Pacific Railroad Company. "After the discussion," wrote Frank, "I am to go to New York with the Company's Attorney and meet General Winslow" (All the commissioned men in the Union Army must have gone in for railroading!)

Frank spent the 31st of May writing notes he would use in New York, when he asked the Atlantic & Pacific Railroad to commence the San Francisco Division of the road at San Diego and push it to Needles. "My eyes have pained me terribly. Do not even dare to buy a paper."

"Another day at Mr. Nickerson's office arguing the railroad question, overhauled the whole subject and held my ground and more, too."

To New York and back again. "The same argument: will the A. & P. build out from San Diego?"

While waiting for the A. & P. group to come to some decision Frank went up to Mt. Washington to see "The Old Man of the Mountain." He writes, "At Profile House and had a hard night's rest. Had to strip the bed and lie on the floor close to the window. The feathers in the bed were new, and not cured and had such a smell I could not stand it."

"At the A. & P. office with Santa Fe officials and canvassed the whole ground again. After lunch with Mr. Wade we took up the Constitution provisions affecting

railroad companies in California; and here is where I have to fight the battle and it looks as though Providence must step in and lend a hand. I am losing the sight of my good eye but the bad one is getting a little stronger."

June 9, "At the Railroad office all day and have talked out everybody and I'm so tired. I have answered all their arguments against going to San Diego, open and above-board with an independent road, and to at once put Mr. Lockling and Fred Copeland on the San Diego end. My eye hurts terribly tonight."

It was necessary to have the Corporation Laws of California under the new Constitution, and Frank hunted all over the city for them, going to the Boston Law Library, to Little, Brown & Co., and to the State Library. Not finding them he wired A. L. Bancroft to send him the laws from California.

"My good eye is going, when will this be over?"

The railroad companies lack enthusiasm on the question of building out from San Diego so Frank has a meeting with five men who, he knows are quite frequently engaged in 'big business enterprises' and infers he will offer additional ranch property if an independent line could be built.

He would like some advice on this new plan and writes "Sister", even arranging a cipher. He also writes to Warren.

Conferences start again and Frank takes responsibility for the lands that had been awarded to previous companies. "I said I would be personally responsible for any deficit that may occur in lands held in escrow for the Atchison, Topeka & Santa Fe, or their assignees; and the Railroad to guarantee construction of 20 miles before Jan. 1, 1881."

"Another day of arguments. There are some who still insist the main line should go direct to San Francisco and not to San Diego at all." The day drags without any decisive step taken; then the first idea of building the San Diego & Colorado River Railroad Co. is discarded and the discussion favors a railroad that will connect with the Atlantic & Pacific. "Of all my railroad days this has been the hardest on me and I shake as though I had the shaking palsy. I hope it will soon be over."

"Another day at the railroad office with the officials and I hope in 'prayer sake', as grandmother used to say, that the conclusion is in sight."

The first of July, just as Frank thinks everything is settled, the New York group of the Atlantic & Pacific think a committee should be appointed to settle relations between Atlantic & Pacific and the San Diego & Colorado River Railroad Company which would be a Santa Fe line. Frank is desperate and again writes, "Something is wrong somewhere."

He is right. General Winslow of the Atlantic & Pacific is also President of the new road, the "San Francisco & St. Louis", which comprises the New York interests of the Atlantic & Pacific. He now withdraws from the San Diego project. "I am abandoned and just where I started on May 12," Frank wrote, in his discouragement.

"Mr. Nickerson sent for me and with tears in his eyes he said, "I am beaten, powerless, and I cannot help you."

Frank is waiting for an answer from 'Sister,' but 'Sister' is not inclined to commit herself; probably wondering why Frank wastes his energies on a railroad problem which never seems to reach a solution. Warren on the other hand is ready to sanction any project which Frank suggests.

At the Atlantic & Pacific office Frank Kimball called the five men to another conference. These men, Messrs. Cheney, Nickerson, Wilbur, Pratt and Burr had implied they would form an independent company to build the railroad if sufficient Ranch land was given them to insure their investment. Frank writes, "Have finished an agreement to sell Kimball Bros. lands for \$100,000 and retain ownership of one-sixth, divided equally between Warren and myself. The other owners, each with one-sixth to be—" and he mentions the names of the 6 who are at the conference." "All parties have agreed to conclude business tomorrow so I can go home." "I can hardly put one foot in front of the other; I'm so tired." The \$100,000 would be in stock of the new land company, not cash.

Another delay causes further postponement of the land arrangement. The men are interested in a shipping line and a mail steamer is preparing to leave for Mexico. The

office is in a hub-bub as freight and passengers demand service.

Work gets under way again with Frank writing. "All day long at my terrible task. The men all want something else added to their subsidies. Have worked like a beaver to get all papers made out but I must stay until Monday. I've compared them until I'm almost blind. Arguments and misunderstandings! Last night I came into my room and dropped on the bed. Did not wake till after midnight, undressed and went to sleep till 8:40 A.M. and yet have not had half enough rest."

A few months previous Frank Kimball wrote to his brother Levi and said, "Warren and I have worked hard to keep the Ranch clear so we would have something to offer for a railroad." Perhaps he was aware that the time had come when he was to make the sacrifice.

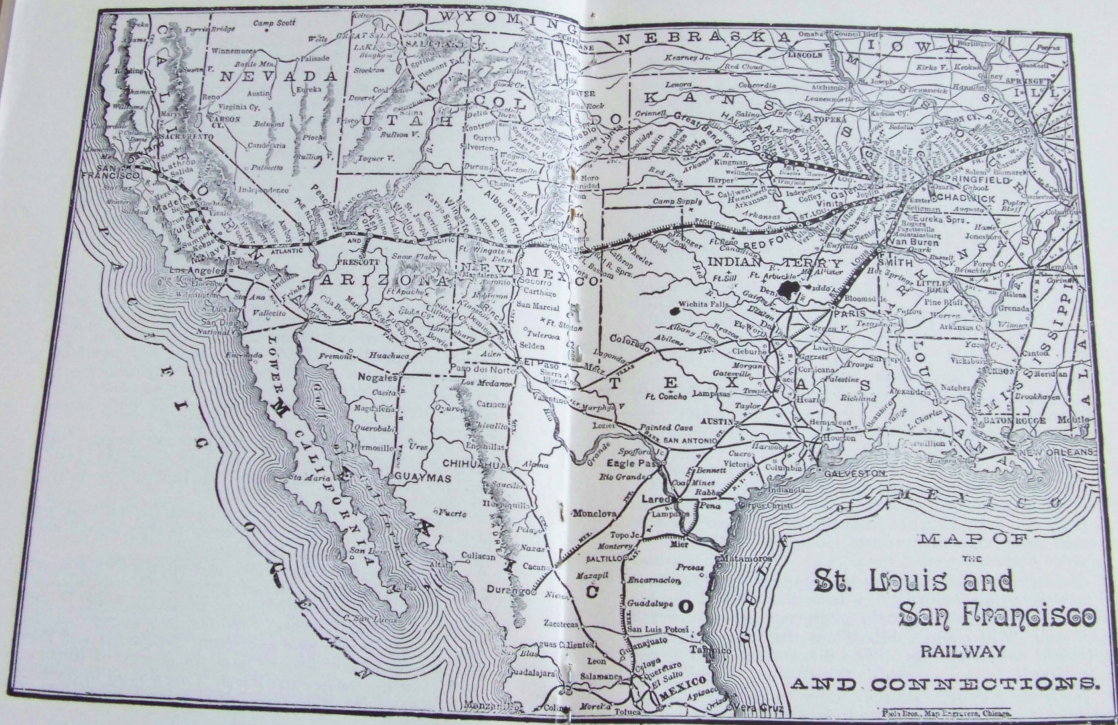
July 26, "All names but one on our Railroad agreement; all but two on our personal agreement.

It was on the railroad agreement that the men were demanding more subsidies. Frank Kimball first offered them the mile of waterfront and the 10,000 acres foreboded to the Texas Pacific. Discussions and arguments followed before the contract, far from the original proposal, was signed. Besides the land offered they asked for "such additional lands as would be required for work houses, wharves and for appertinances of the line."

Other portions of the contract gave the company permission to make their own selection from the unsold portions of National City; also tide land and waterfront property to the extent of 3 miles.

Starting back from the waterfront the railroad was to be permitted to select such parcels as they desired until the 10,000 acres of land was made up.

Considering that each block in National City was surveyed to contain $2\frac{1}{2}$ acres of ground, the railroad could select approximately 400 blocks of choice land, if they took it all from National City but it was expected that some acreage would be chosen from Sweetwater and Paradise Valleys. They were to have the control of the lower channel of the Sweetwater River. This was all in the Railroad agreement. The personal agreement was with the



"Syndicate of Five," as they called themselves before the corporation emerged as "The San Diego Land & Town Co.," better known as "Land and Town." Capital was \$1,000,000.

Frank left Boston and, as usual, suffered from chills and fever. The passengers were all sympathetic and gave him some good "cold" medicine. Mr. Nickerson had presented him with a pass over all lines of the Santa Fe, but as he could find no information on train time out from Topeka, he returned via U. P.

At home Frank met with the Railroad Committee and laid out general plans to transfer all subsidies here-to-for made to the A. T. & S. F. Railroad Co. to Mr. Nickerson and his associates. It looks to me as though the Committee will stand by me under the general terms of the agreement made by me on July 23, 1880."

Then the legal phases were cared for; the Trust Deed to the Tom Scott (T.P.) lands, also the Deed to the Railroad for the 10,000 acres of National City and the private deed to residue of the Rancho de la Nacion; lands owned by F.A.K., W.C.K. and L.W.K., jointly, Levi still retained a share in lands up the Sweetwater.

Following this it was necessary for Frank to ride over the countryside and explain the new set-up and ask all individual donors of lands to change their bequests from the Santa Fe to the new road which, as yet, was without a name.

Aug. 31, "In town and had the toughest time with the City Trustees. I finally told them to leave everything as it was or I would retire from the whole matter. Then I asked them what they wanted changed, but they could think of nothing."

Before the representative of the Syndicate of Five came to take the residue of the Ranch from the Kimball Brothers, Frank and Sister made a pilgrimage up the Sweetwater and, "Sister and I picked out the land where we will build our new home." The dream home that never materialized!

Benjamin Kimball, attorney, came to the Kimballs to "straighten out land matters and get a voucher guarantee-

ing there are no claims against the Kimball property." He was no relation of the Asa Kimball branch.

In the days that follow the attorney goes over the Town Plat, spots a piece of land, examines it, and if satisfactory, it is placed on the Syndicate map. This nervous strain soon brings Frank to the brink of a nervous collapse as the time draws nearer for the surrender of the deeds to the Ranch. There's that old hard knot in his stomach.

Fortunately an event occurs which takes his mind off of mundane things. The First San Diego County Fair preparations are under way and Frank is working on a larger hall for the display. The Fair was a happy success.

Oct. 16. "Have received the Railroad Deed and the Land Syndicate Deed and have found both substantially correct. The San Diego Bay Land Co. stock has been transferred to Syndicate stock."

At this time Frank makes one purchase and contemplates another. Nov. 22, 1880. "Bought undivided half of Janal Ranch from E. H. Gannon. Fred J. Huse has the other half and both parties agree that no action or improvement on the Ranch shall be done without consulting the other party." Also at Mr. Morse's office he debates whether to take the Jamacha Ranch lands for \$2000, 400 acres, or forfeit the \$100 he deposited. He bought "flowage" rights.

Before Benjamin Kimball left town he set a stake at 12th Ave., and 25th Street in National City as the starting marker for the Railroad.

Mr. and Mrs. Nickerson came to the Ranch. They were the guests of the Kimballs and were much impressed at the advantages of the Ranch. There was a large picnic for the guests. Fifty-Seven of them drove over to the mussel beds on the north side of Point Loma (Ocean Beach).

Frank's next work was to contact the owners of the land between San Diego and Riverside and obtain the Right of Way for the railroad which includes going through San Vicente Nuevo, San Vicente Viego, Temecula and the Little Temecula Grants, also the Santa Margarita Grant (where John Forster lived.)

Dec. 3, "Called on Mr. Pascal and secured Right of Way from Francisco Estudillo. Have worked hard for the

Railroad Company." A name has been given the new road, "The California Southern."

Dec. 4, "In town early and worked on land exchanges all day and walked home after dark in the rain and the wind. The hardest walk I ever had in my life. Was only 40 minutes from Gordon and Hazard's store (S.D.) to my house."

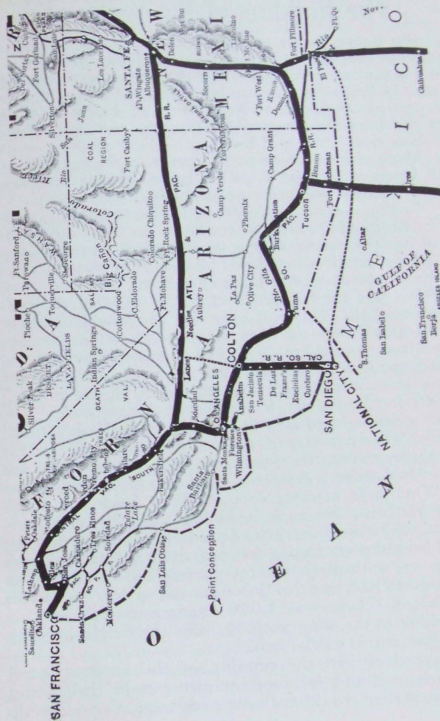
You can imagine 'Sister's' reaction when she found her Frank had trudged along, limping over that long, rough, muddy road with the "Old Homestead" as his goal, for the next day we read, "Finished agreements with P.C. Remondino, C. A. Chase, and A. W. Hawkes, working until 11 P.M. 'Sister' came to town and brought me home."

Frank continued his work on exchanges. This consisted of substituting other lands in National City for the 200 acres for railroad yards that had to be obtained by negotiation. While he was working at Hazard's store on some paper work Mr. Pratt came in and "I told him what I thought of railroad companies, in general."

At the close of the year we find Frank Kimball in town, "Working on my equation of Taxes between the railroad, the Syndicate and the Kimball Bros. Took statement to Sheriff's office and ordered receipt for each party."

The *San Diego Union* of Dec. 26, 1880 expressed itself thusly, "Christmas day dawned on the people of San Diego in a season of prosperity with a brighter promise for the future than they have had for many years."

Why shouldn't they be happy? A little man down National City way had just given the bulk of his life's earnings to bring the railroad to them. During the year of 1880 he gave his time, his efforts and his lands to accomplish this result—and I hope it may not be forgotten.



The Building of the Railroad

By rights, the year 1881 should have been a year of thrilling incidents pertaining to the building of the California Southern Railroad to its connection with the Atlantic & Pacific at Needles, but instead it was a year of frustration and general awakening as Frank Kimball realized how little business ability was at the command of those who had signed his Bond.

Much of our information comes from the Frank Kimball letters which he, in 1881, began copying on tissue paper using the wet process of the day.

Writing to an acquaintance in Boston Frank said, "The Board of Directors of the Calif. So. are 3,000 miles away but they know all the answers. Each of them has a half dozen relatives or friends he wishes to place in good positions regardless of training or ability."

This was graphically illustrated in some of the construction work. Plans had been sent for several buildings for machine shops and work began on one of the largest. Its walls were thick, with bricks laid endwise and having 24 inch projections for supports. The gable end, one unbroken wall, was 80 feet long, the width of the building was 40 ft. As the work was begun Frank said, "The joists for the building are still growing up in Washington."

The days passed and the building remained in the same shape, though the joists and the corrugated iron for the roof had arrived. A stormy night brought a heavy wind and, "Our large machine shop, built of brick and ready for the roof, is a wreck. It looks like, 'after the bombardment'. The timber was in the yard also the iron for the roof. I begged them to put the roof on or at least make the walls secure with props but my prayers had as little effect as they have had in other instances and a loss of \$5000 has resulted. There was 3,000 sq. feet of wall surface, point-blank to the wind with $\frac{3}{4}$ ths of the weight hanging outside the center of the wall.

"Boys have had the running of the business, good men discharged and incompetent men put in their places just because they would not bow and scrape. Good men do

not do that. I had called their attention to the matter several times. \$50.00 would have saved the building."

There was the same lack of efficiency when the workmen began to build the cars for the road. Quoting from a letter which Frank Kimball wrote to Boston we learn "The National City Machine shops are in operation, if you can call it 'operation'. Why the Devil (I won't take it back nor apologize for it either) so many boys are sent here to manage the mechanical department and other positions, is a conundrum.

"There is not a mechanic at work on the cars except the old saw-filer, George Allen.

"Every good man is let out when it is found he knows more than the foreman.

"The entire top of the car they are building has been taken off three times and the material thrown away. Competent management could have saved \$100,000 in all the work that has been done around here.

"I would like to see the Union Pacific buy the California Southern and continue the Utah Southern south and meet the California Southern."

At some time the road must have passed out of local ownership for there is a later report, "Jay Gould making progress on the Utah-Southern Railroad."

The proposed wharf which the Railroad Company was to build was postponed several times but at last the material and plans for the creosoting plant arrived. It was in this tank that the piles for the wharf were to be treated against the worm which circled the piles 'between wind and water'.

Frank wrote Mr. D. K. Horton in Boston. "Plans for the creosoting plant were sent here and we followed them exactly, but when the machinery came the great plates did not fit. By forcing the bolts to the utmost we got them in place. Everything was ready but we had no vacuum gauge.

"One cargo of creosote was shipped and was used on green lumber. I told Mr. Nickerson the work he had seen in San Francisco was on dried piles but he insisted we use the piles as they arrived. The oil penetrated the wood not more than $\frac{1}{8}$ of an inch. Due to the faulty vacuum the creosote was soon used up. An effort was made to get dead

oil from San Francisco but they would not sell to us, the same was true of New Orleans but St. Louis says we can have all the dead oil we want."

While the railroad company was scouting around for 'dead oil' the wharf piling had a chance to dry.

The wharf was begun but there was none of the enthusiasm that accompanied the work when the first wharf was constructed.

During the early days of July there was an atmosphere of expectancy around National City. Tracks had been laid from the wharf to an engine house, and they were waiting for the arrival of the first locomotive which would take the work crew and material up the line.

Many people had never seen an 'engine' but those familiar with them described the huge black monster which was expected any day. Early on the morning of July 11, 1881, while the Scotch rain was still heavy on the Bay, a cannon shot reverberated through the air, the usual signal given by ships when entering the harbor. A short time later a brig, the *Orient* came through the deep channel, past the wharf in San Diego and on to National City. On that ship was the first locomotive to come to this part of California.

On docking, A. D. Zander, the engineer sent from Boston, invited Frank Kimball into the cab. "With Frank Kimball at the throttle, the engine ran from the wharf to the engine shed; that being all the road completed."

We do not know Frank's re-action to this event but from the pen of his nephew, Gus Kimball, we read that he also rode on that engine and very proud he was to make that entry in *his* diary.

Even at that satisfying moment there came a tinge of disappointment. The supposedly new locomotive which everyone expected would be emblazoned with the name, "California Southern" proved to have been built by the Manchester Shops in New Hampshire for the "Mexican Sonora Railroad" but was sent to California instead.

It was the largest type made in that day; weighed 48 tons, steam chest 16 by 24 inches and was hardly suitable to take the winding track through such canyons as Temecula. Its name was, 'Ures.'

On May 1, 1881 the railroad company had run their first telegraph line between National City and San Diego. Frank learned telegraphy at once, then, in anticipation of future business, the San Diego Telephone Company ran a line to National City. As there was no railroad office at the time the line went to the Russ Lumber Company. "Frank Kimball has the second phone and Dr. Risdon has phone number 3."

The first spike for the railroad was driven in National City on July 22, 1881. Oct. 22, 1880

Work on the railroad had been awarded Lyons Bros. who surprised the construction world by employing Indians: claiming them more conscientious than the Chinese after they were once trained. Frank Kimball took exception to this statement as being contrary to his finds in Chinese caring for sheep, and for garden work.

Progress was recorded. "Photographer Parker is busy taking pictures of the building of the railroad. His little wagon and the smell of chemicals follow the railroad builders." In San Diego Mr. Parker established another 'first' when he advertised, "Souvenir pictures of the building of the railroad."

By Sept. 18, 1881, "Tracks of the California Southern have reached False Bay (Mission). The men are setting mile posts as they go along."

The route planned was from National City, through San Diego, Old Town, Encinitas, San Luis Rey, Fallbrook, Laguna, and Riverside. Fallbrook was the noon stop where the train waited 15 minutes for dinner. This town being in the heart of a rich agricultural district, the stop-over station for the railroad, enjoyed a period of prosperity.

In San Diego the authorities insisted on the railroad building two stations, one on 22nd Street, the other on D (Broadway) near the waterfront.

The surveyors passed through Temecula Canyon, where Frank pleaded with Mr. Weaver to run the tracks on the hillside instead of along the creek bed, but his advice was disregarded. A woman rancher tried to show the surveyors the water mark during rainy season, but they laughed her warning away.

In a conversation with Mr. Nickerson, Frank advo-

ated building south from Needles, saying he was sure Stanford, in some way, would head off the California Southern. Frank also maintained the Southern Pacific would build a branch line from Needles to Mojave to connect with the Union Pacific. Mr. Nickerson said, "Kimball, you're a fool to think that. The Southern Pacific will have enough of the desert without building between Needles and Mojave," and he laughed the matter away.

Every few weeks the officials mapped out the new work. Then the time came when the order went out, "from the 116 mile post to the 128 mile post. The 128 mile-post was at Colton!

When the California Southern reached Colton the Southern Pacific would not permit them to cross their tracks. The last rail was laid at Colton August 11, 1882.

Frank Kimball wrote to Mr. Wilbur, in Boston. "You will remember that I said the Southern Pacific was perfectly consciousness in protecting what they thought were their rights. Mr. Nickerson approached the table and said, "Kimball, you shan't talk so of the Southern Pacific people. We have always met them as gentlemen, both socially and in business." Those words must have burned into his heart as they did mine.

"Every obstruction possible has been thrown into the path of the California Southern. Freight has been stolen and transported through other channels.

"Mr. Higgins shipped a carload of oranges to Denver and they were sidetracked until they spoiled.

"Every carload of freight marked National City or San Diego, via Colton and California Southern, goes to Los Angeles. Freight has to be paid to L.A., then paid back to Colton where it can be unloaded on the south side of the car and does not cross the S.P. tracks.

"People are confused at all this and we find many of them staying in Los Angeles, Pasadena, San Gabriel and Pomona.

"Mr. Nickerson is displeased because land sales are slow. The whole feeling in the security of the enterprise has been arrested by Mr. Nickerson sending away machinery which was brought here to carry out the letter of the

Bond entered into with me. It was sent here in good faith and taken away in bad faith and has upset everybody.

"How can the Land and Town expect to sell land when the Railroad Company, composed of the same men are, every day, taking away the appliances sent here as an assurance they intend to carry out the spirit of the Bond?"

"Boston knows so much but will not learn more. There is no supervision over supplies. Some locomotive parts have been shipped to the Mexican Central. Other material has been stacked in the open yard. There is so much neglect that 100 families have been beaten and run out of the San Diego Bay area by the Southern Pacific; that Stanford made Nickerson throw up his hands. We are now bottled up and the cork driven in. We are the laughing stock of the world for letting the Southern Pacific get away with their game.

"California Southern passengers have been hauled over the road beyond Colton by stage. A two hour ride to connect with the Atlantic and Pacific."

While the Southern Pacific was refusing to permit the Calif. Southern to cross their tracks the northern interest went still further; they built that branch line between Needles and Mojave so passengers from the California Southern, wishing to go east, could transfer to this branch line and to the Union Pacific. "To New York by way of Mojave, 3,347 miles; 6 days and 3 hours," they advertised.

Frank is sick, so sick. "This worry and fret just 'bust' my stomach. Have had to lie down. Worry, worry, day and night is doing what the first 25 years of my life didn't do—Take me to the Great Community—and then."

After a long legal battle the California Southern was granted permission to cross the Southern Pacific tracks at Colton.

The Northern Railroad men continued to claim they owned the controlling interest in the Atlantic and Pacific Railroad, yet the president of the Atlantic & Pacific issued a circular asking for subscriptions to stocks and bonds of the California Southern, stating the new road with the

Atlantic & Pacific was 400 miles closer to the east coast than any other.

Nov., 1883, "C. P. Huntington is making a second bid for the control of the Atlantic and Pacific which is credited with being in very good condition, financially."

Then the Santa Fe threw in their bombshell. "The General offices of the Atlantic & Pacific Railroad Company will be moved from Albuquerque to Topeka on Feb. 1, 1884; on which date the Atlantic & Pacific Railroad will pass to the control of the Santa Fe."

"This," said the *National City Record* which had just started publication, "breaks a monopoly in railroad building in California; a monopoly which has been a chain around the necks of our people."

The Santa Fe may have taken over the A. & P. railroad, but for many years it was known as the "Santa Fe branch of the Atlantic & Pacific in California."

A spirit of optimism developed in our Bay area. The railroad would place the community just a week's journey from the Atlantic Ocean; far different from covered wagon or even stage coach days.

San Francisco and Los Angeles were accessible by rail now. "New fast train. You can now have a leisurely breakfast in National City and reach Los Angeles in time for a fashionable dinner, 200 miles away. Leave National City at 8:25. Reach Colton at 2 P. M. where you change to the Southern Pacific. Reach Los Angeles at 4 P. M. 7½ hours." Then if you wished to go north you would take the Southern Pacific again.

In 1884 the Mojave Branch of the Southern Pacific was transferred to the Atlantic & Pacific and everybody was waiting for the A. & P. to come through Cajon Pass.

Back in National City, the Land and Town had decided to build a hotel. If you read the *National City Record* or the *San Diego Union* you would receive the impression it was a success from the start, but it really was quite a fiasco. Frank writes to Mr. D. K. Horton in Boston giving his version of the venture: "The matter of the location of the hotel was left to Mr. Osgood, Mr. Weaver and myself. I selected a good site, Block 13, south of my house where the land was flat and dry. Mr. Osgood wanted

to build in the best place and Mr. Weaver was undecided where the best place was until he bought some lots on 23rd Street, right in front of Block 170 and his decision was reached right away, much to everybody's surprise." Of course Mr. Osgood went along with Mr. Weaver for 'birds of a feather etc.'

Frank was asked to oversee the construction of the foundation. A Chinese, Woo San, took the job of burning the brick. He was supposed to be an expert but did a poor job and only a few were accepted. "39 cords of wood thrown away," writes Frank as another kiln was started.

The foundation was completed and the carpenters and plasterers took over the work then. "With Mr. Osgood examined the work on the new hotel and found a miserable job of plastering and some bad work by the carpenters."

The grounds of the new hotel, not yet named, were landscaped. "Water is being brought from a well on the east side of National. Ah Tee and Ah Tung at work on the landscaping and on the cistern which is 16 feet deep and 16 feet across."

Frank in his diary writes, "At the station with Mr. Victor and met Mr. Bond, the hotel landlord, whom I found to be in the last stages of consumption. The family had had no breakfast so went to Mrs. Lambs and ordered breakfast for six."

Again Frank writes his protest to Mr. D. K. Horton in Boston. "The new hotel, I mean hospital, is finished and furnished beautifully. Mr. Bond is in the last stages of consumption, cannot dress himself. Mr. Bond says he was carried from his bed to the cars to come to National City. He knows nothing of hotel management but says he will depend on his friends. Of course it is exceedingly fortunate to secure a Chief Clerk out of a clothing store, who will work for his board and who says his only interest in National City is to regain his health.

"The idea of opening a hotel with two funerals is novel, if not new.

"There has been no advertising for the hotel, so the railroad boys moved into the best suites and are paying ridiculously low prices for room and board. All this time

there isn't a vacant room in Horton House, in San Diego.
"My idea of a landlord is a fat, jolly, affable, good-natured man who hasn't a touch of liver complaint."

Mr. Bond died in the hotel and was succeeded by Mr. Coffman, fat, jovial, and a good dancer and the hotel enjoyed a short period of success.

Mr. Leland Stanford was now Governor and, in his official capacity, made a tour of the state and at last came to the San Diego Bay area to see the portion of the State against which he had so relentlessly worked. "Received invitation to excursion on the Bay with Governor Stanford, Left National City wharf at 8:30, San Diego at 1:15. Called up Mr. Victor to get a special car to take the Governor and his party back to National City. I had to become responsible for the cost of the train, so the train was *mine*. Showed him over the railroad yards, General offices and hotel. Then to our house. Showed him my apples then took him back to San Diego."

Frank Kimball's life was patterned after that of Job, so great were his trials and tribulations and now, in 1882 he was given another cross to bear. "In the evening I walked over to Warren's to a party, 20 or more present. Did not feel well and had to leave the room. Just as I was putting on my overcoat I ruptured a blood vessel in my nose and bled freely but stopped it by compression. In an hour I was brought home and Dr. Risdon was called who succeeded in plugging the nostril and stopping the flow. 'Sister' and Jo attended me all night." For more than a week the bleeding started at the slightest movement and the full feeling in his head made him terribly nervous. Dr. Risdon put him on digitals.

Life was not all dull and drab in connection with the Railroad. The Kimball's had their good times. "At the Riverside Fruit Fair. Took cars at 7 A.M. Reached the end of the track at Temecula. Got a team at Wolf's to carry Helen Hunt Jackson to Riverside."

Or, "Mr. Weaver and his family left for the east. Arranged a picnic up the line. 50 people from National City and San Diego gave him Godspeed as he took the train for Colton to transfer by stage to the A.P. and east."

On Feb. 22, 1882 "Enjoyed a railroad excursion up the line. Warren and Sister with me. Had lunch in the caboose car. Sister came back from San Luis Rey to Encinitas in the engine."

Frank lists his Encinitas property as 4,437 acres and the value \$50,000.

At National City's 225 acre Terminal grounds, the largest in the country, the work in the machine and carpentry shops seemed to be better organized. In June the *National City Record* tells us the mechanics were "building good cars." A mail and express car have been completed. Three new box cars have been turned out; one of them a Postal Car.

They were of wood, as were all passenger coaches, and extremely vulnerable to fire. "The U.S. Congress, after investigating the tremendous loss of life on railroad lines; 820 last year, has ordered that there be no more stoves on the trains. They must be heated by steam. Most of the fatalities are due to the resulting holocaust when kerosine lamps and stoves have set fire to wooden coaches."

Frank Kimball had long been a subscriber to the *Scientific American* and the *Record* often quoted the magazine. Some few accidents occurred at the Terminal and the *Record* referred to the Magazine when it said, "If foremen of shops, also railroad men, would put a little time into surgery they would learn that there are certain things they could do in case of accident whereby they could save lives. The Univ. of Pennsylvania is planning a series of lectures on the subject."

In the national picture the government was realizing the vast acreage they had, so freely, given to the railroads and voted for the return of all lands through which no roads had been built prior to July 4, 1879, estimated at 35,000,000 acres. Among them were the lapsed land grants of the Texas Pacific, around 1,000,000 acres, also certain lands of the Atlantic & Pacific, amounting to 1,000,000 acres. The total land grants had been between 90,000,000 and 110,000,000 acres. Some of it was worthless land but much had been exploited for private gain.

Back in National City there were arguments as to where the National City Terminal was to be located; was

it at the Station or was it when the train whistled? The Company quoted from *Gunn's Annual Railroad Report*, under "Terminals for Railroad Trains", "Train whistles when it passes the terminus. Train stops at the extreme terminus."

"Bosh", said Uncle Josh of the *Record*.

Frank Kimball had been acting as Sales Manager for the "Syndicate of Five" or "Land and Town" as it was beginning to be called. He furnished his own office, took prospects over the country in his own conveyance and paid the postage on the replies he wrote to inquiries from interested persons. There was no salary connected with this job of selling his own property for the benefit of others. He answered every letter in detail and with undiminished enthusiasm. San Diego County never had a better 'Booster' than Frank Kimball. His slogan was "Bay and Climate" and he described both beautifully.

He had asked repeatedly to be relieved of this work but his request had been ignored. Then Mr. Victor was sent from Boston. 'Sister' had been 'worked out' and had gone to San Francisco to stay with friends, Capt. Coffin and his wife, but Joe Sherman who had lived with the Kimballs since the death of her father was caring for the house. "Mr. Victor arrived with his wife, two sons and a niece. Brought them all home to stay for a few days. Told them Jo would always find something for us to eat and a good cup of tea."

Mr. Victor knew nothing of the land, so used Frank's office, was furnished with money for advertising, all expenses paid, received a salary of \$3000 a year and had a smart little pony cart. The cart held but two persons, so Mr. Victor borrowed Frank's two-seater and the grey team when he wished to show a larger group around the Ranch.

Kimball Bros. invested in Bonds of the California Southern, \$10,000 worth! they came by express and Frank mentioned, \$6.50 due, express."

Is it any wonder that Frank was beset with worries? Yet, on receiving the news of the passing of his elder sister, Lucy, he wrote back to her husband expressing his grief at their loss then closed with, "I have spent the best years of my life trying to make those I come in contact

with happier and the result is unsatisfactory. I am confronted, at every step, by ungrateful people but I look back and thank God I have lived and as far as I know, I have done my best."

All these things had been going on while the crossing controversy at Colton was being settled in the United States Courts and when the California Southern won its case and the road built out to meet the A. & P. there was much rejoicing. 'Uncle 'Josh' the *Record's* clever paragrapher went up the line on an inspection tour and came back elated as he wrote, "I can just feel the "Boom" coming to National City." And then—

The rainfall during the winter of '83 - '84 had been light until Feb. 28, '84 when heavy clouds brought a 20-inch downpour in a few hours. The water, flowing off the hard, dry earth did a tremendous amount of damage, and the railroad suffered heavily. From San Luis Rey to Temecula (40 miles south of San Bernardino) the line was a total wreck.

"All the railroad men are up front, which means they are at the Santa Margarita Ranch where the abandoned train is lying, swamped in the muddy torrents of Santa Margarita Creek. Destruction in the wildest sense, with damage anywhere from \$350,000 to \$700,000," the *Record* reported.

When the train was caught in the rising flood waters the passengers got out as best they could and, with the help of near-by farmers, returned to their homes. It was said the only man who stayed with the train was the Wells Fargo agent, who had to resort to shooting gophers to keep from starving. It was a tall tale that drew a laugh during those discouraging days.

Quoting from the *Record*. "For a starter on repairs, the Kimballs raised \$250,000 and workmen were sent out from the shops. The *Record* reporter who went with the crew described the scene, "The main lines are over where the side lines should be and the side lines just aren't there any more. Bridges are down. The big bridge at San Luis Rey is hanging to the side of the surging river's wall. All rails will have to be replaced. The men hope to complete repairs by July."

Once again the County was without railroad connection but "We can still reach San Francisco by boat, 482 miles; \$15.00; or steage, \$6.00."

In National City the Sweetwater was "Booming" with water reaching far up into the adjacent ranches. Paradise valley was isolated. Before the storm was over 40 inches of rain had fallen. Last of the rain was May 10.

It was not until January of 1885 that traffic was resumed and a route by-passing some of the inland towns was adopted. The railroad went directly north to San Juan Capistrano and, "The San Luis Rey station is now called 'Oceanside' and Oceanside is the last movement in town development along the railroad.

"Soledad, where there have been indications of oil has become Sorrento."

At the same time that the flood damage was being repaired the California Southern tracks had crossed the Southern Pacific line at Colton, on through San Berdu, as they called San Bernardino, and on to Waterman Junction.

Waterman Junction had been the scene of extensive silver mining. California's Governor Waterman had large holdings in the area and with the advent of the railroad the once small camp was destined to become an important center.

A special train left National City to celebrate the completion of our trans-continental railroad connection. At Waterman the ceremony took the form of filling in the missing link of a chain that connected the two trains.

Of course there had to be some excitement on the return trip. Uncle Josh of the *Record* and his wife were missing when the train pulled out; having hired a buggy to see a little of the surrounding country, they got lost and missed the train by a few moments.

On Feb. 26, 1885: "The first carload of honey ever shipped overland from this County was in an Atlantic & Pacific car loaded with 432 cases or 14 tons of comb honey to Chicago." From then on large shipments of oranges, lemons, potatoes, salt, fish, shells, butter and wool were among the produce that left on the Overland Route; all of

which brought tragedy to the ship-owners who had been reaping a harvest in their coastal commerce.

As the road nears completion Frank makes this notation: "On Nov. 9, 1885 I shall go to see the last spike driven which connects the Calif. Southern and makes it the terminal Division of the A.T. and Santa Fe R.R. An enterprise I began and completed." The ceremony was near Cajon Pass.

The Syndicate of Five were even then advocating placing this new line on the books of the Santa Fe.

"A departure from the Station to Station ticket was the sample of a through ticket to parts east that was shown in National City. Now we can purchase a through ticket to the east via Waterman Junction."

Then a bulletin was posted on the walls of the depot, "SPECIAL NOTICE TO CALIFORNIA SOUTHERN OFFICE: NATIONAL CITY—On and after January 1, 1886, the station now known as Waterman Junction will be called Barstow." D. B. Robinson, General Manager, Atlantic & Pacific Railroad."

"National City begins to look like a railroad town," said the home town paper, "Trains arriving and departing at all hours of the day and night. Noisy but Metropolitan. Those who cannot accustom their nerves to the activity had better move to some quiet suburb up the Bay."

In November came the official reception in "Celebration of our trans-continental railroad when Steamers and locomotives will shake hands." The 18th was San Diego Day with a grand procession on horse, afoot, speeches and so forth.

The following day, the 19th of November 1885 was National City Day. The officials of the railroad and guests from San Diego and other parts of the state were welcomed with cheers and the band. After an inspection of the Terminal the guests were taken to the 'International Hotel' and enjoyed a wonderful dinner. Frank made entry, "Paid ½ of dinner bill for 130 persons at our banquet."

Mr. Alonzo Horton was quite content with his title as "Father of San Diego" and he, like others, was lavish with his compliments. "The biggest, little man in Southern California," "Frank Kimball may be small in stature

but when he puts his shoulder to the wheel, it moves"; "If there's a "go" in it he'll make it go," and more in the same vein. By now Frank Kimball knew most of these compliments were but "puffs of air".

Thomas Nickerson was the spokesman for the evening. All officials of the railroad and some appreciative guests from San Diego were unstinted in their praise of the Kimball Brothers and specifically, Frank Kimball. "A sketch of San Diego County would be incomplete without reference to the energy, tact and undying grit of the Kimball Brothers. To Frank Kimball, San Diego City and County owes a debt of gratitude for, to him, in a large measure, can be attributed the success of San Diego's present railroad communication."

The Removal of the Shops

On Aug. 11, 1883 Frank Kimball answered a letter from Mr. Wilbur in Boston, "You said the enterprise has "dragged". If it has dragged with you what can you think of the *drag* we've had here. The corrugated iron for the roofs of all seven of our planned buildings has been shipped to Mexico. Vast quantities of machinery have gone to the same place. All the steel rails except just enough to reach San Bernardino have gone which makes it look as though the Calif. Southern has no intention of carrying out its agreement to meet the Atlantic and Pacific.

"From all reports the equipment was brought here to meet the "spirit" of the bond then taken away to be used on the Sonora Railroad."

Frank also wrote Mr. Wilbur, "Mr. S. H. Clark of the Union Pacific told me that Mr. Nickerson had made a proposition to sell the Calif. So. to Huntington and Stanford but they would not pay the price that Nickerson wanted."

On Jan. 22, 1884 Frank makes entry in his diary "Saw letter from Mr. Nickerson regarding the proposed sale of the road to the Santa Fe".

Then came that terrible storm and an assessment to meet the cost of repairs.

On April 22, 1885 Frank Kimball wrote to his brother, Levi, "D.C. Reed says he has information from a reliable source that railroad shops, general offices, tracks and all are to be taken away and put at 22nd St. in San Diego. If so he is better informed than I am." Frank could not believe this rumor. Had he not been with Mr. Nickerson in his private car just a few weeks previous when that official had said the end was not yet in sight for the progress of National City?

When plans were formulated for "Railroad Day" Frank asked to be excused from participating and Warren Kimball was appointed in his place. Probably the whole thing had the ring of insincerity to Frank Kimball as he recalled the recent rumors.

A few days previous to the celebration a meeting was called by the Board of Directors of the California Southern who were practically all Santa Fe men, and a merger with the Santa Fe was agreed upon. Frank, with his minority vote, tried to circumvent the merger. He writes, "I offered to take the lands which I gave the Calif. Southern, 10,000 acres, with other donations I secured for the company, together with lands I purchased for the company, which I paid out for them about \$130,000 and sell it in 3 years and return to them all the cost of the railroad." This would have left the Syndicate in possession of the huge acreage of the National Ranch. These men who were always complaining that they were not getting sufficient return for their money refused Frank Kimball's request.

Then came the big celebration with its supposedly complimentary speeches.

After the ceremony the railroad officials present expressed their eagerness to return home. As the Calif. Southern had reached its connection with the A. & P. and as they had complied with the general terms of the agreement, the Railroad officials asked Frank and Warren Kimball to make full conveyance.

This touched a responsive chord in Frank Kimball's soul when they said they wanted to go home. How well they knew Frank Kimball and his love for 'the Old Homestead'.

Frank writes, "Everything seemed so fair and in such good faith that we made full conveyance and closed the matter up."

At once there was a change in the policy of the railroad in regard to the handling of freight and on Dec. 14, 1885 a worried Frank wrote to Mr. W. B. Strong, president of the A. T. & S. F., who had left San Diego on the 12th. The letter was a protest against the proposition to land the freight received by sea, and destined for distribution over the California Southern, at San Diego instead of National City as had been agreed upon by the Kimballs and the Boston Five. Frank Kimball went into detail, and related various portions of circulars, assessments, facts and figures, all pointing to the avowed intention of the officials of the California Southern to make National City

the "Pacific Terminal of the Southern System of Transcontinental railroads," according to Circular No. 1.

Circular No. 2 was by order of the Board of Directors, under Resolution, to raise \$765,000 to complete the Junction with the cross country railroad and to provide machine shops and other important facilities at National City. Circular No. 3 ordered an assessment to extend the wharf to deeper water and to erect suitable sheds and storage space for the protection of freight; to complete its machine shops and to erect freight and passenger stations at National City: \$417,000 was asked.

Frank closed his letter by stating, "I believe that a great corporation like that over which you preside, would not for a moment think of making any proposition to the City of San Diego which would change the agreement entered into between the parties first named and myself, knowing I have donated the bulk of my life's earnings and savings to an enterprise wholly projected and carried through by myself." There is no further correspondence between Frank Kimball and Mr. Strong though he was to strike at National City again.

The Land & Town Co. took over most of the land granted the railroad.

There is trouble at the International Hotel. Managers come and go. Hotels in San Diego are filled to overflowing and the International is closed. "There have been 30 or more applications for a lease but no one will submit to extortion or imposition", Frank writes to Mr. Wilbur. "Land and Town has suffered thousands of dollars loss. Why in—doesn't someone come here who has a right to do something or order something done? Get Mr. Sibley and urge him to come, for God's sake."

Frank was getting disgusted with the whole railroad affair, and began selling his stock. "D. K. Horton sold 100 shares for me. \$12.50 per share."

It came as a surprise to most people when the Superintendent's Office was moved to San Diego. Injunctions were served against the removal but, as the Record said, "They (the protests) were swept aside like ropes of sand, but it will be a cold day when the Terminal leaves National City."

The paper refused to give ground to some San Diegans who declared the whole administrative set-up of the Calif. So. would soon be in San Diego.

"Fight, neighbor, fight
Fight on if you will,

The *Headquarters* are in National still.
In the fight do not pull your props
For National City still has the shops."

The *Superintendent's* Office had been under the direction of "J. M. Victor with 10 men in his office; 4 men in the Ticket Division, 5 men in the Cashier's Office, 8 men in the local Auditor's Office and Agent Beach, in charge of communications, employed 2 men."

The town had hardly adjusted itself to the removal of the Superintendent's Office when a special car of high officials arrived and looked over the railroad properties. They said it was a "health and pleasure trip". In a couple of weeks another inspection was made and the headquarters office was moved to Colton.

Colton, believing it was in the dawn of a period of prosperity as a railroad town, boomed. A large fire-brick plant was set up, buildings constructed and street improvements made, for the railroad had built a repair shop there.

The *San Diego Sun*, besieged with questions as to the future status of our Bay area, replied on Jan. 7, '86, "There are repair shops at Colton. Is it any reason to suppose they will move their large machine shops from this Bay? It is almost absurd to discuss such a probability until we have something more definite."

At the height of its "Boom," Colton received word the headquarters office was to be transferred to San Bernardino. "The *Record* sent word to Colton, "Our sympathy to Colton. The ways of a railroad corporation are dark and very uncertain. Mr. Dille, former principal of the National City Schools, has been appointed Assistant store keeper in the Calif. So. office at San Bernardino."

The rumor of the removal of the shops persisted but were denied by the company, "The new shops built at Colton and San Bernardino are just additions."

What interpretation did the people of the Bay area put on this incident? "The California Southern train, which is always as regular as clock work, came in late yesterday. The engine will have to limp back to San Bernardino where new machinery has been installed which will care for the repairs required."

In April of 1887 another group of inspectors came to National City and stated they were consolidating various lines, and their offices, under one system.

This brings in the financial crisis of 1887 which had been facing the country for several years. It was not called a 'depression'; that was to come in 1893, but a recession.

I made a study of this period when writing my father's Colorado Pioneer history. Depressions are caused by the over-production of some article. This time it was the over-production of railroads and inflated land values that caused a tightening of money. Railroads had been built faster than goods were produced to make freighting a profitable business and every railroad company made the effort to entice what little passenger and freight business there was, to patronage their line. In Colorado the fare between Denver and Pueblo was 75c, and you could go to Chicago for \$5.00. When the smaller railroads of the country had been eliminated, or absorbed by the larger companies and liquidated, it became a case of 'dog eat dog'; then business improved, for a while.

The Atchison, Topeka & Santa Fe had evidently had their assets strained during this period, and were consolidating their interests.

The *Record* refrained from any mention of activity around the shops, but there were a number of announcements in the *San Diego Union*; "Another freight load of machinery came through town on its way to San Bernardino." San Diego was suffering more, financially, than National City. Many of the railroad employees had moved having heard the previous rumor of the change of the shops to San Diego.

The paper recalled the time when Congress refused to give further aid to the Texas Pacific which would have secured for the Bay area that railroad, instead of the fleeting interest of the California Southern. "Had Congress

passed the Texas Pacific Aid Bill, the pages of the *Union* would not bear to the reader the melancholy narrative of ruin which occupies this space to-day." (July 27, 1887.)

Piece by piece the shops were moved, and the employees went with them. "One year ago (March '86) the entire pay roll of the California Southern figured more than \$20,000 a month. Now \$4000 will pay for everyone employed out from this terminal."

Even to the last there were those who believed the situation in the terminal was only temporary. "The recently removed machinery and men from the shops of the Calif. So. will shortly be returned to their old quarters. They were taken to San Bernardino but not unloaded." But the terminal was gone, and with it the hopes that the railroad would bring a position of exceptional importance to the Bay area.

San Diego was to receive another blow. When the last shipment of machinery left National City the superintendent's office was transferred to Los Angeles.

As late as Oct. 31, 1889 Railroad officials came on another 'inspection tour'. They said they were thinking of instituting a larger system of coal bunkers. Yes, 'Bunk'ers. As it was they were using the wharf very little, now that Pittsburg was supplying steel, and coal was brought to San Bernardino from the Utah coal fields.

The removal of the shops had a far-reaching effect; over in Australia many of the sailing vessels that had plied the sea on that long 80-day journey to America, bringing coal from Newcastle, were now lying idly at anchor.

The creosoting plant was kept running until the Spreckles' wharf in San Diego was completed; then it was abandoned for service, was dismantled and shipped to St. Louis.

The California Southern had been running on two routes, a direct line to Santa Ana and an alternate route to Oceanside where it went inland. In surveying the route through Temecula Canyon, the eastern engineers refused to accept information given them in regard to the mannerisms of California rivers. As there was no water flowing through the canyon at the time they ignored the advice of Frank Kimball, and that of an old-timer when she showed

them the water line during flood years. In '88 the low laid tracks through the cut were washed away. They were repaired but in '91 another flood brought complete destruction.

The *Record*, speaking of Temecula Canyon said, "Temecula Canyon! That was the most unkind cut of all." The inland route was discarded.

National City and San Diego were now on a branch line from Los Angeles. Their railroad, bought, paid for, but never kept, was a thing of the past when viewed as a Pacific Coast Terminal.

Every Saturday morning a little lady used to pass my home, laden with choice flowers for a ward in the Navy Hospital where few visitors were allowed; the basket cases of World War I.

She was Mrs. Edmund Thelen, who, with her husband and sons, had come to National City in the 80's and developed "El Rancho Valencia," another National City showplace. In recent years a son Max, a San Francisco lawyer, has made many contributions to our National City library, in memory of his parents.

One morning Mrs. Thelen and I went to town together, and were talking of the growth of National City and incidents of other days. I asked her about the railroad, "How could they move the shops when they signed that agreement with the Kimballs?"

She replied, "The omission of one little word provided them with the loop-hole they desired. The contract should have read, 'To build shops and *maintain* them.'"

The Southern Pacific Comes to San Diego and a Road Reaches Yuma

In 1897 Frank Kimball wrote to his friend, G. L. Danforth of Concord, N. H., "This county, when I came into it, was almost as large as the combined area of New Hampshire and Vermont. My nearest neighbor to the east was nine miles (Captain Porter) and not another family for fifty miles. To the south was one man and he was only with his Mexican family occasionally, for seven hundred miles. Ten miles northwest was Old Town where there were a few white families; all others being Mexican.

"I believe this act of mine in bringing my family here and the work I have put in enterprises resulted in the settling of many of the 20,000 persons now in San Diego County.

"However, I look back and see, without regret, where I have spent hundreds of thousands of dollars in the development of this state."

Frank Kimball's ambition had been to see National City the terminal of a trans-continental railroad; also the Port for the shipping that came over the sea lanes as National City's deep channel and the wharf, when it was completed, warranted. Fate decreed otherwise but his faith in the future of his little town and of San Diego County remained unshaken.

In 1874 the Kimballs built a wagon road from Cajon Valley to bring wool, wheat and honey to the wharf for shipment. They charted two roads, one up Chollas Valley to Adam's Sheep Ranch corral, to Hawke's and back by way of Dr. Noel's. The other was up Paradise Valley and over to the Cajon Valley. Frank mentions carrying the chain for 6 miles then handing it to Warren who carried it 4 miles. "I have completed a road to Cajon Valley or rather to a point on the Cajon Road 5 miles from National City. I have built it at my expense. The lowest bid from any contractor was \$2300, which was too much so I went at it myself and it is all done except for a few culverts. It is, in every way, a desirable public highway."

In December of 1882 the Kimball's, Fred Copeland, Elizur Steele, H. E. Cooper and Mr. Blackmer organized the 'National City and Cajon Valley Railroad'. Articles of Incorporation were filed with a Capital Stock of \$350,000 at \$1.00 per share. The route was "Whitney's through the Canyon to Spring Valley, to Burbeck's, to Jamacha, to Cajon, to Clark's, via the Cajon Road to D. C. Dodge's." It was estimated it would be completed by the time the California Southern was in operation.

A Syndicate of Riverside men took over Cajon lands for 'Colonization', as selling a sub-division was called in those days. On the 5th of January 1883 Frank Kimball conferred with these men, "Rode to Cajon to meet the Syndicate from Riverside to decide on depots for the National City and Cajon Railroad."

In their advertising booklet the Company stresses the narrow-gauge railroad which will connect Cajon Valley and National City. It would be used to transport farm products, also Cajon granite to the wharf, which everyone expected would be built.

Some grading was done but funds were exhausted so the road entered into a period of inertia.

Others were recognizing the value of San Diego's back country; among them Gov. Waterman and his son, also Tom Daly, Mr. Long (Bank Director in San Diego) and W. G. Riffenburg who formed a Development Company. Under their direction the 'Cuyamaca Railroad' was organized and right of way obtained out from San Diego. San Diegoans gave subsidy notes for \$165,000 payable on the completion of the first 20 miles. Grading and construction began from San Diego. The road was headed for Cajon but when the Company found they could get larger subsidies from Lake Side the road was changed to touch Cajon only at its northwest corner.

When the Cuyamaca was re-routed Levi Chase, a Cajon Valley rancher offered \$10,000 to any railroad that would come to Cajon Valley.

Frank wrote to Benj. Kimball (no relation) in Boston who was the President of the Land and Town. "The valley is open to us if we can push the Cajon Railroad and

assure the people of the Valley we will be there to move this season's harvest."

He reverted to the building of the 'National City and Otay Railroad' which went up Sweetwater Valley. "I tried to have the N.C. & Otay go on to Cajon and leave Engineer's Schuyler's La Presa scheme alone but—No! I guess I'll have to die before anyone will take my advice."

Frank continued to make his plea to the Land and Town. "Governor Waterman is in an awful sweat because the people do not respond to calls for his subsidies; little has been paid on donations, less on stock. The governor says he will stop if they don't come through."

When the Land and Town refused to back the extension of the Otay to Cajon (which would have been standard gauge) and Waterman's Development Company withdrew there was a reorganization of the Cuyamaca and it became the Cuyamaca & Eastern and Frank Kimball was in San Diego trying to raise funds to develop the Cuyamaca and run it into Cajon Valley.

On February 27, 1889. "Now it's the 'Cuyamaca & Eastern Railroad', said the *National City Record* after the re-organization of the old 'Cajon and National City' with the 'Cuyamaca' and they added, "Will this road get through to Yuma?"

Out of Cajon the funds were exhausted. The *Record* of July 18, 1889 quoted the *San Diego Sun* (always more charitable than the Union in giving praise to Kimball efforts). "When Frank Kimball came to San Diego to raise funds to continue the railroad he was met with rebuffs."

"The splendid San Diego of today would not exist if National City wealth had not brought the California Southern to the Bay and the 'Cuyamaca Eastern' would not have been started if this National City resident had not stepped into the breach with a large sum of money that San Diego could not raise."

"One enterprising San Diego man said he was worth \$500,000 simply because the Kimballs had been liberal and self-sacrificing and he walked away. We should all cooperate for we are all in the same boat in the same Bay."

The railroad never reached Yuma but it has been a blessing to the Cajon Valley and near-by communities.

Frank Kimball had put forth his best efforts to keep faith with the ranchers in the Valley.

Leaving the Cuyamaca we go back to May 10, 1884. The usual railroad-minded group met in the office of Judge Luce. These were Frank and Warren Kimball, E. W. Morse, Judge Luce, J. S. Gordon and Ignacio Allus, Governor of Baja, California, and they organized the 'Baja California & Sonora Railroad', better known as the 'Bee Line'. It would run from National City to Tia Juana, through Baja California, crossing the Colorado near its mouth, through the State of Sonora, into Arizona where it would connect with the Santa Fe at Calabasas.

In the Kimball diary there is an amusing description of the Committee meetings. Frank Kimball was appointed to go to Boston to confer with Mr. Rogers, President of the Santa Fe, in regard to obtaining financial aid to speed the road to its junction with the Santa Fe. He would not go and Governor Allus was sent in his place. In a few days the railroad Committee received this message. "Mr. Rogers has no money. I'll wait for Mr. Kimball." The Committee wired Mr. Rogers asking what sort of a proposition Gov. Allus presented but Frank does not mention the answer.

Frank Kimball leaves the 'Bee Line Story' uncompleted except for a description of the opening ceremonies. "At Mexican line and Tia Juana and assisted in breaking ground for the Baja California & Sonora Railroad. Don Ynacio Arguello threw the first earth. Judge Luce, Mr. Blackmer and Senor Arguello made speeches."

A few years later another San Diego resident, John D. Spreckels, was to assist in building a road over this general route and Frank Kimball, in the sunset of life was to say, "I wonder of the 'San Diego & Arizona' will reach Yuma?"

In 1886 other money was coming into the Bay area, principally to Coronado. The Union extolled the advent of 'Babcock and Story' but the San Diego Sun countered with, "Babcock and Story? Who made the Bay area attractive for these men? The Kimballs!"

The new development company had platted out Coronado, built the Hotel also the 'Belt Line' which circled the Bay.

They asked for a right of way through National City and after much controversy, it was granted and ran over Third Avenue.

Frank wrote to his friend, D. K. Horton in Boston, a large stockholder in Land & Town, describing a regime which he characterizes as, 'Smith, Babcock and Story' and behind them are Strong and the Atchison, Topeka & Santa Fe. Babcock and Story could have run their Belt Line over the railroad lands along the waterfront." There was also a plan to run Pullman cars over the Belt Line and directly to the Coronado Hotel.

Frank asked Mr. Horton to use his influence with Land & Town and have them build the wharf out to deep water as the railroad had abandoned the project when it merged with the Santa Fe.

His letter continued, "Babcock and Story are running the Bay area now. They do what they want and use every convenience of the railroad. They are using the Creosote Plant to treat piles for their San Diego wharf also unloading coal with the Santa Fe hoists.

"Strong took our coal hoists, chutes and bins to San Diego and we have to use lighters here as the wharf does not run to deep water. After taking our equipment to San Diego, Mr. Strong reported to Headquarters that coal could be unloaded cheaper in San Diego than in National City."

He related an amusing incident, "I was down at the railroad yards where the men had just completed unloading coal from lighters which are towed to the wharf by Babcock and Story's tugs; our tugs having been taken away. They were really through with their work but were casually shovelling a few lumps to the top of the pile of coal. I asked a friend if there was any supervision or time clocks and he said, "Watch me and I'll show you how it works." He picked up a plank and carried it to the end of the yard, laid it down then picked it up and brought it back, "You see? All you have to do is to look like you are working."

Both National City and San Diego were objecting to the policy of the railroad for irritating incidents came up all the time.

An 'Iron Plant' was seeking subsidies to open in San

Diego County. Land & Town offered land near the waterfront and San Diego's contribution was in Chollas Valley but "Roseville will turn over a huge pile of buildings adapted to an Iron Plant. A subsidy of \$177,000 will be raised with Roseville putting up the balance from \$150,000. The California Southern plans to build a spur from Old Town to Roseville. All the employees must live and bank there. This will ultimately cut the throat of San Diego. Bryant Howard, Jim McCoy, O. H. Weatherby and 2 other parties are in control of the present unproductive wire works and have control of the land that will be benefited by this move; land that is now as dead as Julius Caesar."

Next Frank wrote, "Judge Luce is raising funds to find a railroad to come to San Diego and compete with the Santa Fe."

In May of 1884 the *San Diego Union* had commented, "When the Atlantic and Pacific reaches the coast, the Southern Pacific, in self-defense, will have to build from Santa Ana to San Diego."

Considering the antipathy of the northern railroad men for San Diego County this sounded improbable. Frank wrote of the time when Stanford, as Governor of California visited San Diego and was taken for a sail around the Bay. "Showed him 'All the Kingdoms of the Earth' but he returned to the north and advocated the improvement of the Wilmington Shoals."

Crocker, the most outspoken in his derogatory remarks against the San Diego Bay area had passed away in 1888. Perhaps more understanding men were planning the policy of the railroad for a rumor persisted, "The Southern Pacific is coming to San Diego."

Spreckels Brothers purchased the Coronado interests of Babcock & Story. The Brothers were from San Francisco so it was not surprising when an alliance was formed with the Southern Pacific though it was not until 1906 that news was released they would construct a railroad between San Diego and Imperial Valley, which was coming into prominence as a rich agricultural center; then on to Yuma.

An account of the building of the road, originally known as the San Diego & Arizona is in the files of the

San Diego Public Library and is another excellent example of the work done by the Staff of the California Room to preserve San Diego County history.

The highlights, alone, make interesting reading. When the news of the proposed railroad was released lots in Horton's addition jumped to \$3,000 overnight. Prices had increased since Theron Parsons, on January 5, 1869, had purchased one block (79) of Mr. Horton for \$1000 and thought it a high price.*

Surveying began on the 7th of January, 1907. It was 90 miles from National City to Carrizo Canyon and 45 miles of the entire route would run through Mexican Territory. An alternate all-American route was plotted but the cost estimates were much higher.

One million dollars were spent in purchasing rights-of-way to Jacumba. Houses had to be moved and among the casualties of progress was the International Hotel in National City. Re-named the "San Miguel", it had been converted into a rooming house and its poor construction, which had worried Frank Kimball, became evident at this time and the building was torn down.

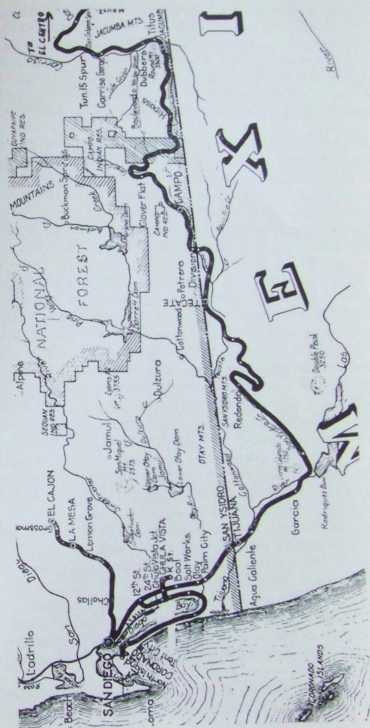
The first legal paper filed was an application to the United States government for the strip of land traversing the entire length of Carrizo Canyon with its out-of-this-world boulders. The company also filed for lands from Jacumba to Campo.

As it was necessary to run a portion of the road through Mexico: first to evade the Coastal Range which had non-plussed the plans of the Atlantic and Pacific Railroad so long ago and the second entrance, to circle the sand dunes of Southern California, Mr. Spreckels went to Mexico City and obtained permission to traverse Mexican territory.

On the 9th of September a silver spike, driven in San Diego at the foot of 27th Street, opened the work on this new project.

Work began in Mexico with a crew of 60 men and 9 horses but it was not long until 400 men, 375 head of

* Blk. 79—Market to G
13th to 14th



stock and also some machinery, were employed. On March 25, 1910 drilling began on the tunnel in Carrizo Canyon and as people comprehended the difficulties encountered in that dangerous stretch of road the word, 'Gorge' replaced the more placid 'Canyon'. Complications arose when the track work had to wait until bridges were built, also internal strife in Mexico delayed work on the portion across the border.

An interesting phase concerning the financing of the road was the sale of Morena Dam by the Spreckels Brothers to the City of San Diego for \$1,500,000 with the promise the road would be finished to Yuma. It is estimated the entire cost approached \$14,000,000.

The opening ceremonies were in El Centro and the Golden Spike driven in Carrizo Gorge on the 11th of November in 1919.

The road, with the Southern Pacific and the Rock Island, saved 100 miles to the east coast. This was very important at the time but now, with the air-ways that facilitate travel and the powerful trucks that carry produce over our super highways, the saving seems inconsequential.

Financial adjustments between the Spreckels Brothers and the Railroad brought the San Diego & Arizona, the Belt Line and the Cuyamaca Eastern under the management of the Southern Pacific. The Cuyamaca Eastern had been re-organized under the name of the 'California Central' and had taken over much of the route of the National City & Cajon Valley which remained undeveloped.

Passenger service on the San Diego, Arizona and Eastern was discontinued in January of 1951.

The freight trains are diesel powered. In the spring they bring cotton from Arizona and Mexico. Some of the bales weigh as much as 600 pounds and all are unloaded at the wharf and waiting for the ships that are coming, in increasing numbers, to the Port of San Diego. During the 1955-56 season more than 68 million dollars worth of cotton was shipped to Europe, the United Kingdom and the Orient. Other times they bring vegetables and fruits from the valleys.

The other subsidiaries of the Southern Pacific in San Diego County also confine their transportation to freight.

Today, as of 1956, the La Mesa Branch serves La Mesa, Grossmont and El Cajon.

The Coronado branch carries freight to Coronado and North Island.

The Chula Vista branch transports freight for National City, Palm City and Chula Vista; giving the Southern Pacific, in all, 200 miles of railroad lines in our Southland.

When you see the words, "SOUTHERN PACIFIC" or "SAN DIEGO, ARIZONA & EASTERN" on a railroad car, remember that the names, to us, mean the final development of the San Diego, Gila, Southern Pacific and Atlantic; the first railroad project in San Diego County.

As elusive and intriguing as the search by the early explorers for a Northwest Passage to India was Frank Kimball's quest for a direct route to the east by way of Yuma. It was an obsession with him and occurred, again and again, in the story of every road with which he was connected.

Theron Parsons, in his diary, speaks of working for Mr. Kimball on the road east to Almond Valley. *The San Diego Union* described the same work of the Kimballs as a road intended to reach Fort Yuma.

The first stake for the surveying of the Texas Pacific was set in the center of the Ranch with intent to build east. "But", said General Dodge, "if we *have* to take the road north the terminal will still be in National City." Later there was the re-organization of the Texas Pacific when the committee planned to meet Governor Brown and his party at Mountain Springs after they had crossed the desert.

There were the Santa Fe engineers who went to Carrizo Canyon only to be overwhelmed by its awesomeness, and the Cajon Road and the Bee Line. In each of these you can see his influence.

Frank Kimball passed away at dusk on the 11th day of August in 1913, at the age of 81 years.

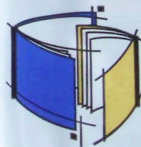
After 45 years he saw his idea for a railroad materialize, and well along towards completion, when the Southern Pacific returned to help build a road east by way of Yuma; the last railroad project in San Diego County.

This is the "Railroad Story of San Diego County" as gleaned from the periodicals of the day and from the Diaries and Private Letters of Frank Augustus Kimball, California Pioneer.

My sincere appreciation to GORDAN KIMBALL for permission to study the Diaries and Letters of Frank Kimball

To the members of the staff of:
THE NATIONAL CITY PUBLIC LIBRARY;
THE SERRA MUSEUM;
THE CALIFORNIA ROOM OF THE SAN DIEGO PUBLIC LIBRARY, especially MRS. ZELMA LOCKER.
And to the many friends who have been so co-operative.

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