castle to Salt Lake, grading, blasting, building with the same push and drive that had been his through life. Many of us might envy him his position and great wealth, but he earned all he got, and California to-day might have been able to make a better showing if for the past thirty or forty years there had been more Charlie Crockers."

MR. CROCKER'S FAMOUS RIDE.

N. L. Drew was asked if he did not have some reminiscence of Mr. Crocker which would be read with interest at this time.

"Yes, I have," said Mr. Drew. "I was one of the party that accompanied Mr. Crocker on his famous ride from Sacramento to Virginia City. The story has lately been partially and incorrectly told, but I can give you the facts just as they occurred.

"About the time the Central Pacific was completed as far as Roseville, the fight between it and the Sacramento Valley Railroad Company was very bitter. The latter ran a road from the neighborhood of Patterson's to Freeport, which in the matter of sending passengers over the mountains saved an hour and a half between Freeport and Sacramento, as the travel was then all by the river. They had also completed a road from Folsom to Latrobe, where they connected with the line of the Pioneer Stage Company, their route being by way of Placerville. Their object in building these two links was that they could land passengers at Latrobe at about the same time the Central Pacific people could land them at Sacramento.

"After the Central Pacific had been completed to Roseville, they let another section and completed it as far as Colfax. Still the fight was being carried on bitterly, and it was the intention of the Sacramento Valley Railroad people to do all they could to injure the Central Pacific, hence they got up the scheme to make the trip from San Francisco by way of Freeport, Folsom, Latrobe, Placerville and over the mountains to Virginia City, claiming that it was a much shorter route and that the Dutch Flat route was a swindle.

"At that time, when the Central Pacific was completed as far as Colfax, the California Stage Company swung in their stock and made a line from Colfax, by the way of Nevada City and Henness Pass, to Virginia City. The Central Pacific people then went to work and built what was known as the Dutch Flat Turnpike road from Dutch Flat to Donner Lake. After that was done the California Stage Company swung their stages on to the Dutch Flat road.

"About that time the Sacramento valley people, finding that they were getting a little behind in their travel, concluded to make a fast trip from San Francisco to Virginia City. Edgar Mills, being in San Francisco, learned when the trip was to be made, and on the day before he came to Sacramento and informed Mr. Stanford of the situation. Mr. Stanford at once sent for Mr. Crocker and James Haworth, President of the California Stage Company, and consulted as to what could be done. The result was that George Wood, the road agent of the California Stage Company, and afterwards a conductor, made the trip from Colfax clear through to Virginia City and returned in 24 hours to Colfax, fixed the route, laid up his teams and got them in shape, and we were ready to start as soon as they were. Mr. Stanford came to me on the day of departure and asked me if I would be one of a party of four or five to make the trip. I told him I would. The matter was then talked over, and Harry Montfort was sent to Freeport to meet the steamer the moment she landed and get the San Francisco papers, so that there could be no mistake about its being reliable. As soon as he got the papers he jumped on his horse and came to Sacramento as fast as he could ride.

"The train was standing ready at the foot of K street, having on board Charles Crocker, Justice Hovey, E. A. Rockwell, Horace Adams and myself. The moment Montfort delivered the papers in my hands, Mr. Crocker called out: 'Let her go. Drew, you mark the time.' It was six minutes past midnight when the train started. We crossed the bridge rather moderately, but from the end of the bridge to Newcastle, said to be 28 miles, we made the trip in 27 minutes.

From there we took the stage, first stopping six miles beyond Auburn, and the stations were laid out about eleven miles apart from there to Virginia City. We landed in Virginia City at five minutes past one o'clock that afternoon, making the trip from the foot of K street to Virginia City in thirteen hours and one minute.

"Mr. Crocker carried a memorandum book, in which he took down the time and called it out. We had six-horse stages all the way, and the longest time we were at any station, from the time we stopped until we were on the move again, was four minutes and a half. I am the only one left out of the party of six, including George Wood, who occupied the box with the different drivers. Even with the railroad they have never landed passengers from Sacramento in Virginia City in so short a time.

"We passed Donner Lake at half past six in the morning, and the ride down the Donner Lake hill was something never to be forgotten. The horses were all on a dead run the whole distance, and it was something frightful. I would not have made the trip again for a thousand dollars.

"The other stage party did not reach Virginia City until about 4 o'clock in the afternoon. It was composed of Charley McLean, owner of the Pioneer Stage Line; J. P. Robinson, George F. Bragg, President of the road, and a representative of the San Francisco *Alta*. I think his name was Livingston."

MR. CROCKER'S HONESTY.

Secretary G. L. Lansing, of the Southern Pacific Company, speaking about Mr. Crocker's integrity, said: "There have been in the past rumors and implications in circulation reflecting on the honesty of Mr. Crocker and his associates. I will say that I never knew a more honest man. He stood square to his principles on all occasions, and his question always was, not whether a course of action was expedient, but whether it was right. Time and again men have come to him with propositions a trifle shady, which, in stating, they would let the meaning be implied rather than directly put forth. To these Mr. Crocker would say, bluntly, as was his wont: 'I don't understand you; first say exactly what you want and what you mean, and then we can talk about it;' and," continued Mr. Lansing, "he would never give an answer until the individual, whoever it was, had spoken as he desired. In his relations with the Central and Southern Pacific his integrity was just as remarkable. His interests in the Southern road were greater than in the Central, yet he had opportunities time and again of assisting the one to the detriment of the other. He was asked to pass on points of policy which, if his decision went one way meant thousands of dollars to him, with a corresponding loss on the other side. He would listen, and when the advantages of the other were pointed out he would say, 'Is it right? is it honest?' and if he could not satisfy himself he always decided according to his sense of justice."

Speaking of Mr. Crocker's peculiar honesty, another official of the company said: "Charles Crocker was the only very rich man I ever knew who remembered small debts. If he owed you fifty cents, or even twenty-five cents, he never forgot to pay you, and supposing you were indebted to him for the same amount and forgot it, ten to one he would remind you of it. The world judged him by his exterior, which, like that of any very great-hearted man, was rough. Only those," he continued, "who have seen Charles Crocker's check-books can appreciate him at his true valuation."

OTHER EXPRESSIONS.

W. H. Beatty, A. Leonard, Samuel Lavenson and many other citizens who were not intimately acquainted with Mr. Crocker spoke of him in general terms as an energetic, public-spirited man and a good citizen. All felt that in his death the State had lost one of its best men. The hope was very generally expressed that the remains would find their final resting-place in this city, where the great work of his life was inaugurated, and where several members of his family are already buried.

TESTIMONIALS.

Resolutions of Public Bodies and Organizations Concerning Mr. Crocker.

The committee appointed at the meeting of the Central Council of the Associated Charities of San Francisco on August 14, 1888, offer the following preamble and resolutions, to be entered upon the records of the Associated Charities:

WHEREAS, It has pleased God to remove from our midst our esteemed friend and fellow citizen, Mr. Charles Crocker, therefore be it

Resolved, That in the death of Mr. Crocker this association has lost an invaluable helper and friend; an earnest and sincere promoter of its purposes and aims, whose quick insight, keen sagacity and sterling business sense at once caught the scope and intent of the work, causing him to become a strong advocate of the same. We recall, with tender and grateful memory, his genial presence at the first meeting called to organize this association, and his hearty, happy, and inspiring words spoken on that occasion. His strong sympathy and generous support were a great encouragement. And while we deeply deplore his loss, we record with sincere gratitude the memory of the benevolent sentiments and helpful purposes which he cordially expressed.

Resolved, That we remember with gratitude and appreciation, all that he has done for this great commonwealth, in promoting and building up its natural interests. We commend the indomitable courage that took no account of difficulties; the patient persistancy of purpose; the unlifting energy; the unfaltering determination; the bright-eyed confidence in the result of heroic effort the magnetic fervor and enthusiasm, and the radiating plans and purposes that incarnated themselves in active work to help the world forward. We feel that in his death this Coast has lost one of its most notable men; the State, a public benefactor; the city, a patriotic and valued citizen; the needy children, a helper and protector; the poor and the discouraged, a sympathetic, strong and generous-hearted friend.

Resolved, That to the sorrowing family, who mourn the loss of a devoted husband and father, we tender our sincere and heartfelt sympathy, in this, their hour of bitter bereavement.

Resolved, That the foregoing resolutions be spread upon the minutes of this association, and that a copy thereof be sent to the press, and to the afflicted family, who sit in the shadow of so great a sorrow.

J. W. Howell, Horatio Stebbins, Sarah B. Cooper, Committee.

FROM HIS FORMER HOME.

The following letter was sent to Colonel C. F. Crocker by the Mayor and President of the Board of Trade. It unquestionably reflects the sentiments of the entire community:

SACRAMENTO, Cal., August 17, 1888.

Colonel C. F. Crocker, San Francisco, Cal.—DEAR SIR: In behalf of the municipality of Sacramento and our people, and in behalf of the commercial organization of the business men of this city, we desire to extend to you, and through you to the other members of the family of your lamented father, the condolences of heartfelt sympathy in the bereavement of the hour. Charles Crocker was a type of the highest commercial worth of this city, from which was born his greatest enterprises. We recognize in him one whose far-seeing anticipated the importance and greatness of this commercial center, a firm friend of which he ever stood, and whose faith in which never faltered. He was a citizen that was foremost in good works, broad views and heroic convictions; firm, energetic, fearless, he was a leader in our commerce and a potential force in our history. We mourn with you his loss, but we take pride in the career that made him prominent in the business world, and in the fact that his life's work remains a monument to the integrity, energy and high sense of justice that distinguished him as a pioneer merchant of our city, and thereafter as one of the greatest constructors of the age—whose achievements constitute an imperishable chapter in the history of the nation.

We but express the universal desire of his fellow citizens of Sacramento that the remains of Charles Crocker shall eventually be placed at rest in the city of his early home. Very respectfully yours,

EUGENE J. GREGORY, Mayor.
JOSEPH STEFFENS, President Board of Trade.

SAN FRANCISCO PARK COMMISSIONERS.

A special meeting of the Board of Park Commissioners, of San Francisco, was held on Friday for the purpose of taking official action with reference to the death of the late Charles Crocker. President Hammond paid a glowing tribute to the life and public services of the dead man, and at his request the following resolutions were read by the Secretary, adopted by the Board, and a copy sent to Colonel Charles F. Crocker, to be delivered by him to the family of the deceased:

WHEREAS, It has pleased divine Providence to call home that enterprising and public-spirited citizen, Charles Crocker, in the meridian of a life of usefulness; and whereas, this special meeting of the Board of Park Commissioners had been called for the sole purpose of taking suitable action commemorative of the magnanimity and public services of the deceased, and recollecting that he restored to the people the conservatory, when destroyed by fire, and recollecting also his many other acts of generosity toward the Park, be it

Resolved, First—That as the guardians of Golden Gate Park we deeply deplore the loss of Charles Crocker, a man whose acts of generosity will be to him a monument imperishable.

Second—That by his death Golden Gate Park has lost a friend who was never known to fail to respond when finances were needed to preserve and improve the park.

Third—That by the death of Charles Crocker the State of California loses one of its enterprising citizens, who held the prosperity of the State as dearly as that of his own interests.

Fourth—That with sorrow we take note of his death and with gratitude we are mindful of the acts he has performed.

Fifth—That we deeply sympathize with those nearer to him than friends and fellow-citizens, and in their great and irreparable loss we offer them our heartfelt condolence, and the consolation in part that the beneficent acts he has performed throughout all portions of the State will forever hold his memory dear.

And be it further resolved, That these resolutions be spread upon the minutes of this board and a copy thereof sent to the bereaved family.

MERCED BOARD OF TRADE.

The following resolutions of condolence were adopted by the Merced Board of Trade:

WHEREAS, Hon. Charles Crocker, of the Southern Pacific Railroad Company, after a brief illness, departed this life on Tuesday, August 14, 1888; and whereas, we deem it just and proper that we should express our sentiments in relation to the untimely decease of this distinguished citizen of the State of California; now, therefore, we, the members of the Board of Trade of Merced county, hereby unanimously

Resolve, That Hon. Charles Crocker was a man of great ability, especially of executive capacities, and that his mind was admirably disposed to the conception of great and beneficial enterprises.

That the great Crocker & Huffman Canal and the Yosemite Lake Reservoir, in our county, and the beautiful park and marble fountain in our town stand as lasting and imperishable monuments in our minds, both to his enterprise and generosity.

That the immediate future of Merced in it its material prosperity and development has sustained a great and recognized loss in his death.

That we deeply regret his decease, and offer these resolutions in honest expression thereof.

That we extend to his family our respectful sympathy in their great affliction, and that a copy hereof be engrossed and transmitted to them.

BOARD OF DIRECTORS OF THE SOUTHERN PACIFIC COMPANY.

At a meeting of the Board of Directors of the Southern Pacific Company, the following resolutions were unanimously adopted:

WHEREAS, Charles Crocker, the Second Vice-President of this company, one of its founders and principal proprietors, has been removed from our midst by the hand of death; now, therefore, be it

Resolved, That in his death this company has sustained the irreparable loss of one of its most efficient officers and a chief director in its work of usefulness and success; that the Pacific States have been deprived of the services of one of the ablest and most enterprising promoters of their material prosperity; and that we personally each feel most deeply the loss of a genial companion and true friend.

He was a man of work, not of words. By his labor in the construction of thousands of miles of transportation lines, millions of acres, which before were comparatively valueless, have come under cultivation, and so been brought to the permanent use of man. These lines which he had laid, covering half the length and breadth of the continent, will be for all time a lasting and fitting monument to his energy, industry and ability, and unnumbered populations in generations to come will enjoy the use of what he has built.

Of his personal characteristics, those with whom he was most closely associated are the best judges. Determination, directness, frankness and fairness were conspicuous attributes of his nature, while the strictest and most exacting integrity and honesty were interwoven in every muscle and fiber of his being. His charity and sympathy for suffering are shown by many public bequests, but the great number of his private benefactions are known only to the recipients. His uprightness of character and honesty of purpose commanded the admiration and respect of those who knew him best and were a constant inspiration to the officers and employes of the companies who were subject to his direction.

The great work he has accomplished in life, the benefits he has bestowed on his fellow-men, and the lofty character he has maintained, aided only by his own abilities and efforts, have earned for him unquestioned rank among the noble men of our time.

For his abilities and achievements we have respect and admiration; for his high character and broad humanity we hold his memory in regard and affection; and we feel truly thankful in this day of sorrow that we have enjoyed the benefit of his personal friendship and experience in all our official and business relations.

To his bereaved family we tender our sincere and heartfelt sympathy in their great sorrow.

Resolved, That the foregoing preamble and resolution be spread upon the minutes of this Board, and that a copy thereof, duly attested under the seal of the company, be forwarded by the Secretary to those who mourn the loss of husband and father.

THE COMPANY'S ANNOUNCEMENT.

On the day of Mr. Crocker's death the General Manager of the Southern Pacific Company issued the following official announcement:

SAN FRANCISCO, August 14, 1888.

To the Division Superintendents and other Officers of the Company: It becomes my painful duty to announce to the officers and to the employes of the Southern Pacific Company the death of the Second Vice-President, Charles Crocker, which occurred at the Hotel del Monte at 3:25 this afternoon, and as a mark of respect to the memory of one of the founders of this great property, whose life has been devoted to its interests from the beginning, it is ordered that flags be placed at half-mast on the steamers and on the principal buildings of the company until after the funeral shall have taken place, at the hour of which all the company's business, not inconsistent with the public demand, will be suspended. A. N. TOWNE, General Manager.

THE KINDERGARTEN SOCIETY.

A special meeting of the Board of Directors of the Silver-street Kindergarten Society took place on Saturday, to render fitting tribute to the memory of the late Charles Crocker, who has been the dear friend and benefactor of the little waifs who are being cared for by the society. Feelings of the deepest sorrow were expressed by the members of the Board, and it was resolved that the classes comprised in the Silver-street Kindergarten Society "have experienced an irreparable loss in the removal of one of their earliest and most efficient benefactors, Charles Crocker, who was ever ready and willing, in times of urgent need, to aid us in all our undertakings, and was never found wanting when asked to give us the benefit of his counsel and advice. We shall no more see his genial face in our schools, but the memory of his oft-repeated and kindly acts will be an ever-present incentive to future effort in behalf of the little ones whom we have in charge.

"Our sincere and united sympathies are with the bereaved wife and sons who are in our midst, and especially with that dearly loyal daughter of our departed friend, whose grief-stricken heart in that far-off home of hers is bowed in the presence of so crushing a sorrow. Her charities in our behalf have ever been unbounded, and her activities in the promotion of our interests have never ceased. Her cherished name is a household word in our classes and schools, and we invoke for her the consolations of divine aid to uphold her in her sad trial."

EXPRESSIONS OF THE PRESS.

Labors Closed, but a Monument Left Which Will Endure Forever.

[S. F. Alta.]

By the death of Charles Crocker California has lost one of her foremost citizens. For over twenty-five years he has been closely identified with the progress of the State whose development is so largely due to the great enterprise of which he was one of the originators. He has been taken from the scene of his labors, but he has left behind him a monument which will endure forever. So long as the United States shall stand, his name will be remembered as one of the four earnest men whose far-seeing minds conceived the gigantic project of spanning the continent with bands of iron, and who by their perseverance and indomitable energy carried their plans to a successful completion in the face of difficulties that at first seemed insurmountable. The lives of men like Charles Crocker afford useful lessons. They serve to show what brains and industry can accomplish under free institutions. From peddling newspapers in the streets of an interior New York town to constructing and owning a vast railroad system seems almost to great a stride to be taken in one lifetime, yet that is the history in brief of the man whose earthly remains now lie cold in death. He was in the truest sense of the words a self-made man. What he accomplished was due to his own efforts. He had no advantages save those that nature gave him. His early life is a record of struggles with adversity, of misfortunes bravely met and of obstacles gallantly overcome. His success was not due to chance, but to work, hard work, assisted by patient self-reliance and an inward consciousness of the great things of which he felt himself capable. Perhaps his most manifest characteristic was his strong and determined will. With him, to conceive a purpose was to execute it; fortuitous circumstances might interpose delays, but the plan once formed was to be carried out if well-directed human effort could accomplish that end. In 1849, fired with the stories of golden discoveries by the waters of the Pacific, he was about to undertake the trip across the continent when he saw all his little accumulations of eight or ten years swept away by fire. But he went to work again, and one year later found him, at the age of twenty-eight, on the arduous march across the plains with an emigrant train. After a comparatively brief experience of the uncertainties of a miners' existence, he devoted himself to mercantile pursuits, and was fairly on the road to fortune, when the fire again left him penniless. He was then absent in his former home in Indiana, whither he had gone to take for his wife the girl whose love he had won while working in her father's lumber mill. But this second misfortune could not dishearten him. He returned to California, and resumed business with no capital but the reputation that he had made for industry and honesty in all his dealings. Success rewarded his efforts, and in 1862 he found himself in a position to co-operate with Leland Stanford, Mark Hopkins and Collis P. Huntington in what then seemed to so many the visionary scheme of building a railroad that should unite the commerce of the Atlantic and Pacific shores. People in the East and many in the West, pointing at the engineering difficulties to be encountered, ridiculed the idea that a work of such magnitude could be accomplished by men whom they were pleased to call "country store-keepers;" but the men with whom Charles Crocker was associated were of the same stamp and molded in the same mold with himself. In the face of ridicule, in the face of disasters that sometimes seemed almost like defeat, these brave men persevered and finally accomplished the task they had set before them. They found California a State in name, but in effect an outlying province cut off from the rest of the world by a trackless desert on the one hand and an ocean on the other; they made her an integral portion of the United States. But their work did not end here. From the main line which they thus constructed other lines have branched out, new enterprises have been undertaken, remote points that were otherwise inaccessible have been tapped, millions of acres of rich soil have been opened to settlement and cultivation, the ox team and the mule train have given way before the rush of the iron horse, the commerce and the markets of the world have been brought to our doors, and all this in one generation by the well-directed efforts of the man from whom the breath of life has just passed and his associates in business. Wealth came to him as the reward of his life's work, and he had earned it; but his fortune, princely as it was, is but as a drop in the ocean, compared with the added wealth which the successful completion of the magnificent enterprise with which he had so much to do, gave to California and the other States and Territories of the Pacific coast. Mr. Crocker's wealth was well used. He was generous; he made no ostentatious display of his charity, but he was always ready to extend aid in a deserving cause. He knew the value of education, and gave liberally toward the support of various institutions for the care of friendless youth. He took a great interest in the formation of the Associated Charities of this city, and contributed largely to the support of that association. He paid over $30,000 for the building of a Home for the Boys and Girls' Aid Society of San Francisco, and contributed annually a large sum to its support. His sympathy for the distressed was shown three years ago, after the fire which destroyed his building on Bush street. In that fire he lost nearly $100,000, the property being entirely uninsured. He was in the East at the time and received the news of the loss by telegraph, but his first thought was not of his own loss, but of the bereaved families of the two unfortunate firemen who sacrificed their lives while endeavoring to stay the progress of the flames, and he immediately telegraphed orders to place at their disposal the sum of $5,000. The very nature of the cases referred to made his generosity in those instances matters of public news, but it is well known that thousands of dollars have been bestowed by him for the relief of the deserving poor, the expenditure of which was known only to himself and the recipients of his charity. His death was comparatively sudden. He was not an old man, not quite 66 years of age, and until a few days ago seemed to have yet many years of useful life before him, but an overruling Providence willed otherwise. Death has taken him, but he will still live in the memories, not only of his bereaved wife and children, but of the people of the whole Pacific coast, who to-day are reaping the benefits of the work that he and those associated with him accomplished in his lifetime.

Testimony of Worth.

[S. F. Bulletin.]

The death of Charles Crocker is the removal of the second of that remarkable group of men associated with the building of the first railroad across the Continent. Few men have surmounted greater obstacles or fought their way to victory with greater success. Mr. Crocker was an executive man. He not only had the head to plan great enterprises, but he had the will and the physical power to carry them out. To use a Western phrase, "he got there," and generally by the shortest road. He never went round when he knew a more direct way. He executed great contracts, requiring at one time a force of 10,000 men. He knew the details of the vast operations that enlisted his enterprise. He knew men, and how to deal with them. He had no arm-chair theories; but having once determined that a piece of work should be done, he went forth to execute the task. He was at the commencement the supervising builder of railroads. Other men put in brains and capital. He put in these and all his physical energies, supplemented by great executive ability. He executed where others planned, if his own judgment concurred in the wisdom of the plan. He had the well-balanced business judgment which directed all his energies.

Few men have undertaken such various and diverse enterprises and made as few mistakes. It was not mere luck that brought him on his way from one success to another. It was the sagacity of the man, a prodigious force and power of execution which commanded success. This force gave him directness and a degree of bluntness in his ordinary address. But he was a generous-hearted man, and his sympathies could be touched quickly. He had little patience with men who were dilatory and put off to another day what ought to be done to-day. He demanded of no one more work than he accomplished; and there were very few who could keep even pace with him. He was a prodigious worker, assuming great tasks, which he preferred to accomplish rather than commit them to others. His great fortune did not separate him from his fellows. He never forgot the day when a shilling was more to him than ten thousand dollars added to or taken from his millions. This did not make him arrogant or harden his heart toward his fellow-men.

It was characteristic of his generous impulses and quickness of sympathy that when he received the telegram of the destruction of his fine building on Bush street, he telegraphed back an order that $5,000 each should be given to the families of the two firemen who had lost their lives in fighting the fire. When the conservatory at the Golden Gate Park burned down, he not only furnished the money to replace the lost structure, but he sent his own architect and workmen to rebuild it. This executive force was dominant everywhere. When he planned for himself he rarely failed to come out at the very point he had designated.

For many years he was engaged in a series of successful enterprises, apart from the railroad. He bought and sold large tracts of land. He erected business houses. His great irrigation works, completed in Merced county, are the most extensive ever undertaken by private individuals in this country. His work was not only good for himself, but it was good for the public. He, with his associates, undertook to make a vast tract of arid land fertile and productive. He succeeded.

Few men have secured so great a fortune and made so few personal enemies. He had a great fund of animal spirits. He was fond of a joke and a good story, and aside from business, he was the most companionable of men. It was said of him, because of the freshness and overflow of his spirits, that he was always a boy. But this buoyancy gave him great power. He carried heavy loads. But he never let the load crush him. He put a great deal into life, but he got a great deal out of it. He took the good things of life for the day and for every day. Had he lived another score of years he would have gone on planning and executing in the old way. Such men do not rest. They find their enjoyment in hard work. There is greater joy in the success of a well-executed plan than in many idle hours.

The builders, the men who execute vast enterprises which advance the material development, are the great men in new commonwealths. There never has been too many of them. They go before the timid, the conservative and the halting. They hew broad pathways to success. They quicken other men. There are in this State hundreds of opportunities for the employment of capital in this material development. Much of this capital is idle. It is waiting for bold men to pave new avenues to success. The original six men associated in the construction of the Central Pacific Railroad went before all other men in that great enterprise. They deserved success, and they won it. It did not come from sheer luck, but from one of the boldest and clearest-sighted enterprises ever planned in this country. They worked in pioneer days. No other railroad company ever encountered such obstacles in the way of construction. Had the men failed, only the common misfortune would have overtaken them. But they were not common men. It is probable that each one of them would have been heard of again in some other enterprise.

Charles Crocker put the best part of his life into the construction of the great system of railroads now operated within and beyond the State. He cast up highways in the wilderness. Over, substantially, a route which he had traveled with an ox team in a hundred days, he went in his own triumphal car in four days. He saw that his work, in this respect, with all discounts and imperfections, was good. As men count results, that was a successful life. The intense man, wrought up and nerved for so great a work, lived long in these years. His work gave him fullness of years. It is not given to most men to accomplish as much. It is the strong man who has fallen. For the work he was appointed to do he had hardly an equal in this State, and not many in the whole country. The builder, the indomitable executor, who went on his way conquering where other men would have been vanquished, rests from his labors.

A Grand Career.

[S. F. Chronicle.]

Charles Crocker was of a good New England family. As early as 1660 one of his ancestors, Daniel Crocker by name, was a resident of Boston, Mass., and in 1668 another member of the same family married a daughter of Governor Hinckley. This Crocker was a soldier in the Narragansett war in Rhode Island, and died in 1698. Some of descendants went to Albany, N. Y., about the middle of the last century, and eventually settled in Troy, in that State. There Charles Crocker was born on September 16, 1822. At that time his family was poor, and the addition of one member was a blessing in disguise. But Charles soon showed that he was of a decidedly helpful nature, and he was little more than a child when he began to lend his father assistance.

There was but little time for education, but the boy was hungry for learning, and in the intervals of labor he managed to secure a knowledge of the ordinary English branches, and was always a persistent reader of the newspapers.

Charles Crocker was 7 years old when he saw the beginning of the railroad systems of the United States. The first charter for building a railroad in this country was granted by the New York Legislature in 1829, its termini being Albany and Schenectady. The boy watched the work with extreme interest, and it is possible that he at that time drew in a taste for railroad building which afterward shaped his life and made him famous.

When but 9 years of age the lad decided to be a sole trader, and began selling newspapers on the streets of Troy. What he earned he saved, and from being a newsboy he became a news-agent, with a stand and assistants. The venture proved profitable, and in a few years he was in a position to aid his parents in buying a farm and building up a home in Marshall county, Ind. For two years and half he worked hard in clearing, fencing and plowing the new land, only to see the family broken up by the death of his mother. He then moved to a neighboring county and worked as a hand in the lumber mill of John J. Deming, going to school whenever an opportunity presented itself.

Iron had far more attraction than wood, however, and in 1841 he started in to learn the manufacture of bar-iron by working in a forge shop. The knowledge here gained he was speedily and most opportunely able to put into use. A body of iron ore was discovered near his old home in Marshall county. This he secured, and then forming a partnership with the man who had taught him the trade, engaged in the iron business on his own account. A forge was built and worked successfully for three years, when the news of the gold discoveries in California reached the workmen, and Crocker resolved to give up iron for gold, as he had given up wood for iron. He sold his forge in 1849, but while waiting for the papers of sale the establishment was burned down. Crocker at once, and as he has since so often done, proceeded to repair damages, rebuilt the forge, put it in running order and closed the sale at a profit.

He started from Marshall county, Ind., on the long trip to the scene of Marshall's discovery in the spring of 1850, reaching Sacramento in the August of the same year. The trip from the Missouri river to the Capital of California took him just 100 days; nineteen years afterward he made the same journey in one of his palace cars in just 100 hours.

Having come to California to mine, he lost no time in doing so, and went at once to Big Canyon, El Dorado county, where he bought and worked a claim. For six months he tried this with but limited success, and then gave it up and turned his attention to trade, his first step being to start a miner's store. Prospering in this, he moved to Sacramento in the spring of 1852 and opened a dry goods house. It was not long before he took rank as one of the capital's leading merchants. In the fall of the year he went East and was married, his wife being Miss Mary A. Deming, daughter of his former employer, John J. Deming, the Indiana lumber man. About two weeks before this Sacramento was destroyed by fire, Crocker's establishment with the others. The only source of information from the West then was by steamer, and it was not until a week after his marriage that he heard of his loss. Nothing dismayed, he returned to California, secured ample credit, built a new and larger store and resumed business.

In 1860 he was elected to the State Legislature from Sacramento county on the Republican ticket. The picnics, of which he was the life, and the country balls which he led off in that campaign, are among the liveliest incidents of the political history of the county. Charles Crocker was also a member of the Common Council and the Levee Commission, serving well and faithfully in all these capacities.

Before this, however, there was one idea that had become the engrossing object of his life, that being the building of the Central Pacific Railroad. Taking the most definite step in his life in 1862 he sold out his business, and joining his fortune with those of his brother, E. B. Crocker, Leland Stanford, C. P. Huntington and Mark Hopkins, began to prepare for the construction of the railroad. The first move in the enterprise was to have the route surveyed, and this resulted in the opinion that the work was well-nigh a physical impossibility. Not only was there the steep ascent of the Sierras, whose lowest pass within a distance of eighty miles was at an elevation of 7,000 feet, as an engineering difficulty of almost appalling magnitude, but when the Sierras were crossed there remained the middle desert without wood and almost without population. Then came the pecuniary difficulties, Congress refused its aid until forty miles of rail and telegraph had been completed as an earnest of what was to be done. A charter was obtained from the Legislature of California, an organization was effected and on February 22, 1862, ground was broken and the work commenced amid the lowering storm of civil war, with the national finances disarranged, the national credit at lowest ebb, capital distrustful and the very fate of the nation trembling in the balance, Charles Crocker took the first contract of eighteen miles, and then, other contractors having failed to meet their agreements, the company let him have the contract for building the entire road from two miles this side of Newcastle to the State line. His official position was that of Superintendent of Construction, as well as being President of the Contract and Finance Company, continuing so until the road was completed and organized.

As Superintendent he showed an extraordinary ability in handling men and material until his name grew proverbial as an organizer and manager. Under him there was an army of 10,000 laborers, teamsters, carpenters, engineers, etc., and for six years he remained in the front, sleeping alike in the sand and snow, and shrinking from neither exposure nor hardship. His orders kept the foundry and machine shops of the State busy for years; a brigade of 5,000 horses and 1,500 carts was under his command; fifty vessels sailed up the Sacramento every month laden with iron and ties, and the work went steadily on. As the work progressed Crocker seemed to grow excited and to gain new energy. He had at first announced that he intended laying a mile of track a day and was laughed at for making the statement. Instead, however, of being proved an empty boast, two or three miles of track-laying soon became an ordinary day's work, and on one occasion, riding at the head of his men, he accomplished the unprecedented and unequaled feat of laying ten and a quarter miles in one day between dawn and evening.

On May 10, 1869, the last spike was driven, the Central Pacific was completed, and the East and West were united. In the following October he resigned as Superintendent and was elected a Director of the company and its Second Vice-President. From that time on he has ever since taken an active part in the management as well as in the building of several branches and feeders to the main line. Seven hundred miles of the Southern Pacific were also built under his superintendence, and the famous Sunset route was largely due to his skill as a constructor in railroad matters. When all these lines were consolidated into one system in April of 1885 under the name of the Southern Pacific Company of Kentucky, Charles Crocker was made its Second Vice-President, while his son, Colonel Fred Crocker, was made its third.

Though a self-made man, Charles Crocker was by no means unlearned. He was found of literature, an intelligent patron of art, and a great lover of amusement. Strict in business, he was easy and cheerful out of it. His love of his wife and family was undoubted and unbounded. Having passed a youth and manhood in hardening work, he was hale and hearty in his old age, and at a time when most men are decrepit, was like "a lusty winter, frostly but kindly."

Always at the Helm.

[S. F. Call, August 15th.]

The announcement of the death of Charles Crocker yesterday afternoon startled this community. It is but a short time since he has been seen upon our streets, and apparently in the enjoyment of robust health. Charles Crocker was one of the four men who commenced the construction of a transcontinental railroad early in the '60's. He was one of the believers in the project from the start, and one who never faltered before the difficulties of the enterprise. While no one man can be said to have been indispensable to the success of the project, Charles Crocker contributed as much in his way as any of his associates. He was less prominent in political and financial circles than two of his partners in the work, but he stood at the business helm all the time. His sagacity as a business man was remarkable. While liberal and even venturesome, when his judgment approved of the projects submitted, he was never caught with visionary schemes. His judgment has been relied upon largely in laying out the railroad system of the State and in the management of the vast system of roads under the control of the Southern Pacific Company. In private life Mr. Crocker was one of the most genial of men. He was as easily approached when he had millions to guard as when he was at the initial step of his remarkably successful career. The friends and associates of early days were friends and associates to the last. He always had a cheery word, and often something more substantial, for those who fell by the way. The Pacific coast, the State and the city have met with an almost irreparable loss.

An Honest Man.

[Argonaut.]

Not in California has there ever died a man of stronger character, a more honorable, truthful, fearless person, and a more useful citizen, than Charles Crocker. His better qualities are recognized by all, now that he is dead. He has left no personal enemies; he is missed by the entire community in which he lived, and he is mourned by all who knew him well. He was a brave, strong, honest man—the only very wealthy man we ever knew who indulged himself in the luxury of saying what he meant, and doing that which in his judgment was right, fearless of consequences. His monuments are erected throughout our State of California, builded along the Pacific coast, and extended the length of our continent, from Alaska to the Gulf of Mexico. His generosity was broad, his personal gifts unostentatious, his loyalty to friends never failed. His integrity was never questioned. His whole career—from boyhood, in poverty and honest toil, to his grave, the wealthiest of California's wealthy men—is a moral example for the imitation of all American boys; not that he was born poor and died rich, but because in all positions that he ever filled, in all duties he was ever called upon to perform, he was an honest gentleman.

A Self-Made Man.

[San Francisco Report.]

The ancestors of Mr. Crocker were of Pilgrim stock, and were prominently identified with New England history as early as 1660. Some of their descendants subsequently removed to Albany, New York, and eventually settled near Troy, in that State, where the subject of our notice was born on the 16th day of September, 1822. His family were not in affluent circumstances, and as his services were needed to aid in its support, Mr. Crocker found but little time in which to secure the limited education available in those days. He had, however, a spirit not easily thwarted by adverse circumstances, and, in the intervals of labor, he succeeded in acquiring a knowledge of the English branches. He read with avidity such books as he was able to obtain, and from the newspapers he derived a general knowledge of current events.

When nine years of age he believed himself capable of earning his own living, and with this object in view he began the sale of newspapers and periodicals, and in this he was so successful that in a few years he established a news agency in Troy, from which he derived considerable profit. Having carefully saved the money thus obtained, he aided his father in the purchase of a farm in Northern Indiana, and went with him to build a new home in that wilderness of the West. He labored hard with his father for two and a half years in clearing, fencing and cultivating the new farm, when the mother sickened and died, and the family was broken up.

After several years of varying fortune, during which Mr. Crocker learned the trade of blacksmith and became an expert workman, the news of the gold discoveries in California determined him to try his fortune in the land of wonderful vicissitudes. In the spring of 1850 he commenced his journey across the plains, and reached Sacramento in August of that year, having occupied one hundred days in making the trip. Nineteen years thereafter he made the same journey in one of his own palace cars in one hundred hours.

Will Ever Be Remembered.

[Galt Gazette.]

Charles Crocker, the railroad magnate, died suddenly at the Hotel Del Monte near Monterey, early Tuesday morning. Mr. Crocker was identified with the great railway system of this State since it was organized and as a thorough business man he had few equals. Many of our citizens remember him as a business man of moderate means in Sacramento early in the sixties and his phenomenal success as a railroad builder during the past twenty years is familiar to the public. He and his associates have done much to develop the growth and settlement of California and his name will ever be remembered as a public benefactor. He leaves a wife and four children.

A Memorable Life.

[S. F. Journal of Commerce.]

Not only in railroad circles, but throughout business and social circles over the whole of the United States, the death of Charles Crocker will be regretted. In conjunction with Senator Stanford and Messrs. Hopkins and Huntington, he was the father of the railroad system of the Pacific coast, and one of its stanchest and strongest pillars. He was born near Troy, N. Y., on the 16th of September, 1822, and was descended from one of the oldest New England families, which was famous in the history of the section. Mr. Crocker was a man of extraordinary executive ability. His charities were large. One of the many instances of this was the donation of $33,000 to the Boys' and Girls' Aid Society. There were many more, but he was not in the habit of publishing his benefactions. Amongst the instances of his public spirit we may mention the construction of the conservatory at Golden Gate Park on its destruction by fire. He was one of the most notable men of the day in California. He leaves three sons, worthy successors and heritors of his business abilities—Charles F. Crocker, one of the Vice-Presidents of the Southern Pacific Company; William H., Cashier of the Crocker-Woolworth Bank, and George, who ownes a large stock ranch in Nevada.

The Architect of His Own Fortune.

[S. F. Spirit of the Times.]

* * * His has been an active, energetic and eventful life, of whom it may be said, "he was the architect of his own fortune." So long as the English language is spoken so long will the name of Charles Crocker, as one of the foremost men of the age, live in the memory of mankind, not alone for the great good he assisted to accomplish in building up and developing every National and State interest, but for those acts which are held so sacred to the heart of the truly benevolent, and which find shelter under the panoply which, as it modestly looks abroad from its place of concealment, finds form and expression, in the word—charity. He was stern and exacting in the progress and maintenance of business relations, when such qualifications were necessary, but under that exterior, no kinder or sympathetic or more generous heart ever beat in response to to those needing his assistance or requiring his aid, than he of whom we now write. To speak of Charles Crocker's record in connection with these great public works which have contributed to make California renowned among the people of the earth, is almost a work of supererogation. It is indelibly written upon the pages of history, and will not be effaced until time shall be no more. * * * For the impression in may make upon those who are to succeed and rule and govern in the affairs of the world, we think it right and appropriate to speak of the dead and to picture in colors of living light those qualifications and attributes which were pre-eminent in usefulness, courage, kindness, benevolence, energy and good deeds. All these the subject of this possessed in an eminent degree, stamping with an impress ineffaceable, the success awaiting those who enter upon the battle of life as he did with integrity of purpose, honesty in business pursuits, manliness of action throughout, and a sincere desire to reach a position of prominence and influence without resorting to unjustifiable means in order to accomplish the object in view. Charles Crocker's life was one of honest toil from his infantile days to the close of his life, and his earlier responsibilities were such in his boyhood as usually fall to the lot of manhood. He never shrank, however, from carrying the burdens imposed upon him, but with that natural moral courage which always characterized him, he cheerfully mounted step by step the ladder upon which he was to rise, until reaching the top he came into view as a man of indomitable power, perseverance and business renown, demanding thereby and receiving that recognition among men that placed him, as above stated, in the ranks of the foremost men of the age. The mere fact of constructing great highways weighs but little in the balance when the creative and living power is within easy reach, but to bring them to completion, supported and strengthened by genius and working attributes, is to possess qualities that are already within the active brain and busy mind, and not absorb for the time being; and in the possession of the great combination to which we have just referred Charles Crocker was without a peer. * * * Charles Crocker was held in the highest esteem by the people of California, and while there might have been differences, in the minds of some, in regard to the conduct and management of the trusts represented by the four great men who engineered them and imbued them with vitality, such differences of opinion never extended to a loss of personal regard, respect and admiration for the principals; and the announcement of the death of Charles Crocker will be a sincere source of sorrow and regret, and will elicit an expression of heartfelt sympathy and condolence from the people generally. * * He was a man that did not require the presence of the man he was defending from attack in order to impel him to a more decided stand, but it was in defense of the one requiring his kind offices where the true nobility of the man shone at its brightest.

His Great Service to the State.

[Red Bluff Sentinel.]

Charles Crocker was a pioneer, coming to California from his native State, New York, in 1849, locating in Sacramento, on J street, between Eighth and Ninth streets, and for several years engaged in the dry-goods business. His place of business was well known as the "Horse Market" by all pioneers, and his jolly, good-natured, affable, whole-souled, gentlemanly manner won for him hosts of friends. He was the same big-hearted, clear-headed, generous friend, a millionaire railroad magnate, as he was when selling calico and tape over a Sacramento counter. He was one of the four men—Stanford, Huntington, Hopkins and Crocker—who organized the Central Pacific Railroad Company, whose fame as railroad men has become world-wide. Charles Crocker was the practical man of the company for many years. He is the second of the quartet of great and successful California railroad builders, managers and owners who have finished their earthly career and been called to try the realities of an unknown world. Whatever may have been the faults of Charles Crocker—who has no faults?—no man has done more to build up this State, advance its interests and develop its resources than the late President of the Southern Pacific Railroad. He will be much missed in the counsels of the Southern Pacific Company.

The Friend of Progress.

[Chino Valley Champion.]

Another of California's most useful pioneers and citizens has passed from earth. In important respects Charles Crocker was a great man. He made no pretensions to be a learned or scientific man, but he was a liberal patron of learning in all departments, from the kindergarten to the highest scientific institutions. Many poor, patient laborers in various scientific pursuits often had their hearts cheered by money from Charles Crocker, of which the public never heard. His energetic, enterprising spirit was unsuited to the patient thought required to devise methods of making water, air, electricity and steam do the wonderful works they are performing, or to seek out the substances of the earth and fashion them into thousands of articles of use and beauty; but he said to the writer more than once that he fully appreciated the inestimable value of all such labor, and gave it more substantial help than many people ever knew. He liberally contributed to beautify public parks and support benevolent institutions. He enjoyed what more rich men ought to enjoy—the giving to worthy objects without ostentation.

But to build railways and telegraphs over and through mountains, through fertile valleys, across broad deserts and in crowded streets; to construct great ships to compete for the carrying trade of the Old as well as the New World; to project and perfect systems of irrigation by which vast areas of our dry land may be made fruitful and beautiful; to construct fine dwellings and business blocks that accommodate business and ornament cities, were works agreeable and suited to Charles Crocker.

Beginning life with no other capital