

## [Huntington, Collis Potter]

### C. P. HUNTINGTON DEAD

Succumbs to Heart Disease at Adirondack Camp

#### A BUILDER OF RAILROADS

His Career as an Organizer, Land Owner, and Philanthropist—

His Affairs in Such Shape that Wall Street Was Not Affected

RAQUETTE LAKE, N.Y., Aug. 14.—Collis P. Huntington died at his camp, Pine Knot, in the Adirondacks, at about midnight.

Apparently well on retiring at 11 o'clock, he was taken suddenly with one of the choking spells to which he was subject, and which was not thought to be serious, but he became worse. As soon as the seriousness of the attack was realized, a messenger was dispatched to the neighboring camp of Gov. Lounsbury for a doctor, and he was on hand in half an hour. Mr. Huntington died without regaining consciousness, not more than three-quarters of an hour having passed between the attack and his death. Mrs. Huntington and Mr. Huntington's secretary, G. E. Miles, were at his bedside when he died.

Early in the day of Monday Mr. Huntington appeared to be enjoying the best of health, walking about his preserve and taking a trip on his private steamer Oneonta, and he remarked to friends that he was feeling unusually well. His adopted son, Archer M. Huntington was notified at an early hour this morning and is expected to join his mother hourly.

After much difficulty and delay the news of the death was delivered to W. West Durant, who was jointly connected with Mr. Huntington in the Raquette Lake Railway. Mr. Durant will contribute his boats, teams and servants toward making the final arrangements for the disposition of the body.

Mr. Huntington and his wife arrived at Durant on Friday, Aug. 10, in their private car Oneonta. The steamer Oneonta was waiting their arrival at the wharf to convey them to their mountain home, Pine Knot Camp.

Heart disease was the direct cause of death. The body is to be conveyed to the Huntington residence, 2 East Fifty-seventh Street, New York City before Thursday. The time for the funeral has not yet been announced.

#### MR. HUNTINGTON'S CAREER

As a Railroad Builder, and Resourceful Man of Business, He Stood Pre-eminent.

Collis Potter Huntington, railroad magnate—one of the six men who are at the head of the American railroad systems—multi-millionaire, one of the greatest land holders of the United States, art connoisseur and patron, humanitarian, and patient, hopeful, resourceful man of business and financier, had a remarkable career in his long and successful span of eight decades. On his death came full recognition of one of his chief characteristics. "He was a builder up, not a puller down," said a millionaire business associate. "He was a walking cathedral beside Commodore [Cornelius] Vanderbilt, who did not build his roads, while Huntington constructed them mile by mile into systems. Take the very reverse of Jay Gould and you have Huntington. Wall Street, the business community, and the Americanism that is embodied in fealty to trust and go-aheadedness never saw his equal."

Mr. Huntington was born Oct. 22, 1821, in the quiet village of Harwinton, Litchfield County, Conn. He came of Puritan stock. One of his ancestors was the jurist and statesman, Samuel Huntington, Governor of Connecticut, a signer of the Declaration of Independence and President of the Continental Congress. The boy was cast on a large physical mold. At the age of fourteen he was nearly 6 feet in height and proportionately robust. Following the customs of the times in regard to dutiful and promising sons, his father, William Huntington, a tinker, gave him at the age of fourteen, his "freedom" on his pledge to support himself. Of his ability to do

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this he had given ample proof. At the age of eight he began work by hauling wood with an ox team, and a year later earned his first dollar by piling wood. Until he was emancipated, "given his time," as it was called, he labored to his own profit while securing such education as the hamlet afforded.

### MR. HUNTINGTON'S CAREER

Once free, young Huntington entered into a contract to work on a farm for a year for \$84. All of this he saved. His employer had engaged to clothe and board him. He entered into two more contracts, and finding himself \$175 ahead, planned to go to New York and make money more quickly. His industry, perseverance, and trustworthiness had attracted notice, and he had no trouble in procuring credit for a stock of clocks worth \$3,000 on the recommendation of a neighbor. Huntington found a profitable mart for his goods in the South, where he established business relations that in after life were of great advantage to him. When he came of age he had clear assets that represented a business capital of importance.

In 1842 Collis, as he was called, entered into partnership with his brother Solon in the general merchandise business at Oneonta, Otsego County, this State. The firm was enterprising and adopted business methods that were popular, and their store rapidly prospered. In six years the brothers had a capital that warranted a wider field of investment. The opportunity to make a profitable coup came with the confirmation of the stories of the richness of the California gold fields. Collis in those six years had perfected his business knowledge without detriment to his ideas of the value of thrift, as, although in comfortable circumstances, he continued to do such work as wood cutting and loading and unloading goods at the store.

His natural shrewdness and business intuition served him in good stead when he laid out his programme for the Pacific Coast. He could with his brawn and stature have roughed it with the toughest gold miners, but he decided to go to California as a merchant and to stick to commerce there in spite of all temptation to seek gold. His brother aided him in selecting the goods which Collis was to trade. These were shipped, and the young giant followed by way of the Isthmus of Panama. Here his mercantile bent profited him. He saw a business opportunity on the isthmus in trading with those bound for the gold fields, and trebled his capital in three months.

### HIS ADVENT IN CALIFORNIA

Going to San Francisco, the future railroad magnate studied the situation and watched for an opportunity to resume trading. He [illegible] Sacramento would give it, [illegible] passage there by doing roustabout duty at \$1 an hour before the vessel cleared. At Sacramento he began business under a tent, selling implements and necessaries to miners pending the arrival of a complete line of goods that were in demand. A large store followed the tent, the business assumed vast and paying proportions, and rivals were distanced by the establishment of a team service to the various mining camps. This feature of the venture gave the enterprise head of the concern large advantages over the merchants who depended on the service of sailing vessels to points on the coast.

Huntington had at this stage of his career, through his tenacity, industry and success, gained the title of "Old Huntington." Some of his business methods and principles were never to hesitate on an offer for goods tendered for sale and that any article that could be bought at less than the cost of production was worth holding for a profit, provided it was not perishable and of general use. In one case he acquired a lot of bar steel at a cent a pound. This was when manufacturing was at a standstill in California. He stored the lot away for four years. Then placer mining had been succeeded by quartz mining, implements necessary to it were in demand, and manufacturing was stimulated, with the result that Collis's investment was sold at \$1 a pound.

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Huntington had a snug fortune when Mark Hopkins cast his lot with him in a partnership in the hardware business, the style of the firm being Huntington & Hopkins. The house, while dealing in the usual staples, branched out into such enterprises as railroad and other construction. Later on Leland Stanford and the Crocker brothers became the associates of Huntington & Hopkins. Stanford gave Huntington his first incentive to become a railroad builder.

### THE CENTRAL PACIFIC BORN

At the outset of their acquaintance in 1860 he was at the Sacramento store and discussed the project of building a railroad from thence to the Nevada mines. Huntington had thought over several railroad projects after he landed at Sacramento, and the plan of the future Senator pleased him. With his usual energy, Collis went to work on the scheme with Hopkins, the Crocker, T. T. Judah, and Stanford, and the survey of the Sierra Nevada Mountains for a transcontinental railroad was made on money advanced by them. The result was the organization of the Central Pacific Railroad Company, with Stanford President, Huntington Vice President, and Hopkins Treasurer, with a capital of \$8,500,000.

This, the first railroad link between California and the East, was an enterprise carried out through the investment of the private fortunes and the honor of its promoters. Huntington and his associates in the scheme were ridiculed as "Pacific railroad crazy." But they never halted until the end aimed at was attained. Congress was interested in the project and agreed to aid it by an issue of bonds. Huntington went to New York and sold \$1,500,000 of his syndicate's securities on his personal pledge to safeguard them.

The Government subsidy did not become available until the completion of a stipulated mileage, and in the construction work Huntington and his associates put every dollar they had or could raise, and practically mortgaged themselves thrice over. Energy, faith, and fair dealing had their reward in May, 1869, when the last spike of the road was driven on the plains of Utah, and there was great clamor of congratulation over the achievement.

Huntington's subsequent undertakings have been more vast and important. His success with the Central Pacific operated as a stimulant to his bent for planning and carrying out vast enterprises. Following his first railroad feat came the planning and perfecting of the whole California railroad system of 8,900 miles of track. His experience in the Central Pacific undertaking stood him in good stead in the formation of a transcontinental line from Portland, Ore., to New Orleans. The construction of the Southern Pacific Railroad from San Francisco through Los Angeles, Arizona, New Mexico and Texas by him and his associates is full of interest. The result was a track from ocean to ocean, and the merging of twenty-six corporations with 9,000 miles of track into the organization known as the Southern Pacific Company.

### OTHER GREAT SCHEMES

Another signal success was Huntington's independent evolution of an Eastern scheme. The State of Virginia had failed to complete the Chesapeake and Ohio Railroad, and in the endeavor many contractors had been ruined. Huntington not only succeeded in completing this road, but pushed its connections westward through West Virginia, Kentucky, Tennessee, and Mississippi, until he was able, to his great satisfaction, to ride in his private car over his own tracks from the gateway of the Old Dominion on the Atlantic to the Golden Gate on the Pacific Coast, a feat accomplished by no other man in America.

Among other enterprises with which Mr. Huntington has been identified or associated is the Pacific Mail Steamship Company, with a fleet of sixteen steamships and 17,000 miles of water lines. He founded the City of Newport News, Va., and has invested more than \$7,000,000 in a shipyard there, which employs 4,000 men, and turns out battleships. Here every inducement is given to the workmen to own their own homes, and a full graded school for the children of his

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employes [sic] was maintained at his expense. Instances of this tendency to look after the welfare of those who were directly or indirectly in his employ might be multiplied.

### HIS STRONG PERSONALITY

Mr. Huntington's personal characteristics were impressive and agreeable. He was never a pessimist, and if he lost his temper it was only to the degree of pettishness. He was a striking figure everywhere, because of his height, massive frame, strong features, and handsome beard. Of late years his approach to fourscore had been manifested by a slight stoop, a less brisk gate, and the wearing of a skull cap in his office. He was never a fop, but when middle life was reached he liked to be well-garbed, and generally wore a black frock coat that fitted him without a crease. In Winter time his coming into Wall Street with a tremendous fur overcoat and sealskin cap was one of the sights of the financial district.

In his dealings with those who called upon him he was kindly and careful to avoid even the appearance of abruptness. To strangers he appeared shy at first meeting. This was due to his habit of never making a reply to a question or of giving an opinion until he was sure of his ground. He had the faculty of rapidly disposing of the business on hand with lucidity and frankness. He was always gentle in manners, and under his thick eyebrows was a kindly pair of eyes.

### AN ASSOCIATE'S ESTIMATE

An associate who had been on intimate terms with Mr. Huntington for more than a quarter of a century said yesterday that the financial district will only gradually appreciate its loss in his death.

"He was," he said, "taken all in all, the most remarkable man we have ever had in the Wall Street district. He had no 'fads,' although he was devoted to art, and for a man of his early schooling and hustling pioneer life well read and a lover of books. He was a quiet man, devoted to his home, never speculated, always looked ahead, and was the greatest planner I ever met. He was always serene. As a statistician he had no equal in railroad matters and industrials with which he had been associated."

In his offices at the Mills Building Mr. Huntington was regarded as the hardest worker of his staff of forty assistants. He always staid later than any one except his secretary, who rarely left him.

The offices are small but convenient, and the walls are covered with many interesting photographs and engravings of places and subjects associated with Mr. Huntington's enterprises. A little engraving in the outer office was a favorite with Mr. Huntington. It represented an old man soliciting employment with "Ich Kann Warten" ("I Can Wait") inscribed on it. Some of the employes [sic] related that Mr. Huntington often looked at the engraving and remarked that it was sad that an old man like that should have to be so patient.

### TRAVELED LIKE A PRINCE

When Mr. Huntington was in the East he made the offices his home in business hours and lunched as modestly as one of his clerks in the restaurant in the Mills Building. He was always interested in those who waited on him and encouraged them to tell him of their troubles and was their benefactor in many instances. When, as was the case the major part of the year, Mr. Huntington was a way from New York at his country seat at Throgg's Neck, at his camp in the Adirondacks, or at his San Francisco house, there was hourly communication between him and New York, his interests being looked after chiefly by his brother-in-law, Isaac E. Gates.

His traveling was in princely style, with two private cars, Oneonta No. 1 and Oneonta No. 2. The first was a mansion on wheels, with drawing room, parlor, library, and sleeping quarters for himself and family. The other was for the kitchen, cellar, storehouse, and refrigerators, and

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servants. Had he so chosen, Mr. Huntington could have left New York for six months and have lived on his care without loss of comfort.

### HIS MANY CHARITIES

Some of the philanthropic institutions which Mr. Huntington endowed, aided or founded, are on a large scale. For colored people he aided greatly in the construction and equipment of the Hampton, Va., Normal Agricultural Institute, and the Tuskegee, Ala., Normal Institute. To the town of Westchester he donated \$100,000 to establish the Westchester Library and Reading Room and took a lively interest in it. It is generally understood that his will provides largely [e.g. substantially] for all the institutions he has aided.<sup>1</sup>

In 1885 Mr. Huntington returned to his native town and erected to the memory of his mother, Elizabeth Vincent Huntington, a massive granite chapel, at a cost of \$50,000. This was presented to the Congregational Church of Harwinton.

In social life Mr. Huntington appeared rarely, because of his frequent and long absences from the city. He was seldom at Newport, and attended few social functions but gave some brilliant entertainments at his house at Fifty-seventh Street and Fifth Avenue, where his chief delight was to point out the treasures of his art gallery. He never cared for yachting. "My ideas," he once said, "don't run to yachts. They're a little too slow for me." He took little interest in horses, although he had some fine animals and handsome equipages in his stables.

Mr. Huntington was childless, and married twice. His first wife was Elizabeth T. Stoddard of Litchfield, Conn., whom he married in 1844. She died in 1883. They, in 1869, formally adopted as their daughter Clara Elizabeth Prentice.<sup>2</sup>

Mr. Huntington in 1884 was married by the Rev. Henry Ward Beecher to Arabella D. Worsham, a widow whose maiden name was Yarrington. Her son, Archer M. Worsham, was adopted by Mr. Huntington.

Immediate relatives who survive Mr. Huntington are his sisters, Mrs. Isaac E. Gates of New York and Mrs. S. L. Porter, Mrs. E. H. Purdy, and Mrs. W. Pardee of Oneonta, N.Y., and H. E. Huntington, his nephew and associate in many interests.

Mr. Huntington's club affiliations were the Union League Club, the New England Society, the Metropolitan Museum of Art, the American Geographical Society, the American Museum of Natural History, the American Fine Arts Society, and the New York Genealogical Society. When at Throgg's Neck Mr. Huntington attended until recently St. Peter's church, of which the Rev. Mr. Clendenin, husband of Horace Greeley's<sup>3</sup> daughter<sup>4</sup>, is pastor.

[Two sections which follow, "Bancroft on Huntington" and "His Care for Details," are omitted here.]

Mr. Huntington will be buried in Woodlawn Cemetery in a mausoleum that cost \$250,000. Five years were required to construct it. The materials are granite and marble. The structure is 42 feet long, 28 feet wide, and 24 feet high.

### AS A WALL STREET MAN

#### Mr. Huntington's Properties and Their Future—The Street Not Affected

The stock market was not affected yesterday by the news of Mr. Huntington's death, although it was during trading hours almost the sole topic of conversation. His passing away was announced from the rostrum of the Stock Exchange, of which he had been a member since Jan. 29, 1885. The news evoked many expressions of regret, although Mr. Huntington had never been what is known as a "market mover," and had rarely been on the floor of the Exchange. There were no dealings in Pacific Mall. In Southern Pacific about 11,000 shares were traded in, with a net change of half a point off, at 33½, a fluctuation that might have come about had the capitalist been living.

The market was not affected because it was generally known that Mr. Huntington had so arranged the affairs of his corporations as to provide for any personal happening, and it was admitted that he had told one of his closest friends in confidence that he would be recreant to

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the trust imposed in him if he did not so arrange his affairs that his passing away would affect neither his properties or the stock market.

[Sections titled "the Crisis in 1893," "His Corporate Interests," "Against Nicaragua Canal," "His Real Estate Holdings," and "Mr. Huntington's Works of Art," are omitted here.]

### MR. HUNTINGTON'S DAUGHTER

She was adopted in 1862, and Is Now Princess von Hatzfeldt

Among the passengers booked to sail from Liverpool on the White Star Line's steamer Majestic today was Collis P. Huntinton's adopted daughter, the Princess Clara von Hatzfeldt. The Princess, after an absence of seven years, was coming to visit her foster father.

It was in 1862, shortly after the Valley of the Sacramento, in California was swept by a devastating flood, that Mr. Huntington adopted Clara Prentice, the present Princess. The child's father, Edward Prentice, a grocer, had lost his life in the flood, and in order to relieve the widow Mr. Huntington adopted her infant, giving to it [sic] his own name.

In the years that followed Mr. Huntington grew immensely wealthy and very fond of his adopted child. Not until she was fourteen years old did she learn that she was not Mr. Huntington's real daughter, and that she had a mother living in California.

In the Summer of 1889, while traveling in Europe with Mrs. John Sherwood of New York, Miss Huntington met Prince Francis von Hatzfeldt, whom she married. The Princess occupies a prominent position in London society.

[Sections titled "Sorrow in San Francisco," "Interests in Dallas, Texas," "President Diaz Much Affected," and "Comment in London," are omitted here.]

<sup>1</sup>One such institution was the Chapin Home, a nursing home on Long Island founded by Rev. Edwin H. Chapin, pastor of Church of the Divine Paternity [Fourth Universalist], which Huntington frequently attended when in the city. It was near his home in Manhattan. The *New York Sun* of 15 May 1882 lists him as a member. Surprisingly to the transcriber, this obituary does not mention Huntington's relationship to this church.

<sup>2</sup>Clara was the biological daughter of Elizabeth Stoddard's sister Clara Stoddard, and thus was Elizabeth's niece.

<sup>3</sup>Horace Greeley was a prominent member of the Fourth Universalist Society in Manhattan, which Huntington often attended when he was in New York City.

<sup>4</sup>Gabrielle Miriam Greeley

*New York Times*, New York NY, Mon. 8 Oct 1900

Transcribed on 6 Feb 2011 by Karen E. Dau of Rochester, NY

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DR. EATON ON C. P. HUNTINGTON  
His Greatest Service, He Says, Was in Making Himself a Millionaire

The Rev. Dr. Charles H. Eaton preached yesterday morning at the Church of the Divine Paternity [Universalist] on "The Making of a Millionaire," the discourse being based upon the career of the late Collis P. Huntington, who frequently attended the church. The preacher dwelt upon Mr. Huntington's achievements in building up the greatest transportation system in the world. As to his philanthropy, Dr. Eaton said he had known of many instances of which the public never heard. The speaker also referred to Mr. Huntington's work for the negroes and to his siding with the Chinese at the time of their persecution in California.

"It is unfortunate," continued the speaker, "that the function of the capitalist is so greatly misunderstood. The greatest service Huntington rendered was in making himself a millionaire. I know that is not a popular doctrine, but it might appeal to the tens of thousands of men who stopped work at the moment of his funeral and whose work was made possible by Huntington's enterprise.

"Society is so organized that we cannot make millionaires without benefitting the million. Which is worse, the man who finds it necessary to corrupt Legislatures in order to advance the growth of the Nation, or the one who stands in the lobbies with outstretched hands demanding tribute under penalty of retarding the Nation's growth? This man reached a higher order of honor and honesty than four-fifths of those who in the public press condemn him."

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