Salt Lake, Centre of Railroad Interest and Building in United States

Salt Lake City is the center of more railroad building interest at the opening of 1906 than any other city in the United States. This s due to the natural development of the great west and to the ideal location of this city viewed from the standpoint of interior commerce. Development in the railroad world is all in the direction of better communication between the east and the Pacific coast. This is the natural outgrowth of the tremendous trade development between the United States and the orient. Fortunately Salt Lake City is one of the great strategical points on the highway across the nation. It must be taken into consideration by every builder of a transcontinental line. Recent moves by Gould, Harriman and Hill, to say nothing of the lesser magnates, makes this clear.

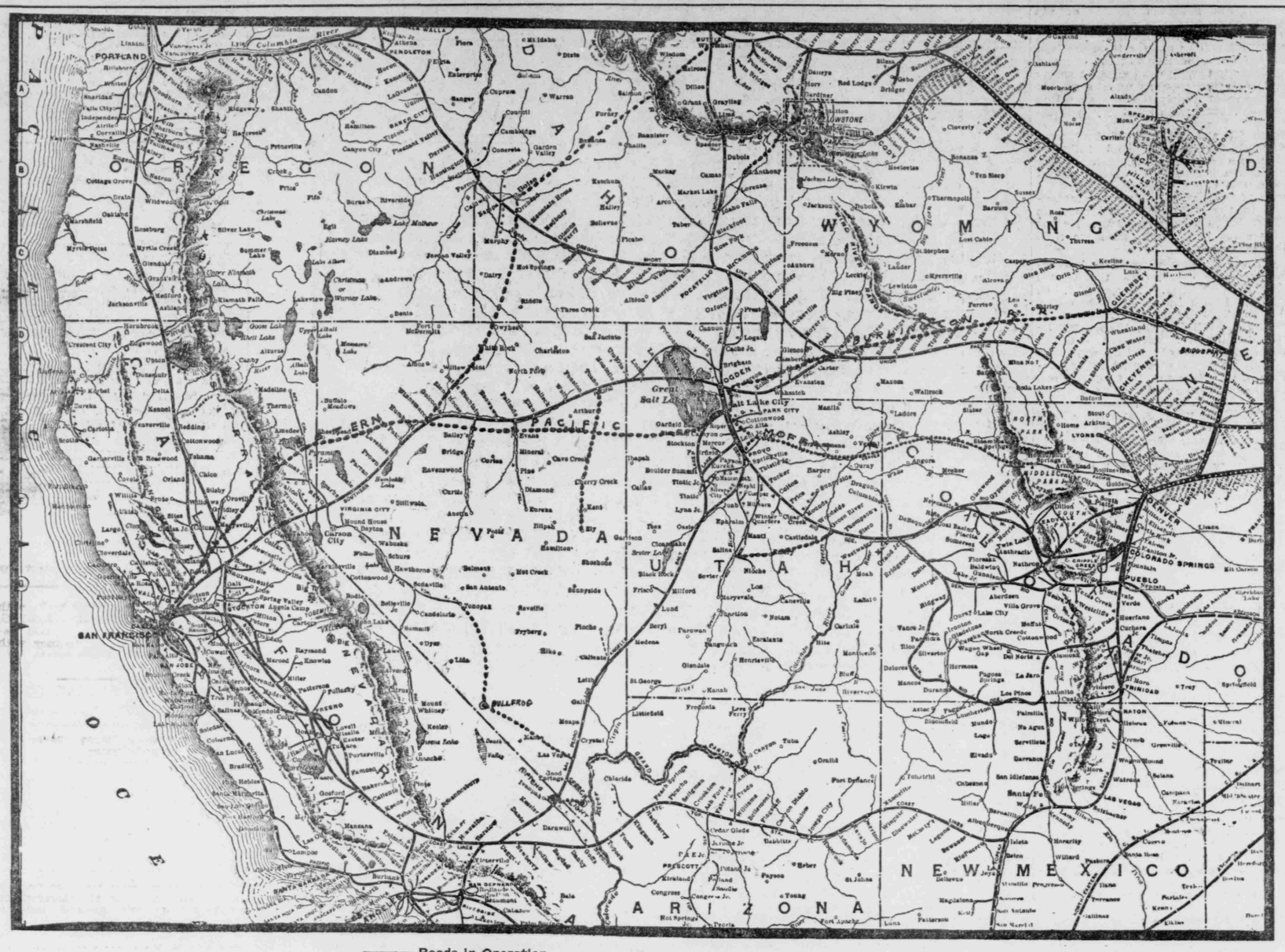
The building of the Western Pacific between Salt Lake City and San Francisco; the building of the Moffat line from Denver to Salt Lake City; the official announcement that the Burlington is to build into Salt Lake City from a point in Wyoming, the announcement that the Northwestern is to follow on the heels of the Burlington—these are the really big moves that are attracting the attention of the railroad world at the close of the year.

What Local Roads Are Doing.

Local interest is not confined to the moves indicated above. Development in the territory immediately surrounding Salt Lake City is indicated by the building of the Tonopah branch of the Salt Lake Route in Nevada; the completion and electrifying of the Bamberger road between Salt Lake City and Ogden; the building of the Salina cut-off by the Rio Grande Western to facilitate heavy shipping in southern Utah; the building of the extension of the St. Anthony branch into the Yellowstone park by the Oregon Short Line; the building of the Malad branch of the Minidoka and other feeders in the Snake River valley in Idaho by the Oregon Short Line; the proposed interurban lines running in various directions from Salt Lake City as the common center; the expenditure of $1,000,000 by the Oregon Short Line in the erection of the finest depot in the intermountain west and in the enlargement and improvement of freight depots, round houses and switch yards; the plans for Rio Grande Western depot and shops to accommodate that road as well as the Western Pacific, and by the unusual amount of improvement in the way of betterment of equipment on all the lines in which Salt Lake City and Utah are especially interested.

All indications point to a great railroad year in Utah during 1906. The building of the new roads and the improvement of the old ones means a tremendous uplift for Salt Lake City. It means a large increase in population, a large increase in the amount of money put in circulation each month; it means better communication between the business men and the people they desire to reach; it means a Greater Salt Lake in every way.

Railroad Map of the Territory in Which Salt Lake Is Especially Interested



——— Roads in Operation.
- - - - - Roads Proposed and in Course of Construction.

DIRT FLIES IN THREE STATES FOR W. PACIFIC

Long since the Western Pacific passed out of the realm of speculation. It is now a certainty. Before the close of 1907 trains will be running to and fro over the new line between Salt Lake City and San Francisco. When the length of the line and the rough character of much of the country are taken into consideration, it will be conceded that grit and energy will be required to accomplish this result.

One contract alone, that of the Utah Construction company, calls for the expenditure of $11,000,000 by the Western Pacific. This company, with headquarters in Ogden, is one of the largest and most reliable construction companies in the country. It has engaged to do the construction work from Salt Lake City to the Nevada line; and from the eastern line of California to Oroville in that state. Much of this work will be done by sub-contract. Other contracts and sub-contracts have been let representing practically the entire right of way of the road in connection with the main contract of the Utah Construction company.

Start at Garfield Beach.

Actual construction work on this end of the line of the Western Pacific began some months ago. The start was made at Garfield Beach on the shore of Great Salt lake, sixteen miles west of the city. Since then the work has been pushed to the west without pause. Practically 100 miles of the grading has been completed from Garfield Beach west. It is not possible at this time to say how much of the grading has been done under the many contractors and sub-contractors farther west.

The great importance of the Western Pacific to Salt Lake City and Utah lies in the fact that it is backed by George J. Gould and his railroad associates. It is the last link in the transcontinental system that was the dream of the elder Gould. Taken in connection with the Rio Grande Western, the Missouri Pacific and the other roads farther east, the Western Pacific represents one of the greatest railroad systems on the continent. It would be difficult to overestimate the amount of business that will be diverted to Salt Lake City and Utah as the direct result of the completion of this system.

OREGON SHORT LINE BUILDS IDAHO BRANCHES

Idaho has been the scene of most of the construction activity of the Oregon Short Line during the year just closed. It will be the scene of much construction work in the coming year. Unusual developments in that state, especially in the Snake River valley, have led to the construction of many branch lines of the Oregon Short Line. The extension of the St. Anthony branch to the Yellowstone park is another important piece of work that is being rushed through to accommodate tourist travel in the next season.

The actual construction work of the Oregon Short Line in the past year is represented by the following figures: Boise branch, 4 miles; Garland to Malad, 32 miles; Minidoka branch, 59.1 miles; Yellowstone Park branch, 15 miles; Sugar City branch, 3.77 miles; Elva branch, 10.17 miles. All the above are in Idaho. To these are to be added the Lewiston, Utah, extension, 1.4 miles, and the Logan-Wellsville branch, 8.36 miles.

In the year just opening construction work will be continued, especially in Idaho. The Yellowstone Park branch will be at least sixty miles long when completed. Another branch projected is into the rich coal fields of the Teton basin. The line will be continued on from Wellsville, Utah, to Mendon, a distance of 5.39 miles. Other branches will be projected and built to meet the demands of the settlements of the north.

Great Work in This City.

In Salt Lake City the Oregon Short Line has the ground cleared for a fine passenger station; for commodious freight depot and warehouse; for a steel viaduct to cross the tracks from Third to Fifth West streets on North Temple, and the completion of the switchyards, roundhouses, shops and coal stations. These improvements are to cost $1,000,000.

Business on the Short Line was greater in the year just closed than ever before in the history of the road. For the first ten months of the year there were 95,077 passengers handled. Of these 56,523 were westbound and 38,554 were eastbound. The exposition at Portland is given credit for much of this travel, but the natural growth and settlement of the west and the northwest is given credit for most of it. Orders are placed for ten consolidated freight engines, four Pacific type engines, four switch engines, five passenger coaches, two baggage cars and 300 steel coal cars to take care of the increase in the business anticipated in the coming year.

FIRST YEAR A GREAT ONE FOR SALT LAKE ROUTE

"Rush" has been the countersign and password on the Salt Lake Route every minute of its first year of business. Practically 200,000 passengers were brought into and taken out of Salt Lake City since May last, when the operation of the road was begun. General Manager R. E. Wells places the number of passengers carried into and out of Los Angeles for the year at 1,500,000. Of course a large majority of these were taken to and returned from the seaside resorts near Los Angeles. The passenger traffic has exceeded by far the most sanguine expectations of the builders of the road. Two weeks ago the limited train service between Chicago and Los Angeles was inaugurated successfully. This train makes the distance between Chicago and Los Angeles in sixty-eight hours over the Chicago & Northwestern, the Union Pacific and the Salt Lake Route. The time between Salt Lake City and Los Angeles will be less than twenty-six hours.

Ready for Big Freight Traffic.

Freight business does not make as good a showing for the first year as is made by the passenger department. This is due to the opposition at the California end of the Southern Pacific and the Santa Fe, which made an effort to shut the road out from participation in the freight business of southern California. These difficulties were adjusted. Next year the Salt Lake Route will get its full share of the freight business. It is estimated that in the first three months of the coming year it will handle 10,000 carloads of citrus fruits alone out of southern California. The westbound freight will also be heavy.

Much work has been done during the year just closed in the way of track and grade improvement. The new line from Buena Vista into Salt Lake City gives this line a straight run into the new union depot to be built by the Oregon Short Line for the joint use of the two roads. This will save fully fifteen minutes in the run.

Extensive track work is to be done in 1906 at Garfield Beach to accommodate the smelter business. New tracks will also be laid at a number of points on the line. New depots are in course of erection at Las Vegas, Newhouse and Spanish Fork. Others will follow. Fully $50,000 has been expended on the Salt Lake division of the road in the improvement of the section houses. New houses are all built of concrete blocks.

Plenty of Work Blocked Out.

The line from Las Vegas to Tonopah through the Bullfrog mining district is the most important piece of construction work now under way by the new company. Another branch of twenty-two miles from Nippeno to Searchlight will follow. Grade improvement, ballasting and new rails between Uvada and Caliente, a distance of forty miles, is under way; ballasting from Lynn and Uvada; oiling several hundreds miles of roadbed, and new stockyards at Caliente for feeding purposes are also blocked out for the coming year. The improvements planned for the Salt Lake end of the line for the coming year will cost in the aggregate $300,000. Side tracks and watering stations will not be overlooked.

A branch line to Pioche and another to the great iron deposits near Cedar City, in Iron county, Utah, are planned for the near future. During the past year the headquarters of the road were moved from Salt Lake City to Los Angeles. Division Superintendent H. E. Van Housen, and District Freight and Passenger Agent J. L. Moore are in charge of the business at this end of the line. At the opening of 1906 the Salt Lake offices of the road will be removed to the fine new Herald building on Main street. The new quarters will be ideal in every way.

RIO GRANDE WESTERN MAKES IMPORTANT MOVES

Interest in the Rio Grande Western has been stimulated during the past year by the knowledge of the close relation between that road and the Western Pacific. Every move made by the Rio Grande has been watched with jealous interest, and all speculation has been as to the bearing of that movement on the Western Pacific.

The announcement made within the month that $2,000,00 is to be expended in the enlargement and improvement of the shops in this city is considered significant. The shop force is to be increased to 1,500 men and all classes of work is to be done here even to the making of locomotives. All the heavy repair work of the Western Pacific is to be done in these shops.

Closely associated with the movement for larger and better shops is the campaign in the direction of a fine union passenger station for these two roads at Third South and Fourth West streets. Purchase of land from time to time in the western part of the city are known to be made for terminal facilities for the Rio Grande Western and the Western Pacific. Little is given out officially as to the definite plans of these two roads, but enough is known to make it certain that an enormous sum of money is to be expended by the joint interests in and around Salt Lake City in the next two years.

Great Year for Business.

Every pound of energy that the Rio Grande Western could muster in the year just closed was brought into requisition to handle the overwhelming business that rolled n upon the road throughout the year. Upward of 600,000 passengers were handled during the year. Trains were run in three, four and five sections throughout the summer to accommodate the inundation of tourists from the east. The freight department was swamped a good part of the time. Thirty locomotives and 400 cars have been ordered for the coming year to relieve the pressure.

Little actual construction work was done by this road during 1905. A sixteen-mile spur from Bingham to Garfield to carry the ore from the great copper camp to the new smelter in course of construction was the most important piece of road building of the year in Utah. The Hooper-Roy branch of five miles was completed. The cut-off from Green River to Salina on the Marysvale branch is still for the future. It is certain to come as a move in the direction of developing the great iron and coal fields of southern Utah.

Substituting eighty-five-pound steel rails for the old sixty-five-pounders went on throughout the year, and there was much work done in the way of ballasting and improving grades—all permanent work looking to the coming of the Western Pacific. It seems to be the determination of the Gould interests to have the Rio Grande Western in tip top shape by the time the great transcontinental system is opened from ocean to ocean.

MOFFAT PROMISES TO CROWD HIS SHORT CUT

David H. Moffat announced officially Oct. 22 last that he would be in Salt Lake City with his road six months earlier than he expected. The line is now completed from Denver to Hot Sulphur Springs, Colo., a distance of 110 miles. From that point work is to be pushed westward with all possible speed. If Mr. Moffat's plans are carried out trains will be running regularly over the new and shorter line between Salt Lake City and Denver in less than two years. In addition to opening up a country of wonderful possibilities along mineral lines, both in Utah and Colorado, this road will materially reduce the time between this city and the east. It will constitute a link of road of inestimable value to the railroad magnates that are now making the race for the Pacific coast.

MANAGER OF BURLINGTON POINTS TO SALT LAKE

The present western terminus of the Burlington system is at Guernsey, Wyo., a distance of 550 miles from Salt Lake. There is work to be done east of that point between Bridgeport and Broken Bow, Neb. This work is now in progress. The line from Bridgeport to Guernsey is already built. General Manager G. W. Holdredge of the Burlington system announced three months ago that the line was to be extended to Salt Lake City. Since then surveying has been prosecuted between Guernsey and Salt Lake City.

ELECTRIC LINE CERTAIN FROM SALT LAKE TO OGDEN

Senator Simon Bamberger promises to play an important part in the railroad development in Salt Lake valley in the next few years. In the year just closed he succeeded in securing valuable franchises through Salt Lake City and Ogden for his electric interurban road that is now being pushed forward. His franchise in Salt Lake City enables him to run cars to the corner of Market and Main streets, in front of the new federal building. His franchise in Ogden carries him through the corporation and into Ogden canyon, where he and his associates will establish a beautiful summer resort.

For years Senator Bamberger has operated a steam road between Salt Lake and Farmington. This will be changed to an electric line and carried on to Ogden. The right of way has been secured for the entire distance and much of the grading has been done. New eighty-five-pound steel rails have been ordered for the entire road. William H. Gray of Denver, electrical expert for the company, is now in the east for the purpose of purchasing a complete electrical outfit for the interurban line.

ALL OTHER UTAH ROADS DO A GOOD BUSINESS

Eastern Utah has a new railroad built in the past year by the asphalt trust. This is the Uintah road, narrow gauge, running from Mack, Colo., on the main line of the Rio Grande Western, to Dragon, Utah, a distance of fifty-four miles. It will be continued to Fort Duchesne in the Uintah reservation in the near future.

The Sanpete Valley line did a good business during the year and increased its earnings. The Saltair road and the Salt Lake & Mercur line participated in the general good times and heavy business of the year.

City Has Fine Hospital System

Salt Lakes hospitals are not surpassed in the west. The compare favorably in size, equipment and service with any in the neighboring states. Thousands of dollars have been spent within the last year in the improvements of the buildings and also the laboratories connected with the institutions. Research work is now being carried on in three hospitals. The Salt Lake Medical society has been active in establishing this work in the local hospitals, and during the last year considerable has been accomplished. It has just fairly started, however, and efforts are being made to push the work forward as fast as possible. The capacity of Salt Lake's hospitals has been doubled in the past two years. Two institutions established several years ago built additional wings on their buildings and another was completed just a year ago. There are now ample accommodations offered in every respect.

There are four hospitals—the St. Mark's, Holy Cross, Groves' Latter-day Saints' and the Keogh-Wright—modernly equipped in detail with appliances of the latest accepted standard. The medical and X-ray laboratories as well as the surgical operating rooms have been enlarged and completed. The efficiency of these institutions is commendable in every respect. Improvements of the grounds and also the surroundings have also been made, and the hospitals are, beyond a doubt, creditable institutions to the city.

Holy Cross Moves Forward.

Not more than a year ago the west wing of the Holy Cross hospital was completed. It cost in the neighborhood of $30,000 to $40,000 with the other improvements made in the laboratories and on the grounds. Since its completion the capacity of the hospital was increased to 150 patients. About 100 beds are in wards and there are fifty private rooms in the institution. A training school course for nurses was established recently. There are about twenty regular nurses in attendance and the students number in the neighborhood of thirty.

The annex to St. Mark's hospital was erected over a year ago and partitioned into wards. Its addition doubled the capacity of the hospital and there are now accommodations for nearly 200 patients. When the annex was completed the laboratories were enlarged and considerable money invested in the latest medical and surgical equipments. The training course for nurses, established some time ago, has been given more attention. There are about forty students besides the regular nurses connected with the institution.

Saints' Hospital Grows.

The formal opening of the Groves' Latter-day Saints' hospital took place just a year ago. It accommodates in the neighborhood of 100 patients. In its medical and other laboratories are installed all the appliances and conveniences known in medical science. One feature of the building is that all the ceilings as well as the floors are non-conductors of sound, each being laid in tile and cement. The building is constructed so that wings can be built on either side when more room is required. A training course for nurses is also given at the institution.

The medical laboratory at the Keogh-Wright hospital has been enlarged during the past year and an X-ray laboratory installed. Forty patients can be accommodated at the institution. There are two other private hospitals in Salt Lake City—the White Cross Sanitarium and the Salt Lake Private hospital. Fifteen or twenty patients can be accommodated at each. Operating rooms have been installed but there are no laboratories in connection with them.

Millions Expended in Public Improvements.

Continued from Page 1.

that has been adopted and used with great success by southern California cities. It will be given a trial here, probably on Second street.

The interesting feature of the street pavement work of the year was the final adoption of a plan of permanent improvement for East South Temple street and the completion of the work. The street is now paved with asphalt to Tenth East street. Inequalities in the surface have been met in a manner that promises to make the street one of the "show places" of the city after the collateral improvements are completed. The sides of the street are to be parked, and all poles have been removed from the center. Ornamental metal trellis poles support the trolley wires from the curb lines. On these poles the light company has placed a double row of incandescent lamps, which are now on trial in competition with the ordinary arc lights employed heretofore. If the incandescents prove that they can render equal service in the way of illumination and are accepted by the city, the effect will be unusual and beautiful. Officers of the light company are confident that the incandescents will do the work and are anxious to have them tried.

Aside from the paving of East Temple street, the street pavement work of the year was inconsiderable. It was confined to Market street, a short, narrow business street.

Plans for the Coming Year.

The coming year will witness wonderful strides in street paving, however. Work already ordered calls for asphalt pavement on Fourth South from West Temple to Second East, on State street from Fourth South to Seventh South, on Main street from Fourth South to Ninth South and on First South from West Temple to Third West. In addition to this work ordered already, plans are being considered for paving Second street from Canyon road to the reservation, First street from A to J streets, State from North Temple to Second North, First North from Main to State and West Canyon from First North to Second North. Some, if not all, of this work will undoubtedly be completed within the year.

Plans for Wasatch Drive.

A review of the street improvement of the year would not be complete without mention of the plan, revived and put in definite shape during 1905, to construct the City Creek boulevard, to be known as Wasatch Drive. The plan contemplates the construction of a splendid roadway up the canyon to the brick tank and back on the east side, swinging across the north bench to connect with the reservation boulevard at the city limits. Public-spirited men, acting in co-operation with the Commercial club and the city, succeeded in getting the preliminary plans for the drive well under way during the year. The city is pledged to contribute $1,000 to the plan, and funds necessary to complete the project have been subscribed. It would give an unsurpassed view of the valley, and would add much to the natural attractions of the city and its vicinity.

Many minor public improvements, such as installing a new pump at Utah lake, constructing a steel bridge across the Jordan river at Eighth South, readjusting grades, installing improved heating devices in the city and county building, putting in new flumes, street crossings, etc., were accomplished during the year.

Roads for the County.

Road building received first attention in the county and wonderful results were accomplished. The idea of utilizing slag from the smelters for road building was tried and adopted in the late summer and has proved an unqualified success. The slag is treated by the ordinary macadamizing process and makes a magnificent roadbed. Highways which were formerly "piked" so narrow that teams could not pass except at selected points, now have a traveling width of fifty feet with a roadbed that is firm in all kinds of weather. The roads are well "crowned" by a fall of three inches to every ten feet, and shed rain almost perfectly. Three sizes of slag with a top dressing of sand are used, the slag being laid to a depth of eight inches.

The slag was placed during the year on Fourteenth South from the Rio Grande Western railway to the Jordan river, a distance of one and one-half miles; on Twelfth South from State to Eleventh East, a distance of one and one-half miles; on State from highway 81 north one-half mile; from State to Bingham Junction along highway 1, a distance of more than a mile; on Fourteenth South west from the Redwood road to Granger, a distance of one and one-half miles, and from Pleasant Green to the cemetery, about three-fourths of a mile.

Several culverts and small bridges were placed at needed points during the year.

Many Lights in the County.

More than 300 additional street lamps were placed on county highways during the year. The lamps are located about 320 feet apart between Salt Lake City and Sandy, and are distributed along Fourteenth South, Twelfth South, Main, etc.

The work of road improvement will be continued during the coming year.

New Jail for Next Year.

The county sold a portion of the present jail site for $17,000 during the year and purchased a site for a new jail opposite the city and county building on Second East street for $9,200. A jail will be built at a cost of $25,000 on the new site, possibly during the coming year.

The county constructed a reservoir on Twelfth South between Sixth East and Seventh East, and developed springs to a flow of one second foot. A pipe line conveys this water to the county infirmary, where the power has been proved by tests to be strong enough to raise a stream twelve feet above the roof of the infirmary. In addition to supplying plenty of good water for the infirmary this affords the county's property there a good fire protection, the absence of which cost heavy loss during the year when the main building was almost destroyed by fire. The same system provides water for sprinkling the roads. The system was completed at a cost of about $3,000. At a cost of about $2,000 another pipe line was laid from Bingham Junction street north on State, a distance of one and one-half miles, affording further facilities for sprinkling the roads.

The county shared jointly with the city the cost of installing a new heating service in the city and county building at an expense of about $3,500.

State Spends Little Money.

State improvements were limited to works of immediate necessity. The chief items were the construction of the new building at the state fair grounds, costing $20,000, and the new gymnasium at the University of Utah, costing $15,000. The fire at the mechanics' arts building at the Agricultural college made an unexpected drain on the state's funds. The building was restored and improved at a cost of $25,000. Appropriations for roads and bridges were held to a minimum. Grand, San Juan and Washington counties each received $2,000 for this purpose. Appropriations for roads and bridges in other counties were cut out of the appropriation bill.