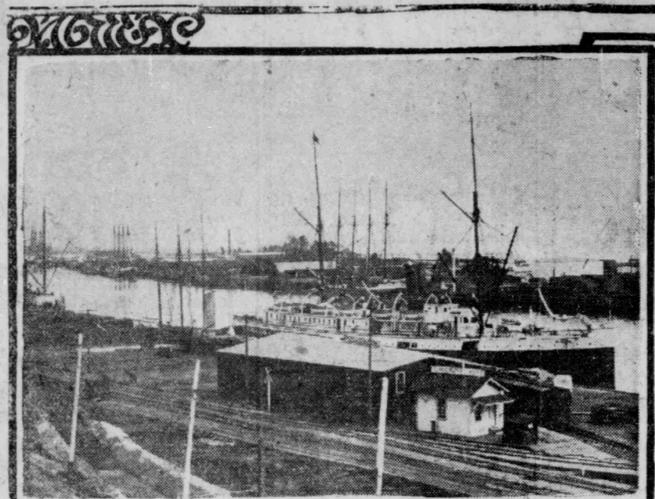
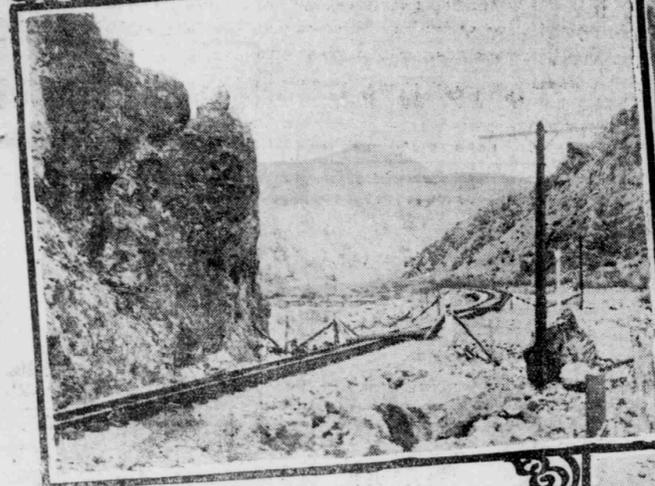


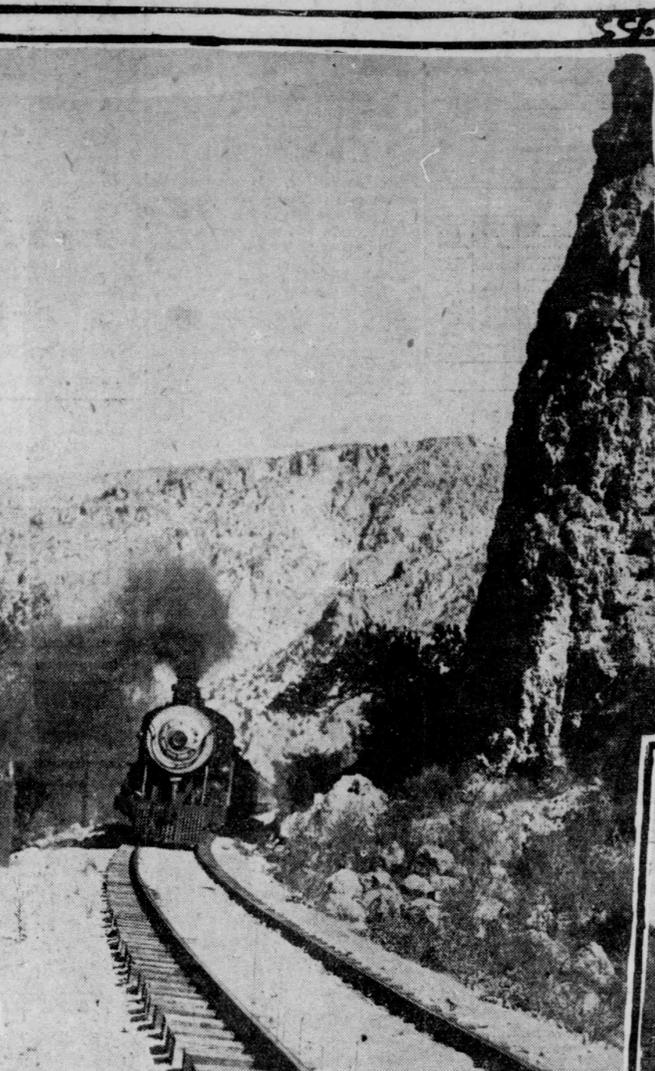
# SALT LAKE ROUTE SCORES NEVADA TRIUMPH



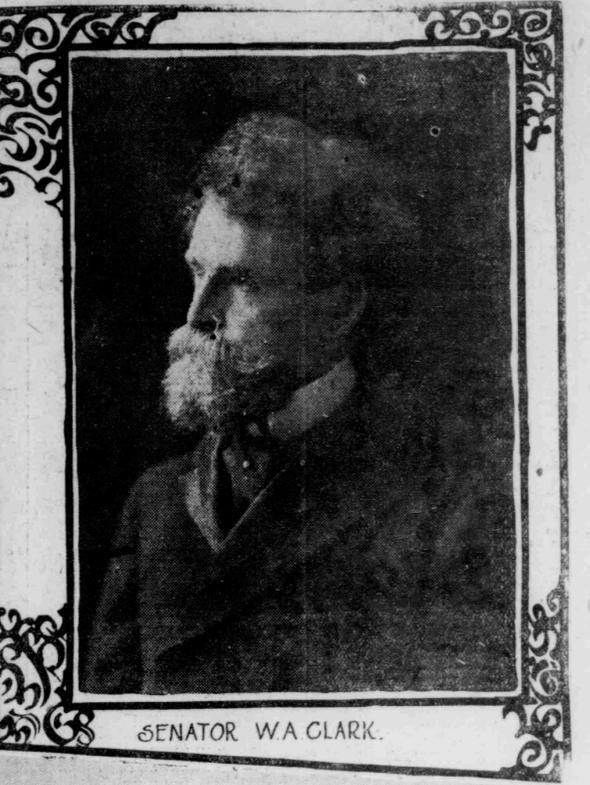
HARBOR OF SAN PEDRO, PACIFIC TERMINUS OF THE SALT LAKE ROUTE.



RAINBOW CANYON, WHERE THE GREAT IMPROVEMENTS OF 1907 HAVE BEEN MADE!



LOS ANGELES LIMITED IN RAINBOW CANYON, NEV. SALT LAKE ROUTE.



SENATOR W.A. CLARK.

## SAN PEDRO HAS GREATEST YEAR

One Million Spent to Make Washouts Absolutely Impossible.

HEAVY BUSINESS INCREASE LINES COMPLETED TO GOLD-FIELD AND PICOHE.

In direct line with the policy he established when the San Pedro, Los Angeles & Salt Lake railway was launched, Senator W. A. Clark in the year 1907 spared neither expense nor energy in making of this one of the best constructed and best equipped railway systems in the entire country. The fact that upward of \$1,000,000 was expended in new construction work during the year, that the motive power of the system was increased 50 per cent, the freight equipment 30 per cent, the passenger earnings 60 per cent, and the passenger earnings 35 per cent may be taken as proof that Senator Clark is adhering closely to his original policy, that he is overcoming all obstacles, and that he is scoring a more complete success than was anticipated by the most sanguine friend of the enterprise in the beginning.

### Record of a Great Year.

In a brief review at the close of the year of the work done, special emphasis must be laid on the accomplishments in the Meadow Valley Wash; the construction of the new line from Las Vegas to Goldfield, from which point it will be extended on to Tonopah; the construction of the line from Caliente, on the main line, to Pioche; the completion of the relaying with 30-pound steel rails of the entire line between Salt Lake City and Milford; and the equipment of the entire system for the consumption of oil instead of coal.

### Work in the Meadow Valley Wash.

Of the remarkable work done in the reconstruction of the road through the Meadow Valley Wash to make a washout in the future an absolute impossibility, let Senator Clark himself speak:

"By February we will have finished up the work pretty well between Caliente and Lyda. Altogether, we will cut out eighteen bridges by line changes and by making a new channel for the stream in many places through the wash. The relaying has been an enormous task, in some places extending for thousands of feet at a stretch. Boulders weighing from seven to ten tons have been used, with lighter stone above, and any number of smaller boulders weighing from two to five tons have been used for anchorage. The bridges put in are steel spans and the abutments heavy concrete. The relaying where necessary by rippaging. The line is well above the highest high water mark ever known, and it is unlikely there can ever be a repetition of the trouble with washouts experienced last year. When all the work contemplated is complete it will have cost us close to \$1,000,000, but it will give us one of the finest pieces of construction in the country and provide insurance against deluges in traffic."

### Will Cost \$100,000 or More.

Beginning early in the spring and continuing throughout the greater part of the year from 1,000 to 1,500 men were constantly employed on this work. The efforts of these men were supplemented with teams, construction trains and all the machinery that could be used to advantage. These were all at work day and

night and pushed to the extreme limit of their capacity. All this was done to protect the line for all time to come from damage from floods. Upward of \$200,000 was expended on this work alone during the year, and before it is entirely completed two months hence the total cost will go well beyond \$1,000,000.

### Conquest of the Elements.

If it is borne in mind that in 1906 the waters in the Meadow Valley Wash rose several feet higher than the high water mark established previous to that time, and if it is remembered that in 1906 the waters in the same place rose several feet higher than the high water mark of 1904, a clear idea of the work to be done to protect the railroad can be had.

In the year \$300,000 tons of riprap rock was used in the construction of the Meadow Valley Wash. Three miles of the line were changed to higher and safer ground. In various places, aggregating nine miles, the grade was raised from two to six feet. Foundations for eight steel bridges were built, the very best of concrete construction. Upon these foundations open steel bridges are being erected. In nine places, involving very extensive excavation, the course of the streams was changed by making new channels. The main object in this last work was to eliminate eighteen bridges.

The fixed determination on the part of Senator Clark and those associated with him in this work is to lay the foundations so deep and do the work so well that they will never be troubled with another washout. They are now absolutely certain that they have secured their object.

### Strikes Out for Mining Camps.

It is but little exaggeration to say that Senator Clark has made a state of Nevada. Certainly very much of the prospect that has come to that commonwealth in recent years through her mines, fields and orchards is due to the faith and energy of the holder of the Salt Lake route. It may be said that with his great road he touched the sleeping giant of mineral wealth in Nevada and aroused him to active life.

The building of the Las Vegas & Tonopah branch this year was a godsend to the silver state. This line connects Las Vegas on the main line with Goldfield, in the heart of the mineral belt. It is 215 miles in extent and passes through such famous mining camps as Johnny, Rhyolite, Beatty, Bullfrog and Goldfield. The main line of the Salt Lake route to Pioche, and the equipment of this company were amended recently to enable it to build into various sections of Nevada and California.

### Brings Pioche Into Touch With the World.

For thirty years and more Pioche has been regarded as one of the most promising mining districts in Nevada. Mountains of ore are there, and since their discovery they have been waiting for the coming of the railroad to pour their treasures into the coffers of the nation.

As in other things done, the settled policy of the management of the Salt Lake route is indicated in the work done in 1907 between Salt Lake City and Milford, a distance of 217 miles. Here the best 30-

## HARRIMAN WILL PUSH HIS WORK

Good Work Done on Salt Lake Terminal and Idaho Branches.

ROAD FOR YELLOWSTONE READY FOR WORK ON DEPOT FOR THIS CITY.

Local interest in the operations of E. H. Harriman was confined largely during the year to the work done on the terminal in Salt Lake City. This work was blocked out for such a broad scale originally that few realized its extent or its importance to the city. As the plans approached maturity during the year just closed, the eyes of citizens were opened to just what the expenditure of more than \$1,000,000 on terminal facilities meant.

### Ready for the New Depot.

With the completion of the viaduct across the switch yards at First North those interested were given an insight into the extensive yards, the numerous tracks, the grading, the removal of old buildings, the erection of the longest freight station in the west, and the laying out of the plans for the \$900,000 depot. The old passenger station was picked up during the year and set down at a point further north, where it will not interfere with the construction of the new depot. The old station has been remodeled and brushed up to serve till the completion of the fine structure that is to take its place.

### Work Will Go on Without Check.

The new station is to extend directly across South Temple at Third West street. South Temple is now closed to enable workmen to proceed with the foundation of the new structure, and the promise is that work on this is to proceed without abatement until it is completed. E. H. Harriman, the head of the Oregon Shore Line as a part of his general system, is in line with the statement that the financial flurry in the east is to have no effect whatever on his plans for Salt Lake City.

### Many Branches in Idaho.

Idaho was the scene of much of the sub-  
stantial steel rails to be obtained were substituted for the 30-pound rails used in the first place. These new rails are practically in line. With the white shale ballast this makes as fine a piece of railroad as can be found anywhere in the country. Every foot of the line between Salt Lake City and the San Pedro harbor, 300 miles, is to be similarly treated in time, and work to that end is constantly going forward.

### Fine Outlet for the Products of Utah.

Every year is demonstrating with additional force the value of the Salt Lake route to Utah. The year just closing is no exception. A tremendous volume of business was transacted between the wide-awake men of Utah and the residents of Nevada and California living along the line of the road. Opportunities for reaching the great mining camps of Nevada have been opened up, and good-

ness in this state to points of consumption activity of the Oregon Short Line system during the year. The opening in that state of vast tracts of good agricultural land as a result of irrigation projects by the general government and private corporations made necessary the construction of numerous branches of the Short Line to accommodate the settlers. A great deal was done along this line during the year.

### Open Door to the Park.

An accomplishment of more than ordinary interest to the residents of Utah, as it is to the traveling public in general, was the completion during the year of a branch line from St. Anthony, Idaho, to the border of the great Yellowstone National Park. This has the effect of bringing the wonders of that great reserve within easy reach of thousands who before were practically shut out. Before the completion of this branch a visit to the Yellowstone park from that point involved a long and dangerous stage ride. Now the Short Line will take a person to the edge of the park and from that point he is cared for by stage companies licensed to traverse the park. Improvement was the word over the entire Short Line system throughout the year. This applies more especially to track improvement. Roadbeds were made better everywhere by means of ballasting and the use of better material and heavier rails. Viewed from the standpoint of Salt Lake City's interests there is every reason to be well satisfied with the record made by E. H. Harriman and those associated with him.

### New Gateway of Yellowstone Park.

Plans have been approved for the station to be built at the new western entrance to Yellowstone park, where the extension of the Oregon Short Line was completed Nov. 13 to its terminus at Yellowstone, Mont. This station will suggest the famous Old Faithful and will have distinctive characteristics of its own. The completion of this railway, which extends seventy miles from St. Anthony, Idaho, to the Madison river entrance to the park, will make this wonderful more accessible than ever before to tourists.

The road, which will be in readiness for traffic for its entire length before the next season opens, is said to have been planned by Mr. Harriman after a trip to the park, during which he grasped the great advantages of a southern entrance to the Yellowstone that would cut short the long stage rides that had to be undertaken before the park was reached. The railway would have been placed in operation this year but for the scarcity of labor.

Scarcely the new road through the Colorado Rockies will possess many attractions for the traveler. It crosses the continental divide through Rea's Pass, at an elevation of 7,000 feet, and for a long stretch in the Warrar River canyon, about twenty-five miles from St. Anthony, the engineers had to deal with one of the most difficult pieces of railway building undertaken in the west since the first transcontinental roads were built.

Little was done in the direction of actual construction work on the union depot in this city, although much was done in the direction of clearing the ground and getting ready. It seems to be the general opinion that the depot will not

### Fine Terminal is Planned.

Milford, Utah, 20,000 barrel storage tank.  
Milford, Utah, 20,000 gallon delivery tank.  
Caliente, Nev., 15,000 barrel storage tank.  
Caliente, Nev., 20,000 gallon delivery tank.  
Las Vegas, Nev., 20,000 barrel storage tank.  
Las Vegas, Nev., 20,000 gallon delivery tank.  
Ogden, Cal., 20,000 barrel storage tank.  
Ogden, Cal., 20,000 gallon delivery tank.  
San Bernardino, Cal., 15,000 barrel storage tank.  
San Bernardino, Cal., 20,000 gallon delivery tank.  
Los Angeles, Cal., 20,000 barrel storage tank.  
Los Angeles, Cal., 20,000 gallon delivery tank.  
San Pedro, Cal., 15,000 barrel storage tank.  
San Pedro, Cal., 20,000 gallon delivery tank.

### Big Shipments of Fruit.

That the Salt Lake Route has become an important factor in the freight traffic

## RIO GRANDE HAS BIG YEAR

Importance of "Sky Line" From Bingham Canyon to Garfield.

INCREASE IN EQUIPMENT MUCH WORK ON SALT LAKE TERMINAL.

Success in full measure attended the operations of the Rio Grande Western railway through 1907. Heavy business was done and much improvement work marked every section of the road between Salt Lake City and Denver. Of course the Rio Grande Western is but a link in the chain that George J. Gould is throwing across the continent, and for this reason most of the energy expended during the year was expended on the Western Pacific. This is necessary to complete the connection with the Pacific coast. And for this reason the work done on the Western Pacific completely overshadows the work done on the Rio Grande Western.

### Great Lift for Bingham.

Let it not be assumed, however, that the old reliable Rio Grande was idle during the year. Far from it, the "Sky Line" from Bingham canyon was completed during the year, a very important piece of work; much work was done in this city preliminary to the erection of the union depot for the Rio Grande Western and the Western Pacific, and much work was done for the betterment of the system at all important points between Salt Lake City and Denver.

Entering Bingham canyon at the highest feasible point and stretching from there to the smelters at Garfield on the shores of Great Salt Lake, the "Sky Line" affords exceptional facilities for the transportation of ores and goes far toward relieving the congestion that had proved such a drawback to the great copper camp since the development of the gigantic mines. This line, with its branches, is twenty-eight miles long.

### Well-screened, clean Castle Gate, Clear Creek, Winter Quarters and lump coal delivered at \$5.75, at yard \$5.25 per ton.

### BAMBERGER COAL COMPANY.

### In the Eyes of the Wife

Vienna Bakery bread is always the best. Ask your grocer.

## PICOHE, NEVADA THE HISTORIC MINING CAMP REOPENED BY THE NEW BRANCH.

Good progress was made in 1907 in the construction of the Western Pacific, the road that is to give Salt Lake City direct connection with San Francisco, the road that constitutes the last link in the great transcontinental system of George J. Gould.

### Every person interested in the future of Salt Lake City and Utah is watching the progress of the Western Pacific with the keenest interest. It means great things for this community, not only the development of business to the west, but more particularly does it mean great things for all Utah because of the conversion of the Rio Grande Western into an integral part of one of the greatest railroad systems in the nation.

At the close of the year the Western Pacific is completed from Salt Lake City west to Wells, Nev., a distance of 217 miles. Here it strikes the southern Pacific. Train service could now be established between Salt Lake City and Wells, Nev., if the company were so disposed, but at this time it is the desire to concentrate all energy on construction work rather than to establish train service by sections.

It must not be concluded that the line between Salt Lake City and Wells represents all that has been accomplished in the way of construction. The line is divided into six main sections and construction work has been prosecuted actively throughout the year on all six sections. At the close of the year it is given out that of the total of 82 miles of road between the Rio Grande Western depot in Salt Lake City and the terminus in San Francisco, 500 miles, have been graded and 312 miles of track have been laid. Of the track laid 122 miles are in Utah, 60 in Nevada and 120 in California.

When it is considered that the work done in 1907 was inconsiderable and that thousands of obstacles had to be met and overcome this year, the record made in a good one. At high water mark in 1907 7,000 men and 1,300 teams were at work along the line. Difficulty in holding men on the contracts was one of the chief drawbacks of the year. With mining districts on either side of the road to attract men by their wonderful promises of wealth it is not surprising that there were many desertions. Laborers by the hundreds were taken out from the east and trace-labor centers and even before they reached their destinations they melted away like shadows.

There are no former years with which to compare the business of the Los Vegas & Tonopah road, as it is of recent construction. The business of its first year has placed it among the successful railroad enterprises of the Pacific Coast.

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## SPANS DESERT TO THE WEST

Fine Progress Made by Western Pacific in Its Rush for the Coast.

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