

fire a gun in the park. This has been the rule for twenty years. The result is that antelopes pasture unafraid in the alfalfa fields, deer will hardly get out of the pedestrian's way; the birds unafraid fill the air with music and at the approach of men will hardly take wing, and sometimes, thirty bears in the best of humor come to the rear door of the hotel for the remnants thrown out from dinner.

Recreated San Francisco

WE in Salt Lake are very justly proud of the progress toward greatness that the city is making, but compared with what San Francisco has done in the last three years this city does not make an extraordinary exhibit. It was on the 18th of April, 1906, that the earthquake and fire laid waste San Francisco. Men who saw the tremendous wreck declared that it would require five years to remove the debris.

That debris has been removed, and a new city has sprung up on that site. Let us mention a few of the things that have been accomplished:

The wharves did not burn and they have been added to until now San Francisco has eight miles of berthing room at her wharves on the city front. It is needed for 7,000,000 tons of freight pass over those wharves annually. Ten miles more of water front extensions are planned, to cost \$25,000,000, but that is in the future. There are now built and doing business in San Francisco 150 hotels, with 17,500 suites and rooms. A rush of 35,000 people to the city would disturb nothing—they could all be accommodated at the hotels. The St. Francis has 700 rooms and will soon add 300 more. The New Palace has 688 rooms; the new Fairmount 511. And all the building since the fire has had but \$5,000,000 assistance from the outside. Since the earthquake and fire real estate sales have amounted in San Francisco to \$93,762,977. In the same period mortgages have been recorded against San Francisco property to the amount of \$115,247,196, and during the same time releases of mortgages amounting to \$67,250,000 have been recorded. In the same time \$142,243,645 has been expended in building. In the fire 28,000 buildings were destroyed. Since then 20,477 permits for new buildings have been given, and the building contracts since the fire aggregate \$129,312,405. The

foregoing gives an idea of what the gallant men of that city have accomplished in three years in the face of apparent ruin.

Other great works are being carried through by the citizens, the government and the railroad companies which will be an astonishment to outsiders, and which will insure the city's future as the Queen of Pacific coast cities.

A glorified state lies behind the city, the world's greatest ocean rolls in front and beyond are half the people of the world.

San Francisco has begun her new era and is taking on more than her old glories.

When California, with her climate and soil, takes on the manufactures of France, San Francisco will be one of the foremost cities of all this earth, and it will not be like Paris, the product of a thousand years; fifty years will be enough, unless some mighty cataclysm that will change the face of nature shall overthrow it.

It Might Have Been

IS Deep Creek going to be another Bingham?" was a question which was asked in a local paper not a week ago. That reminds us that a strenuous effort was made twenty years ago to induce the strong men of this city to commence the road to Deep Creek. The road to Garfield was for sale for \$250,000. The effort was to buy it, add as much more and with the money extend the road as far as possible. Men offered to grade such a road and take their pay in stock. There was plenty of second-hand rolling stock that could then have been bought at one-third the cost and on easy terms. Had there been one man here like the late General Palmer of Colorado, he would have inspired the subscription that would have carried the road to Deep Creek. But no such man was here, and the road was not built.

When the constitutional convention was in session to prevent limitations being put upon cities of the first class for bidding them to loan their credit to such enterprises as their tax payers approved, but the statesmen in that body made short work of the proposition.

One or two attempts were made by enterprising citizens to organize companies and float bonds with which to build the road, but every time the Southern Pacific managers defeated the attempt, either by forestalling them in the money centers,

or sending liars and grafters here to take the inchoate company over to them under promise that they would push the work. So the road was never built. What it would have been had the city or a few sterling men undertaken the work, can be seen in part by what has been done from the other way. With the road built to Gold Hill on the edge of Deep Creek: the freight on the ore alone would have extended the road at the rate of a mile every three days to Aurum. Then the freight on ores shipped in would have built and equipped a mile a day to Ely. Then the road would have continued itself, paying its way as it advanced to a junction with the Canyon of Colorado. That would have given this city all the Goldfield and Tonopah trade, and had it been started and carried through by this city, it would now be giving it an annual revenue of \$6,000,000 and property worth \$25,000,000. And under that impetus this city would have had quite 200,000 people four years ago.

As it is the Western Pacific strikes within thirty-five miles of Deep Creek, and the expectation is that when it gets the yet broken links between here and San Francisco welded, it will extend a branch to Deep Creek and Aurum if not through to Ely. But no city and no people ever lost such an opportunity as this city and this people threw away by not building that road. And all the time there were men and firms here who each could have done that work and reaped that mighty reward.

A down-east newspaper has a letter from Salt Lake City wherein the writer tells how he met a hobo in the suburbs of this city who appealed to him for a nickel, whereupon he asked the hobo what he would do were he (the speaker) to give him a bright new dollar.

"I should fall down dead" was the reply. The writer continues: "I saved his life."

Is there not lots of that generosity in the world?

It is quite likely that Sir Charles Wyndham and Mary Moore will return to this country in the fall and inaugurate a tour under the direction of Charles Frohman, in which event they will be seen in a repertoire of the plays in which their names have been most familiar during the past few seasons.



Hamilton Place, The Newest Modern Residence Addition.

The Growth of the Salt Lake Security & Trust Co. is shown by the following figures: