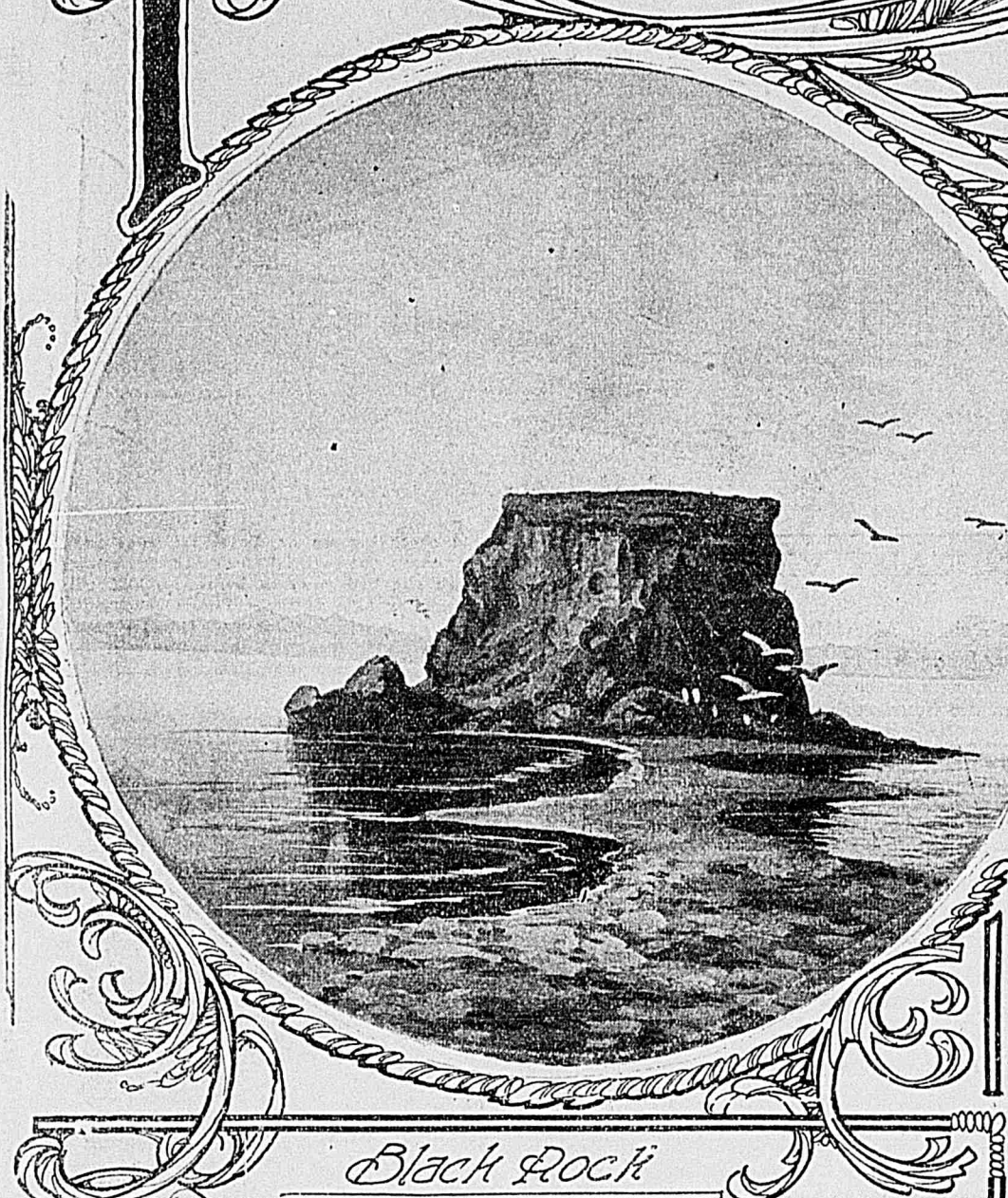
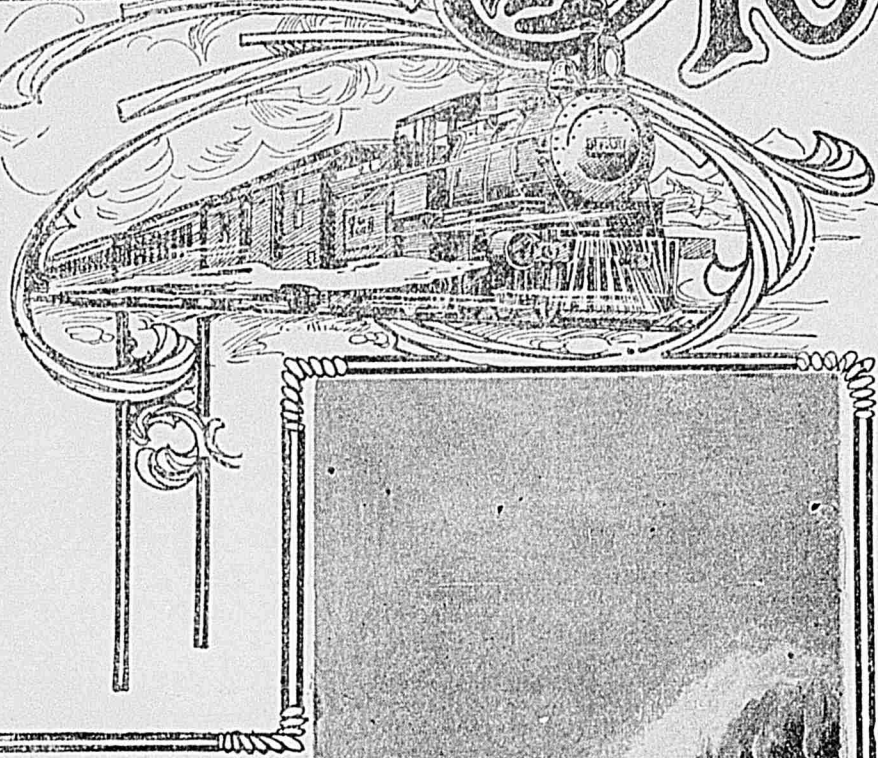


The City By The Inland Sea



Black Rock

The first mention of the Inland Sea was made by Baron La Hontan, in 1689. M. Miller, of the Jacob Astor party, stood by its shore in 1820, and Mr. John Bedford in 1825; Members of the Captain Bonneville Expedition in 1833; Fremont, in company with Kit Carson, in 1843, and the Pioneers in 1847.



WHEN the Pioneers gazed out upon the briny water of the Inland Sea, they beheld what has often been called The Dead Sea of America, as it had been for many centuries—a solitude. Whatever thoughts may then have entered their minds, did they foresee or did they imagine in the future, those two things, the roadway of the Western Pacific—whose rails now pass on the very spot where the first visitants stood—and that wonder of engineering skill and perseverance—the Ogden-Lucin Cut-off of the Southern Pacific, carrying the train loads of human beings and costly merchandise across the land?

Fable and legend were once associated with the Inland Sea. Birds, it was said, who attempted to fly over its surface fell dead. Earlier reports said that the surrounding lands were inhabited by strange tribes, and that cities of fabulous wealth were built upon its mountainous islands. But stranger, it may be, than fable or legend of the past, will be the wonders of the future.

Sixty-three years later than when the pioneers stood there, the writer was at Black Rock. The pavilion at Garfield beach and at Saltair would have been familiar to the pioneer grown aged; but not that track over which the trains speed westward to the setting sun, not that huge chimney of the nearby smelters, where the ore from the mountains is turned into the precious metal; and his eyes never beheld that wonderful pathway further to the north—across the wide waters, nor then, in his day, did the city to the eastward glitter with so many brilliant lights when darkness came down upon the scene as it does at the present time.

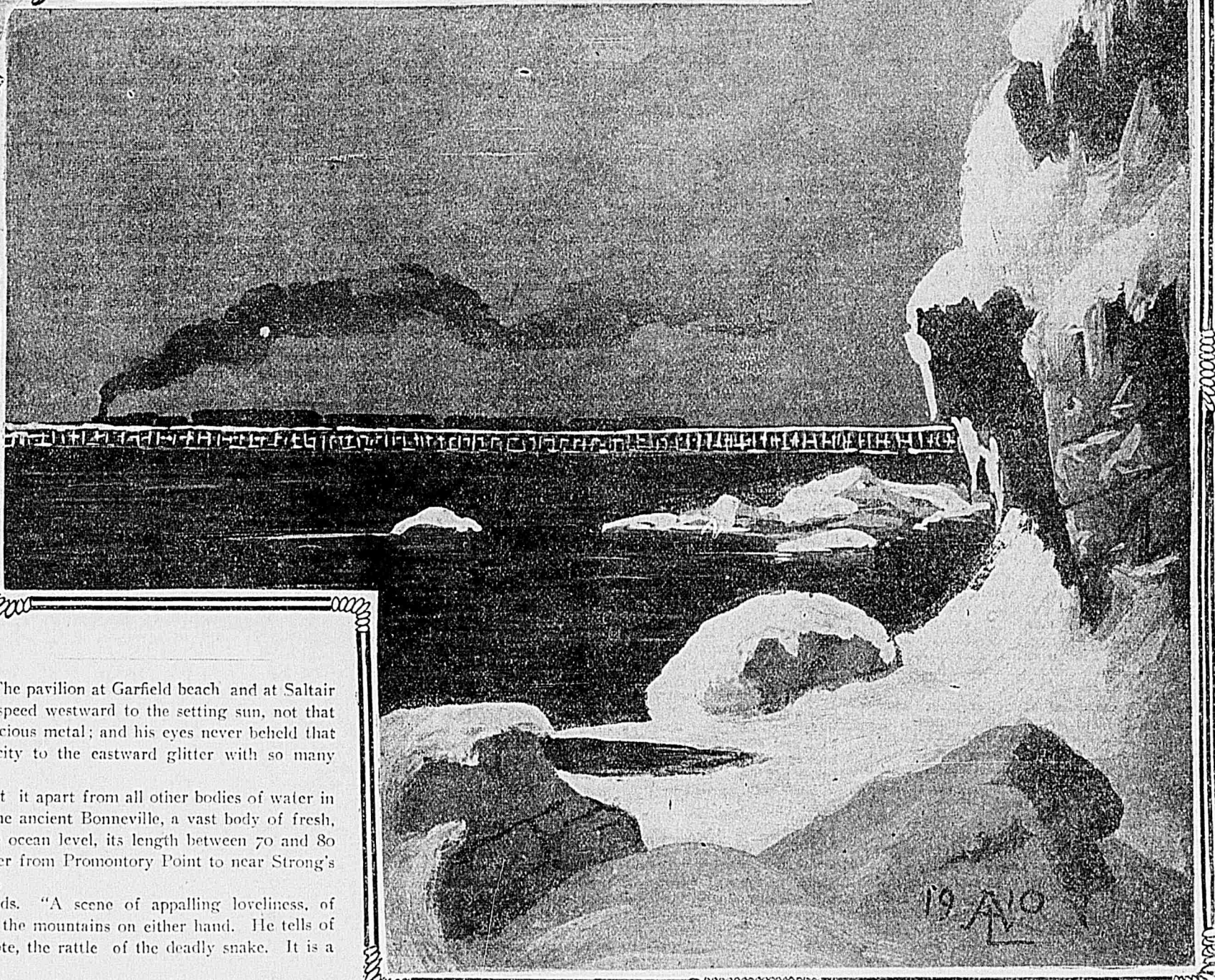
The Inland Sea is unique. Its complement does not exist. It has distinctive features that set it apart from all other bodies of water in the world. It dates from the quaternary period, it is the remains of what we now designate as the ancient Bonneville, a vast body of fresh, glacier-fed water, which once covered the valleys of northwestern Utah. It is 4,210 feet above ocean level, its length between 70 and 80 miles, its width between 30 and 40. The main reach of the Ogden-Lucin Cut-off spans the water from Promontory Point to near Strong's Knob. The cost of the thirty miles of road-filling and trestle work was seven millions of dollars.

The City by the Inland Sea! How often has been described the valley wherein it stands. "A scene of appalling loveliness, of desolation," these words were written by an early traveler to describe the out-stretching level, the mountains on either hand. He tells of the arid, the sage-covered foothills, of the awful silence. He speaks, too, of the land of the coyote, the rattle of the deadly snake. It is a gloomy picture, but we may see the reverse.

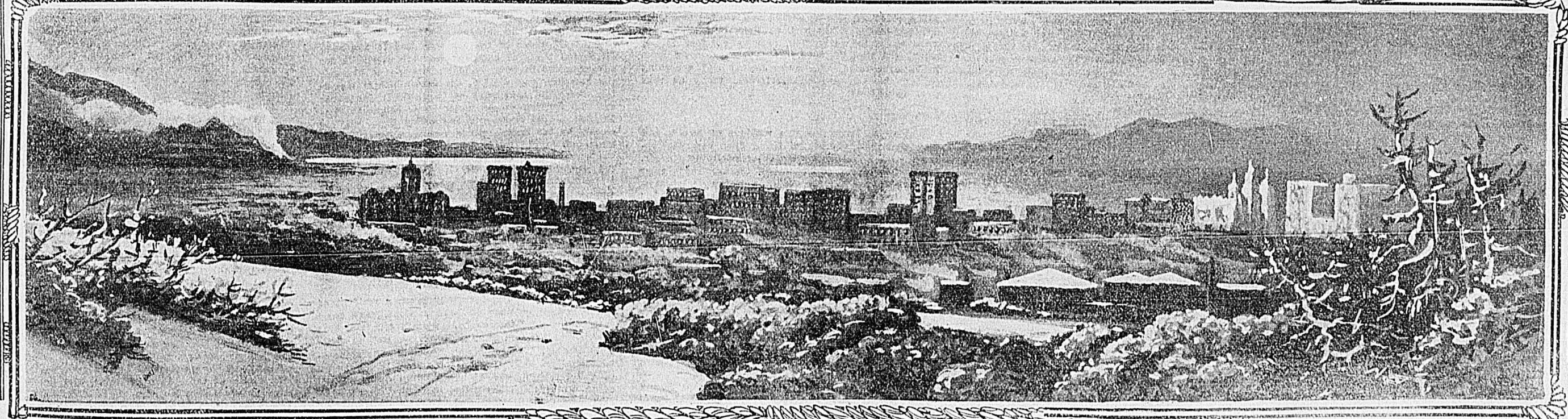
As I write, the mild sun of October, the Indian summer, is shining. The sky that arches over the valley is deep and intensely blue, in it float fine cirrus clouds, the violet mountains are haze-paled, and the foliage-filled valley is as rich in warm and varied colors as a piece of fine old tapestry. But nearer is the city. Once that city was one of adobe homes, surrounded by orchards of fruits; its green showed out amid the surrounding gray like an oasis in the desert. Now this is changed, the trees are many, but they are those that shade the streets; tall buildings inclose the mass. The foliage extends from end to end of the valley. One can hear the sounds of traffic, see the smoke of the locomotives—the mountains look down upon a rural land, a beautiful city.

Wait until the golden stars come forth in a purple sky—like their earthly reflections these lights shall appear in the mountain valley. And then the October moon will arise—Beauty and Peace will rest over the City by the Inland Sea.

ALFRED LAMBOURNE.



The Lucin Cut-off From Promontory



Salt Lake City Today. The Metropolis