

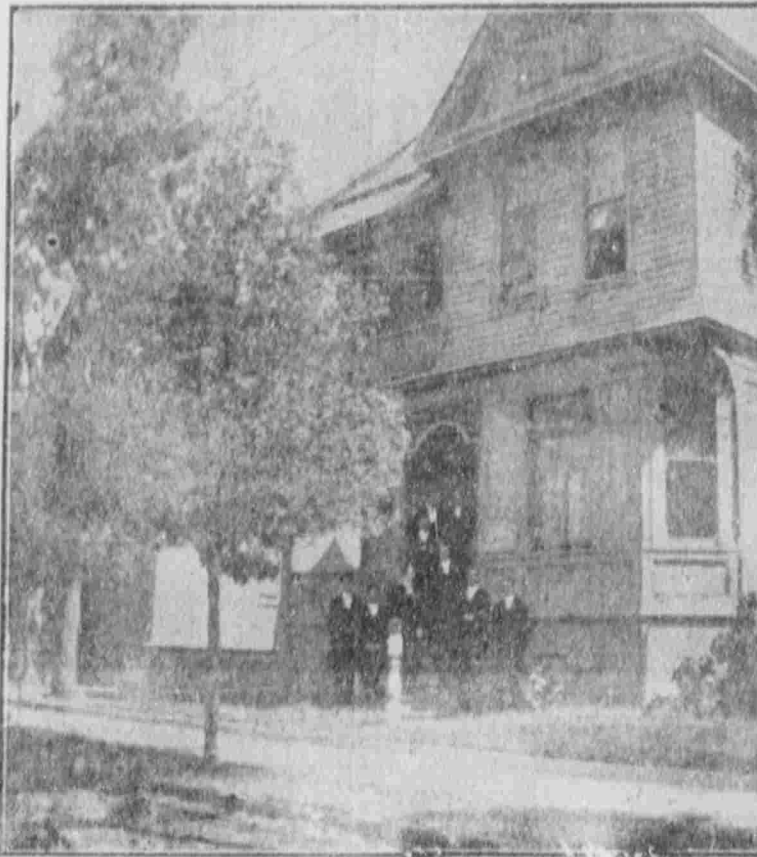
Religious Work of the "Mormons" in Los Angeles

LOS ANGELES, Cal.—No one here with more joyful anticipation of the grand union of the "City of the Saints" with the "City of the Angels" by the new Salt Lake Route, which is now at its completion, than do the Latter-day Saints of southern California, realizing that they will hereafter be but a few hours from home, at most.

Under the direction of Elder H. S. Tanner, who then presided over the California mission, the Los Angeles branch of the Church of Jesus Christ of Latter-day Saints was organized with a membership of but twelve. That was in October, 1890, with H. C. Jacobsen as branch president. The latter has had charge of the local affairs of the branch continuously since that time, and it is largely due to his wise and judicious management, coupled with his fatherly advice and untiring efforts that the magnificent growth of the work is due. In a business capacity he is one of the successful restaurant men of this city and one whose doors are ever open to and tables always spread for the servants of the Lord as every Elder who has labored in Los Angeles can abundantly affirm.

The first year subsequent to its organization, the branch passed through many vicissitudes, such as are incidental to the establishment of the Gospel cause in every land; and the Saints were obliged to hold their weekly meetings at the residence of Sister Eliza Woolacott, but through the co-operation of the traveling Elders with the branch presidency under the direction of the late Ephraim H. Nye, who was placed in charge of the California mission in 1896, they soon secured a better location on West Temple street, where their headquarters remained during the four succeeding years.

The branch was made more complete and permanent, with all the auxiliary organizations, i. e., Sunday school, Mutual Improvement association, Relief society, etc. At this time—October, 1896—with H. C. Jacobsen as president, Geo. L. Matthews and Harry Lorber as first and second counselors respectively. These brethren have continued to act faithfully in this capacity since that date. During these four years until 1901, so many were added to



MISSIONARY HEADQUARTERS.

their number that Mr. H. J. Woolacott gave them free of charge the use of his hall, where they held weekly services twice each Sunday.

Elder Jos. E. Robinson, the present incumbent, was chosen at president of the California mission in 1900. Under his efficient supervision and persistent efforts, new impetus was given to the work, which now forged ahead with rapid strides. The quarters on West Temple street soon became far too small, while the hall up town would not begin to hold the Saints, friends, investigators, and the large numbers of

visitors from Utah and elsewhere, who constantly poured in, but President Robinson was equal to the occasion, and met it in an able manner by procuring the very beautiful location which the Latter-day Saints now occupy at the corner of West Tenth street and Grand avenue—a cut of which accompanies this article. The location is in the most prominent residential part of the city and a very desirable one. This comfortable little meetinghouse, where the Saints now gather and worship every Sabbath, holding their Sunday school at 9:45 a. m., with morning

and evening services at 11 a. m. and 7:45 p. m., respectively, will accommodate about 300 auditors, is well furnished with comfortable seats, lighted with electricity and heated by gas, thus being well furnished, is very inviting to the public and a credit to the Church. The members are looking forward with most joyful anticipation to the time when they will be able to call it or some other still better—their own, and considering from the rapidity with which the Church of Jesus Christ of Latter-day Saints is acquiring permanent locations throughout the large

cities of the United States as also in the old world the realization of their fond desires will be in no distant future. The progression of the work of the Lord in spite of much opposition from so-called Christians and the great indifference of the people of Los Angeles generally for religion, has been truly phenomenal in this city and demands a far better and more permanent location than it now possesses—one which the Church can call its own. Affairs have arrived at such a condition when the branch should be thoroughly established. President Jacob-

son is the promoter and ardent advocate of this movement, and will never be satisfied until he has obtained this much needed improvement.

The Sunday school is thoroughly organized throughout every department and is under the able direction of W. O. Phelps as superintendent and E. J. Weaver as assistant. To the latter's never tiring efforts is due the high efficiency to which this institution has attained and as at home is doing a fine work among the young not only of the "Mormons" but many others. The Mutual Improvement workers are hold-

ing their meetings every Tuesday evening at 455 West Tenth street and are following the same course of study from the Manual as is being done in Utah. The lessons are made very interesting, with the literary parts of the weekly programs are certainly most inviting to all educationally inclined young people and older people as well. Elder Geo. E. Fowler is taking charge of this work at the present time.

Elder Eliza Woolacott is president and chief promoter of the Relief society in this city. This institution was soon organized after the branch was established and is doing a vast amount of good as it does and has done everywhere in providing food, clothing, encouragement for the poor and needy of the Church only but everywhere it is possible to lend a helping hand.

Prior to the organization of the branch here and continuously since that time the Elders have never ceased their tireless efforts in tracing, preaching and visiting among the people in their homes, holding cottage meetings, street meetings, using every avenue which has been opened and every opportunity that has presented itself for the spread of the Gospel of Christ. Many branches have been established in southern California, one at San Bernardino, one at San Diego, and others are being brought to a knowledge of the truth.

Next door east of the meetinghouse at No. 423 West Tenth street is the headquarters of the Los Angeles conference. It is a fine large two-story ten roomed house, which the Elders of southern California call their home—a photo of which accompanies this article, and although there are six to eight Elders constantly laboring in this city, they are kept very busy because of its enormous growth, keeping pace with the rapidly increasing population. The Elders are very appreciative of the Deseret News and Improvement Era, as they are great aids to the work and a constant source of pleasure to their readers.

Realizing that there will be a great number of our people and tourists come to Los Angeles when the Clark road opens we cordially invite them to call upon us as we are sure at their service. GEO. E. FOWLER, Los Angeles Conference President.

Salt Lake and Los Angeles: Their Future Trade Relations.



JOEL L. PRIEST.

Who Won the Christmas News Prize of \$5 for the Salt Lake-Los Angeles Trade Article.

TAKE a western railroad man and lay a ruler on it from Salt Lake City to Sacramento, California. Lay the same ruler between Sacramento and Los Angeles. Now lay your ruler between Los Angeles and Salt Lake City. You will have a triangle with Salt Lake City at one corner, Sacramento at another and Los Angeles at the third. The leg from Salt Lake to Sacramento is 797 miles long; the leg from Sacramento to Los Angeles is 453 miles long; the leg from Los Angeles to Salt Lake is 777 miles long.

To go from Salt Lake to Los Angeles by the most direct rail route now possible one must traverse two legs of this triangle, a distance of 1,250 miles. After the San Pedro, Los Angeles & Salt Lake line has been opened, it will be necessary to cover only one leg of the triangle in order to go from Salt Lake to Los Angeles. Manifestly, in rail-roading as well as in geometry, a straight line is the shortest distance between two points. But the "Salt Lake Route" will be more than the most direct line from Salt Lake to Los Angeles. It will be the most direct possible route, and that means a good deal to the railroad man as well as to the traveler.

Four hundred and seventy-five miles of the space that stretches between the metropolis of the mountains and the metropolis of the land of flowers, will within the next 30 to 60 days, be eliminated. Salt Lake and Los Angeles will be brought closer together by a distance that would have meant, in the pioneering days, a journey of hardly less than three weeks. The shorter the distance between two cities, the shorter, it is hardly necessary to say, the time required for a trip from one to the other. The shorter the time, the nearer the neighbors, the better the friends. This, at least, should be the case.

An understanding of this is necessary to a discussion of "Salt Lake and Los Angeles: Their Future Trade Relations." It is a prerequisite to trade relations that the cities between which trade is to be established entertain toward each other none but the most cordial good feelings. Salt Lake and Los Angeles are to be neighbors; they must be good neighbors. Good neigh-

bors borrow sugar and soap and salt and saucers from one another. When there is joy in one household there is rejoicing in the other. That's genuine neighborliness.

Salt Lake and Los Angeles are certain to be rivals, but only in the most goodnatured way. The two cities are so different in practically every respect that they can never interfere seriously with each other. On the contrary, if both cities do their part they cannot fail to be very helpful, the one to the other. The opening of the new road will make so many things possible that one hardly knows where to begin.

At the outset it may be just as well to say that, of direct trade relations, in the common acceptance of the term, there will not be a great deal of deal of Utah coal. It will burn a great deal more when trains are running over the new road. Our coal possibilities are practically limitless and our coal fields will be closer to Los Angeles 60 days hence than any other fields. Then there are the items of hay and grain. Both are raised in large quantities in northern California, but practically none in Los Angeles territory. Our hay and grain will be closer to Los Angeles than the northern California product. There should also be a good market in Los Angeles for Utah apples, and when this is said the direct trade relations have been covered.

What have we to ship to Los Angeles in exchange for her fruit and her vegetables? First in the list is coal. Los Angeles is now burning a good deal of Utah coal. It will burn a great deal more when trains are running over the new road. Our coal possibilities are practically limitless and our coal fields will be closer to Los Angeles 60 days hence than any other fields. Then there are the items of hay and grain. Both are raised in large quantities in northern California, but practically none in Los Angeles territory. Our hay and grain will be closer to Los Angeles than the northern California product. There should also be a good market in Los Angeles for Utah apples, and when this is said the direct trade relations have been covered.

More important than the direct trade relations will be those that must be classed as indirect. Salt Lake and Los Angeles will join in the development of the territory along the line of the "Salt Lake Route." Men who have gone over the country say that its mineral

resources are wonderful. There are minerals all about the line, minerals of every kind and in paying quantities. Money will be needed to develop prospects to make mines of them. This money will be furnished jointly by Salt Lake and Los Angeles.

It is no vainglorious boast to say that the average Salt Laker is far better posted on mining matters than the average citizen of Los Angeles. The mining industry has been largely responsible for Salt Lake's growth. Without the mines and the money they have poured out in the city and state Salt Lake could not have attained so quickly its commanding position in the intermountain region. It will be only natural for the Los Angeles capitalists who have money to invest in mines to come to Salt Lake for men to spend their money to the best possible advantage.

And Los Angeles will find that Salt Lake is willing to go at least half way in this matter. Salt Lake has talent and money both, and both are necessary to the development of mineral resources. It is easy to foresee that, in joint work of this character, the relationship of the two cities must be close. When people are jointly interested in a given work they become warm friends or everlasting enemies, according to the manner in which their relationship works to the advantage of one or the other. There is no reason for believing that Salt Lake and Los Angeles will not continue to feel toward each other the entirely friendly feeling that has already been manifested.

This because the partnership between Los Angeles and Salt Lake will work to the advantage of both cities. For a great many years a direct line from Salt Lake to Los Angeles has been the dream and the hope of both terminal cities. Salt Lake has worked hard to further the road; Los Angeles has also worked hard. Salt Lake capital is invested in the project, Los Angeles capital is also invested. It is as much to the interest of one city as to the interest of the other. Now that the realization of the dream is at hand, now that the hope long deferred is to be shortly crystallized into a certainty, Salt Lake and Los Angeles will rejoice, will work together.

Neither Los Angeles nor Salt Lake wants any "jug handle" intercourse. Neither wants to hold the handle of the prosperity jug in order that it may be withdrawn at the pleasure of the holder. A better symbol of the good feeling and good fellowship would be the loving cup. A loving cup has two handles, always, you know, and a great deal more often it has three. This is to the cup may be passed from hand to hand that all may enjoy its good cheer. It is impossible to believe that the Salt Lake-Los Angeles loving cup will not contain three handles, one for Los Angeles, one for Salt Lake and one for the "Salt Lake Route."

Los Angeles and Salt Lake will work together just as heartily after the line is opened as they did to secure it. It is a perfectly obvious fact that one city cannot be materially prosperous without materially increasing the prosperity of the other. Great undertakings, such as the railroad and the development of the country along the route, must insure to the benefit of both. Salt Lake and Los Angeles have some pioneer work to do together. New markets are to be opened, new centers of industry and population established. There is going to be a battle for these markets between Salt Lake and Los Angeles, a battle well worth fighting. But it will not be such a battle as will cause or leave hard feelings.

One of the most direct of the trade relations between Salt Lake and Los Angeles that has been touched upon but briefly is the tourist travel between the cities. The new railroad will shorten the distance and the time from city to city. It will do more. It will shorten the time between every important

eastern city and Los Angeles. New York, Boston, Philadelphia, Baltimore, Pittsburgh, Chicago and other cities send large delegations every winter to Los Angeles. A very large per centage of these travelers go to California by the southern route. They never visit Salt Lake, either going or coming. With the new road in operation and with its advantages properly placed before them, 90 per cent of the transcontinental tourists should go through Salt Lake.

The people of this city and of Utah are more than willing to enter into a reciprocal arrangement with Los Angeles whereby we are to urge tourists to go there and to visit there in exchange for similar courtesies from Los Angeles. We know Los Angeles well enough to know that it is the most delightful winter resort in the United States, perhaps in the world. As a place in which to spend the cold months Los Angeles is immeasurably superior to Salt Lake. But there is another side to the question.

Salt Lake is as far ahead of Los Angeles in the summer as Los Angeles is of Salt Lake in the winter. The people of Los Angeles and of southern California may not know this now but they will know it soon by virtue of the closer relationship the "Salt Lake Route" will make possible. They will find that in Salt Lake, as nowhere else in the land, the ideal summer climate may be found. With nights that are always cool, with mountains all about us, their snow-crowned summits cooling the breezes, and sending them down to us full of life-giving oxygen, with the Great Salt lake where the weary may bathe and come out invigorated, where the invalid may find new life, Salt Lake is indeed blessed far beyond any other city.

Southern Californians will find, when they feel the need—as they do feel, at times the need—of getting away from sea level and getting up into a more invigorating atmosphere, that Salt Lake is the ideal place for them. They will find that here, as in no other city in the Union, they may enjoy every comfort of city life and every advantage of seashore and mountains. Only the introduction is needed, only the first glimpse of our land in summer, only the first opportunity to appreciate its benefits. Why, when those Los Angeles start to come we will not be able to keep them away. And it is sure nobody will want to keep them away. There is room here for them, as either temporary or permanent residents.

Here they may build their summer homes, here invest in property, here interest and entertain themselves as they cannot be interested and entertained anywhere else. Salt Lake will never be a suburb of Los Angeles, but it will be a suburb of the future. It will be surprising, too, if the tourists who will pour out of Los Angeles at the end of the winter and through Salt Lake do not become impressed with this city's advantages.

Something more than an expression of friendly feeling is needed. In the book of books it is written: "Yea, a man may say, thou hast faith and I have works; show me thy faith without thy works and I will show thee my faith by my works." And, "whereas the body without the spirit is dead, so faith without works is dead also." All of us have abundant faith in the future of Salt Lake. In the future of Los Angeles, in the establishment and the continuance of the truest friendship between Los Angeles and Salt Lake.

All things may come to him who waits but they are hardly ever worth having when he gets them. He really only gets them after everybody else is through with them or because nobody else wants them. The Salt Lake Real Estate association is just now giving a practical demonstration of faith and works. It is sparing neither money nor effort in making Salt Lake City better known to the outside world. Its work is one that should be appreciated by every citizen. The statement may seem extravagant even egotistical, but there is justification for the statement that the better outsiders know Salt Lake the better they like it. Knowing this, the Real Estate association is losing no opportunities to interest residents of other states. Los Angeles has a similar organization. Nothing is more natural than that the two should work as one. With both associations at work it should not be hard to secure for both cities consideration from the best classes of investors and citizens.

Los Angeles more than doubled in population between 1890 and 1900. Salt Lake did not do as well as that but it is going to do as well before the next census is taken. This city will be in the 150,000 class in 1910 if everybody does his part, and Los Angeles will be among the 200,000 aristocrats. All that is necessary is a joining of hands and forces.

So here's to the health and prosperity of Salt Lake and Los Angeles, as a bride and a groom elect. And bless be the tie that binds, or is to bind them.

JOEL PRIEST.

First San Pedro-Utah Freight Was Organ From Australia.

THE first bona fide freight consigned to Salt Lake City from the Antipodes via San Pedro harbor, Los Angeles, San Bernardino, Las Vegas and the route now covered by the San Pedro, Los Angeles & Salt Lake road, was landed in a lighter at San Pedro early in August, 1896, from the clipper schooner Jenny Ford, that sailed from Sydney, N. S. W., ninety days prior to arriving on the Californian coast.

This freight consisted of a pipe organ, the first built in Australia. It was constructed throughout by the veteran organ builder Joseph H. Ridges, the man who built the original Tabernacle organ. Mr. Ridges accompanied the organ from Sydney and paid the sum of eighty pounds (\$400) charges on his effects before Captain S. F. Sergeant of the sailing ship took them on board. President Brigham Young heard of this organ with the result that it was brought to Salt Lake City, set up in the old adobe tabernacle and for years afterwards was played upon by Prof. Orson Pratt and Dr. Karl G. Maeser. Later this instrument was dismantled and some of the pipes were incorporated in the organ which was built for the Assembly Hall.

The story of the overland trip from San Pedro to Salt Lake which took three months, as told by Mr. Ridges, is a most interesting one.

Mr. Ridges was found at his home, 427 west Third North, by a Christmas "News" representative, and consented to give his impressions of San Pedro and Los Angeles, as these places appeared to him 48 years ago.

AT SAN PEDRO.

"Since the day I left southern California I have never been back to see the great changes that have transpired," he said. "When I was there, there were no oil fields, no big cities and no miles of orange groves. It was to all intents and purposes a virgin land, with here and there greasiers and gold prospectors."

"At San Pedro there were no wharves and all freight had to be transferred in lighters to and from vessels lying at anchor. There were but two adobe buildings at San Pedro, and they were used as warehouses. The exports seemed to be mainly grapes and wine. I have seen those big prairie schooners loaded eight feet high and drawn by 20 mules come down to the water's edge, and in a number of cases tip over and send the boxes of grapes smashing all over the place. It was a wild and rough spot."

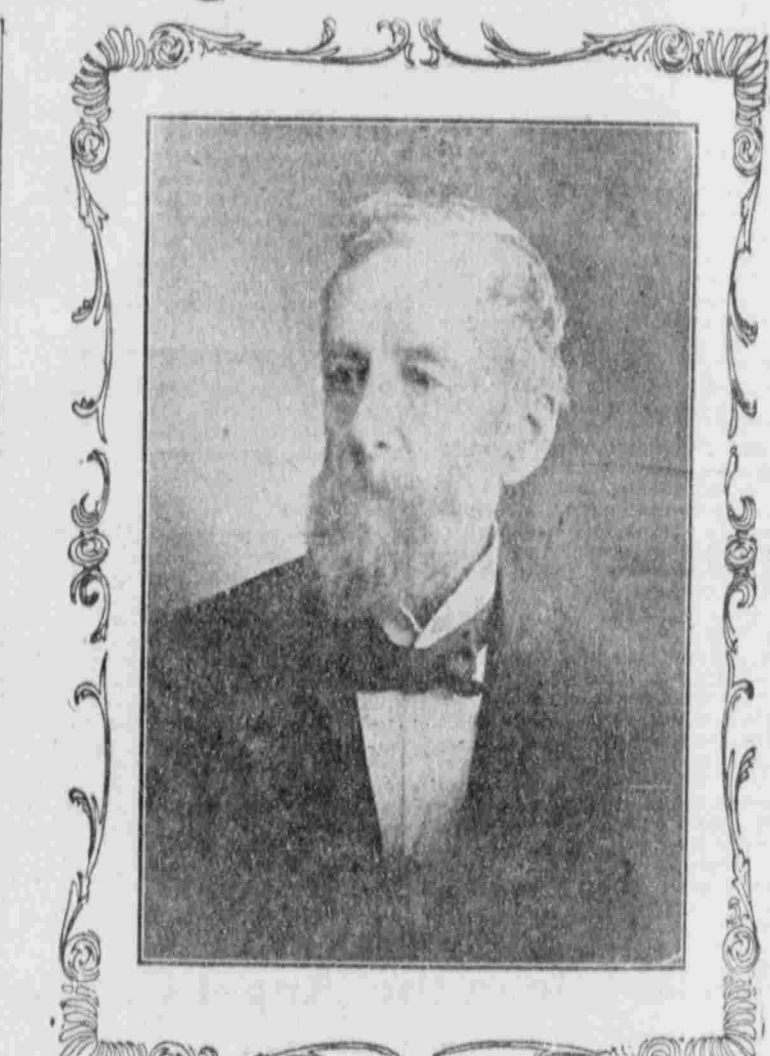
PRIMITIVE LOS ANGELES.

"Los Angeles was hardly better. There were simply a few adobe shacks and an apology for a hotel there. The air was balmy and the greasiers used to lie around in the shade and loaf most of the time. Once in awhile one of their clumsy cars with wheels made from solid sections of tree trunks would go screeching and growling down the street—no, I will take that back, there were no streets in Los Angeles, simply sand and tracks."

"It was a tough town and no one used to take any notice of a killing, for they were frequent."

AN EARTHQUAKE JAR.

"I never shall forget the second night my wife and I were there. You know all the houses consisted of square adobe structures with flat roofs that had sagged somewhat under the weight of the rains. When I was there, there happened to be plenty of water on the roof, as I found out to my sorrow. Well, that night there was an earthquake, and it was a good one, too. I rushed out of doors just in time to get about a ton of water in my face, and get knocked over. The house rocked so that the water simply came off the roofs as though it were being poured from huge ditches. A few days later we got another scare, and this time all the door frames were jarred askew so



JOSEPH H. RIDGES.

The Man Who Hauled the First Freight From San Pedro to Salt Lake in Pioneer Days.

that one could not open the closed doors or close the open ones.

TRIP TO SALT LAKE.

"After awhile we started for Salt Lake, having first joined the company of Saints at San Bernardino, where there was a 'Mormon' settlement. I purchased a wagon and four mules for the purpose, and had a pretty good outfit. In the company were Apostles Amasa Lyman and Chas. C. Rich, Myron Tanner, William Matthews and President Francis M. Lyman, Joseph Rich and Hunt. The three last named were all young boys then, and they made things mighty interesting for me. I was not used to mules, while they were, and also were handy with a rope. The consequence was that they would go out and rope their team and scatter my animals and have all kinds of fun while I would chase my mules and be about an hour behind the company most of the time. There were at least twelve wagons in the party."

DESERT HARDSHIPS.

"It was pretty good travelling until we reached the strip of desert west of Las Vegas, and then we had a terrible experience. Of course we carried water with us in barrels lashed to the sides of the wagons, but there was only enough to give the animals a dipper full once in awhile. It took us three full days and three nights to cross that stretch. Eventually we arrived at a little spring that fed a stream about as wide as your finger, and then we had to fight the mules in order to get a drink. For three days and as many nights we walked beside the wagons helping the teams while the dust fastened everything and sand came off the fellows like a continual stream of water."

RECOVERY OF LOST WATCH.

"It was while crossing this stretch that I lost a gold watch and chain. I had given it to my wife to take care of while we walked and she had placed it in her dress. In some manner it had fallen. Needless to say I never expected to see it again. What was my surprise to regain it in Salt Lake City some five months later from a pony express rider, who had bought it from an Indian in exchange for a blanket. Eventually when I did part company with the watch for good I traded it to

President Young for a milch cow. You do not often hear nowadays of a man dropping a gold watch in the sand and getting it back 500 miles away from the place where it was lost.

INDIANS AND JACK RABBITS.

"At last we reached Las Vegas, where the road is going to establish a division point and where, they tell me, there is destined to be an important town and sanitarium. In those days there was nothing there but Indians and a few jack rabbits. The shacks and fort that had been built by the 'Mormons' were there; but they were not occupied save by some sorry looking Indians. I pretty nearly got the company into trouble there owing to my non-acquaintance with the characteristics of the noble Red Man. Just as soon as we pulled into Las Vegas the Indians began to scramble round the wagons. One old squaw was particularly obnoxious and climbing into the wagon commenced to pull things around. I gave her a push and at the same time raised my hand in a threatening manner. She promptly bolted out of the wagon, and told the rest of the Utes assembled. Then it was that they began to act slightly ugly. Undoubtedly they were on the verge of starvation; however we pacified them with a gift of a steer, and general high revel."

ARRIVAL IN UTAH.

Mr. Ridges then went on to relate the circumstances surrounding his entry into Utah and arrived at Salt Lake a few days before the news of the coming of Johnston's army was received in the city. Upon his arrival here, Mr. Ridges proceeded to unpack the organ and set it up in the old Tabernacle. The packing cases in which the pipes and hising organs were contained by a hand person himself in Australia, from a native mahogany. This wood was a decided novelty in Utah and in consequence every foot of it was utilized in the making of the organ cases and high grade furniture, not the first 'told' to be introduced into Utah.

Subsequently Mr. Ridges was assigned by President Brigham Young to build the big Tabernacle organ, and was by him sent back to Boston to purchase some of the necessary metal supplies. Although this was at a later date, the veteran contractor affirms that he can remember his trip over the Salt Lake Route more vividly than that taken east. Mr. Ridges is an Englishman, who upon attaining his majority, emigrated to Australia. He later crossed the Pacific to ultimately settle in Salt Lake, where he has resided ever since.