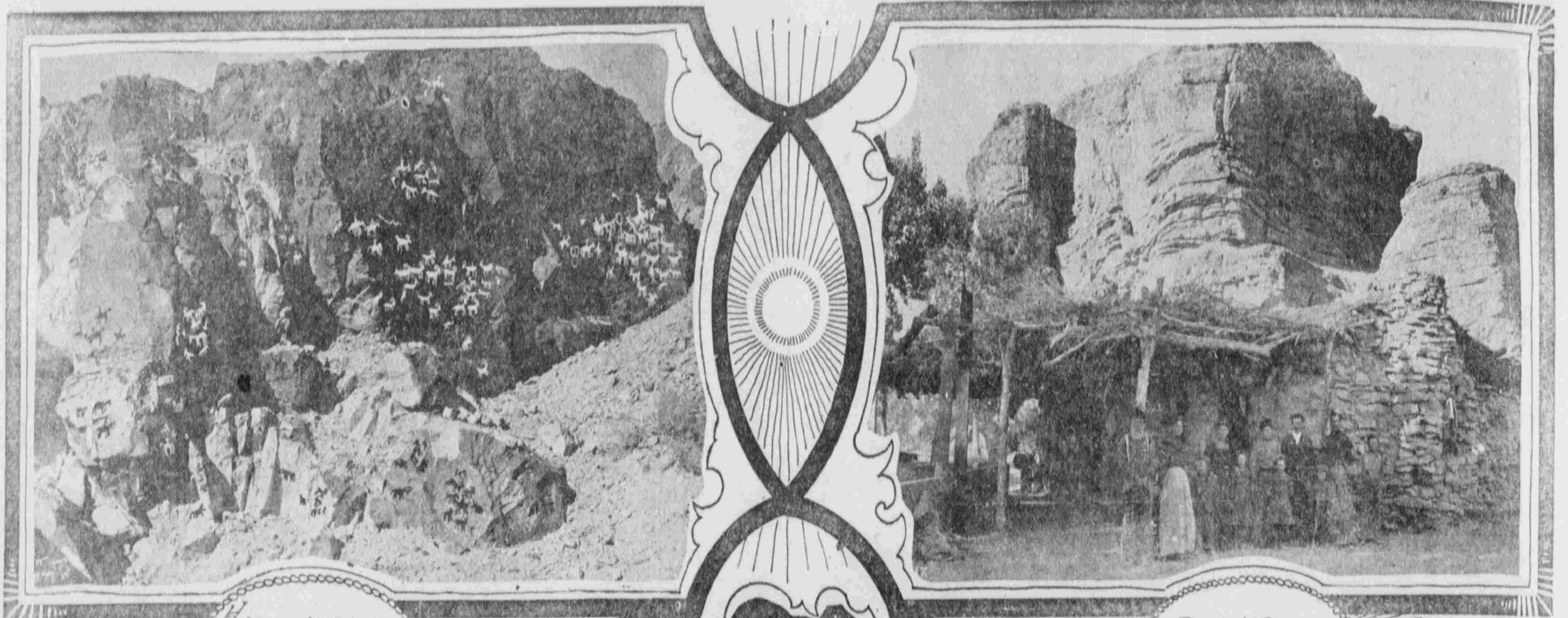


Picturesque Scenery and Richest of Treasure.



HEROGLYPHS
IN
MEADOW VALLEY
WASH

RANCHER
HUNTSMAN
HIS HOME AND
FAMILY



CLEFT IN THE ROCK,
BOX CANYON

WILL the tourist take kindly to the Salt Lake Route? Is a question that has but one answer. While the tourist likes to see diversified scenery, historic landmarks and the wonders of nature, at the same time he also likes to get to his destination as soon as possible.

In the Salt Lake Route the tourist gets all that he desires. Traveling in the palatial limited trains that are promised as one of the features of the new road he can be entertained all along the line. It goes without saying that when he comes from the east he will desire to see the City of the Saints with all its historic structures and landmarks that tell of the successful battle of the pioneer against the virgin desert.

After he has seen Salt Lake City the next question is to get to the coast by a route that combines comfort with change of scenery and quick transportation.

Leaving Salt Lake in the afternoon he says good-bye to quaint Mormonopolis and in a few minutes the train is racing along the side of the mountain that overlooks the famous Dead Sea of America. Almost at his feet the briny waves lap the piles of the pavilion at Gardfield beach where not so many years ago the young people used to spend their summer evenings and the older fathers of families were wont to take their olive branches on hot afternoons, to listen to the music and enjoy the cool breezes. To the right hand as far as the eye can see is the blue water glistening to the bright sunlight, or the gray expanse suitably lying beneath a cloudy canopy, as the case may be. Here and there, out on the bosom of the great lake are clusters of towering mountains that rise from the brine and give a haven of refuge to the seagulls, cormorants, herons, pelicans and other birds that inhabit the islands in colonies of tens of thousands.

As the tourist is lost in contemplation of this entrancing scene the train swerves to the left and shortly after he passes picturesque Tooele and is being transported through one of the biggest railroad cuts in the country. Incidentally it may be observed that no expense has been spared to reduce the grades and make the roadbed the finest that money, brains and brawn can furnish. Soon he enters Rush valley, leaving the famous Flint mining district to the east and so on to Leamington, the junction that gives this cut-off its name.

THROUGH RAINBOW CANYON.

By the time he awakens in the morning the train is proceeding down the famous or at least it will become such Rainbow canyon. This passageway ushers him into the state of Nevada. The Rainbow canyon has much of the depth and grandeur of the famous Royal Gorge that is always associated with the Denver & Rio Grande. The wonders of this canyon are best seen from the front of the engine, and out of magnificent cars. Ever winding

on the down grade the scenery is superb. At some points it is impossible to see the track 25 feet ahead, owing to the intervening walls of red rock. In some places it appears as though the engine must be brought up standing with a crash against the towering cliffs, but the big locomotive whistles warningly and plunges through a tunnel to emerge the next minute into sunshine among still more entrancing scenery.

CALIENTE HOT SPRINGS.

At Caliente the canyon widens and the proportions of a respectable valley. Caliente derives its name from the hot springs that bubble from the mountain side. It goes without saying that at no distant date these waters, steaming from nature's boiler will be utilized and will form a factor in a big sanitarium that is already being projected at this division point.

At the yard limits the canyon once more narrows and at this juncture the train enters the famous Meadow Valley wash. On either side at stated intervals can be noticed stretches of grade that were constructed by the rival gangs of the Oregon Short Line and the San Pedro during the stirring days of the bloodless battle for the right of way.

NATURE'S FANTASIES.

Further along the true significance of the title given to this canyon is apparent. This huge gap contains hundreds of freaks of nature in the form of fantastic peaks and cliffs ranging in hue from dead white to deep red and toned blues. Conspicuous among the freaks that flank the track are the colossal cones that are somewhat reminiscent of the Pillars of Hercules adjacent to the O. R. & N. track along the south bank of the Columbia river. These rise in some cases to the height of 1,000 feet from the bottom of the canyon and are as symmetrical as though modeled by an extinct race of giants. As the train approaches them from different angles they appear in most diverting and fantastic positions.

ANCIENT HEROGLYPHS.

In other parts of this canyon, and visible from the cars, are several large blocks of Indian hieroglyphs executed in all this erudition that is the hall mark of their authenticity. Apparently they represent a migration of antediluvians, tourists—maybe. Archaeological students who have examined these carvings associate them with a long and kindred carvings which are found, first in arroyo Nevada and Idaho and continue into the region of the cliff-dwellers in Arizona and New Mexico.

In addition to these ancient relics old arrow heads have been encountered by the bushel. At one point in the canyon there were arrows sticking in the crevices of the rocks high up on the sides of the cliffs. Graders, engineers and others, however, have long since gathered these trophies.

EMERALD LAS VEGAS.

At last the Meadow Valley wash opens out into a wide valley, the Muddy is crossed and eventually Las Vegas looms up like an emerald in a heap of ashes. The change from the scorching desert to the grateful shade of this oasis is distinctly refreshing.

Thirty years ago a settler named Stewart encountered this spring and here he pitched his tent. The old hopped ranch house which stands today as a reminder that before the advent of the railroad Indians were frequent and attentive residents is now surrounded by the hastily erected shacks that are the forerunner of substantial structures to be erected on the new

townsite. All this property was purchased by Senator W. A. Clark (the president of the road, two years ago) and it bids fair to prove a splendid investment. Not only is there sufficient water for motive power, shops and cottage domestic use but there is plenty for irrigation. Here cottonwood trees 50 years old flourish beside grape vines, fig, peach, almond, apple and pear trees—the needed water turns the desert into a veritable Florida.

From this spot on to the California state line the train crosses a section of country where water had to be hauled so far during construction that it actually cost 7 cents a gallon when it reached the front, while hay for the grading teams cost \$35 a ton.

The stretch between Daguerre and San Bernardino is soon covered and then the traveler can truly say that he is in sunny California.

ARROWHEAD MOUNTAIN.

In a few minutes Arrowhead mountain swings into sight and the traveler sees that marvelous, prehistoric natural landmark clearly defined upon the mountain side. Speculation is rife concerning the origin of this wonderful symbol, about which numerous legendary tales are told, sufficient to say that this design has been annexed by the Salt Lake Route as its official trademark and all its literature and official matter bears this symbol.

Then on to Colton, where are located big cement works, and southwest to Riverdale with its Spanish mission station and date palms adjacent; its famous Magnolia avenue and its palatial Glenwood Inn.

"In this city," says a writer, "the members of the ministerial profession will be able to discover the truth of that verse in Deut. which reads: 'When thou comest into thy neighbor's vineyard, then thou mayest eat grapes thy fill at thine own pleasure.' Riverside is a city of wealth and attractive homes. Its principal 'show' thoroughfare, is the much advertised Magnolia avenue, seven miles long, on which the Sherman Institute—the Carlisle Indian school of the Pacific coast—is located. Riverside's elegant tourist hotel, the New Glenwood, is the most unique hostelry of its kind in the land. Constructed and furnished after the general style of the old missions, it exudes a most fascinating charm over the visitor who is fain to tarry 'neath its eaves and cloisters so suggestive of the romance of those pious men of God—the mission padres—and their interesting past."

MONARCH OF ALL BRIDGES.

From Riverside the train rounds the Pachappa hill and runs out on the immense concrete bridge over the Santa Ana river, which was constructed by the San Pedro road at a cost of \$200,000. The bridge is the largest of its kind in the world, is a fifth of a mile long, with a maximum height of 70 feet and a dead weight of 34,000 tons. The beauty of this structure is that while the initial cost is great it will more than pay for itself in years. Unlike a steel structure it will not have to be painted at stated intervals, neither will it be necessary to keep it in repair—the older it gets, the harder it will be.

Once the river is crossed the train for

the next 14 miles traverses thousands of acres of vineyards and citrus orchards on to San Antonio Heights, where the view is magnificent. From then on rows of beautiful palm, pepper and eucalyptus trees flank the track right into Ontario, thence on to Pomona, the third largest city in Los Angeles county and where the orange is king. Practically right into Los Angeles the country is highly cultivated and entrancing to the eye, while the atmosphere is balmy and the skies turquoise blue.

In brief, the traveler will have covered the same journey from Salt Lake to Los Angeles, that Elders Amasa Lyman and Charles D. Rich of the "Mormon" Church traversed many years ago, the latter, however, making the trip in more than twice as many days as it now takes hours in a palatial Pullman train.

IN THE ANGEL CITY.

While Los Angeles will undoubtedly be the great objective point for the tourist the line proceeds still further on toward the setting sun until the terminus is reached beside the tidewater in San Pedro harbor. Close by is Deak Man's Island, Port Finnan Light House. Twenty-two miles from Los Angeles on the Salt Lake Route is situated Long Beach, commonly known as the Children's Playground and the Chautauqua of southern California, a seaside resort that is bound to become popular with residents of Utah. With the completion of the Salt Lake Route it will become possible to board steam-heated cars in Salt Lake and proceed across the snow-covered country in comfort to don a bathing suit

two days later and enjoy a bath in the rolling surf of the mighty Pacific ocean.

ROAD'S RICH RESOURCES.

The completion of the Salt Lake Route means much to Utah. Summed up in a sentence, a new state will be the result—a state that will in a few years be known as the Pennsylvania of the west. Southern Utah, Nevada and California will each be benefited more than at the present time, perhaps can be realized. Where now roams the lonely shepherd, guarding his flocks from the ravages of the coyote and the mountain lion, mining camps, ranch houses, settlements and cities will spring into existence with the advent of that arch civilization, the locomotive.

Southern Utah contains millions of tons of coal and right at hand mountains of iron ready for the developing pick of the miner. With the completion of the new road these vast deposits that have been laying dormant for centuries will at last be disturbed. Already has the site for huge rolling mills been laid out at San Diego, Cal., while the project of installing a mammoth plant near Cedar City has passed beyond the speculative era.

The eyes of the capitalist have been focused on Utah these many years. Now that the transportation problem has been solved the Utah coal can be delivered and sold on the Pacific tidewater cheaper than any other fuel, unless oil is taken into consideration.

When it comes to pig iron, there is enough right at hand for years to come to pay handsome dividends to the stockholders of the Salt Lake Route if that system hauled nothing but this product alone.

The best authorities say that it costs the United States Steel corporation \$7.20 and upward a ton to make Bessemer pig iron, the basis of all iron and steel products. The same grade of raw material can be produced in Utah from \$4.72 to \$5 a ton—and this within a 24-hour haul of the wharves of the San Pedro harbor. With such a showing it would not be long before Utah provided pig iron for the orient and the Pacific slope generally.

At present the coast is consuming close upon half a million of tons of pig iron and 250,000 tons of steel rails. Just as soon as the existing war between Russia and Japan is over these figures will be materially increased.

As it is estimated that the supplying of the present demand for iron and steel on the Pacific coast represents in cold coin \$17,000,000, which means that the lion's share of this huge business would fall to the Beehive state under the lessened cost of production.

THE PRECIOUS METALS.

While there is unestimated wealth beneath the soil in coal and iron alone adjacent to the right of way of the San Pedro railroad there is still probably as much more awaiting development when it comes to gold, silver, copper, the clay, and other treasures that are ready to be mined. In the past Tin-tic, Stockton, Frisco, Pioche and Delamar have been names to conjure with, but along the Salt Lake Route the old adage, "There are just as many good fish in the sea as ever were caught," holds good. From the front daily come reports of finds on the part of prospectors who have gone ahead of the railroad. While in Utah proper the prospectors have gone over the ground pretty thoroughly, scattered all over southern Nevada are hills awaiting the ringing note of the swang pick to expose their wealth. There are Yellow Pine, Potosi and Good Springs, Irish Mountain, the Tim Pah Ute, Bristol, Resting Springs, Ivanpah, Silver Park, Resterson, the Goff and other camps and

districts that are just awakening to receive the iron horse.

THE PIOCHE BRANCH.

Pioche, which has twice been apparently abandoned, still has thousands of tons of good ore, which are being worked. Pioche is to have a branch line from Caliente in the near future, and when this occurs Pioche will leap to life and take up the thread that was frayed 30 years ago, when bargains became millionaires in a few days.

Just over the line and a few miles north of the Salt Lake Route are the famous borax works in Amargosa and Death valleys. The product is now being hauled to Mojave in big prairie schooners which are doomed to make way before the big Atlantic locomotive. These natural products are practically on the main line of the new short cut to California. With branches built to Deep Creek and Goldfield, Nev., other rich regions will be tapped, and traffic accordingly forthcoming that will gladden the hearts of the stockholders and necessitate the auditor hiring additional help to keep clerical track of business generally.

If the mineral output along the line of the Salt Lake Route will be cause for consternation what can be said of the fruit, farm products and livestock that will be transported by this new line?

SOUTHERN CALIFORNIA ORANGES.

When it comes to the vast tonnage heretofore divided between the Santa Fe and the Southern Pacific in the way of oranges and garden products consigned to the eastern market, the lion's share will undoubtedly fall to the San Pedro. The shortest route will be taken with all perishable goods, and the Salt Lake Route has that route. The shipment of citrus fruits alone from territory adjacent to the Salt Lake Route totals up in the neighborhood of 25,000 cars during the season, and then the growers leave hundreds of tons to rot on the ground, owing to insufficient number of cars and the congested condition of the railroads. The total value of the products of seven counties tributary to Los Angeles last year came close to \$50,000,000, and a great portion of this was moved east.

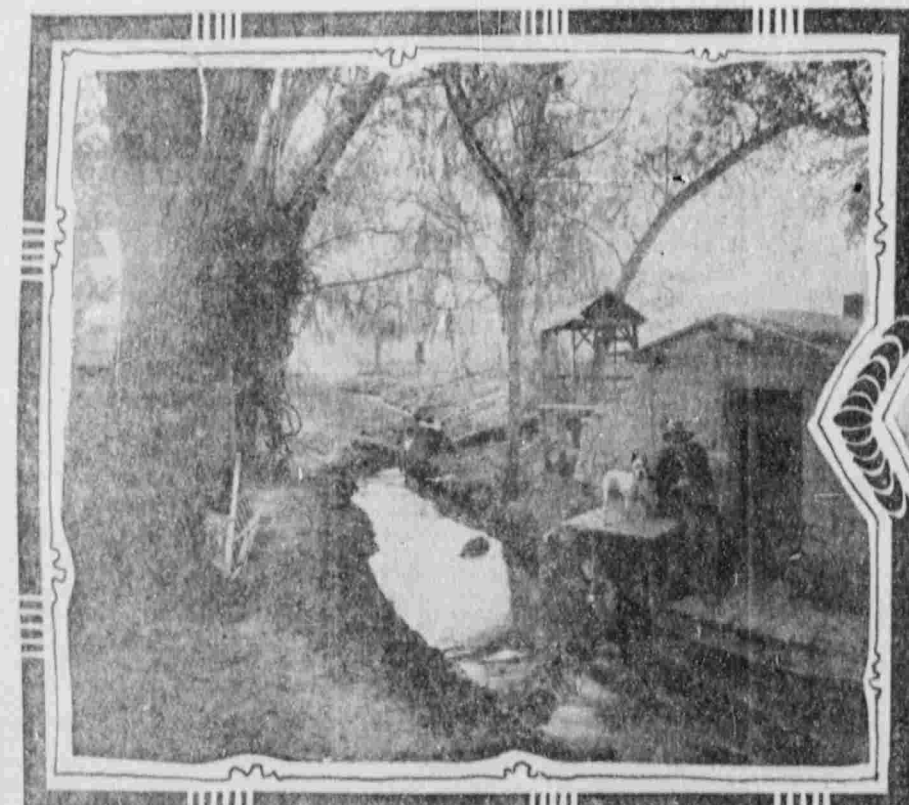
SOUTHERN UTAH.

While in Utah the agricultural products south of Nephi do not cut any great figure, there is still plenty of land that can be taken up and turned to good account. The irrigation projects outlined, however, will have the effect of ultimately bringing in good revenue for the new road.

In Nevada at present agriculture is confined principally to the Meadow Valley wash and the Pahreah Valley, Pahreah Valley and Spring valleys. A part of Lincoln county is fed by subterranean streams beneath the desert surface that give hopes that ultimately the irrigator may redeem a large part of this territory.

Where water can be obtained semi-tropical fruits grow in profusion. Ahead of other districts luscious grapes, melons, figs, dates, almonds, apples, pears, peaches, and other fruit reach maturity and the lucky possessor of a ranch in this belt has a small fortune at hand as soon as the Salt Lake Route comes to receive consignments for the less fortunate markets in the north and east. Hay, grain and vegetables grow and attain prodigious size on irrigated lands in this section.

Add to all this the transcontinental traffic that will be one of the features of this cut-off to southern California, and it does not take a very acute person to figure out that the Salt Lake Route is a very pronounced factor in the western railroad world from the outset.



SPRING HOUSE, LAS VEGAS RANCH.



LAS VEGAS RANCH HOUSE



SUMMER LIFE AT LAS VEGAS