

# Two Modern Union Depots For Salt Lake City.

## Superb Terminal Station For the Gould Railroads.

**D**ECIDEDLY one of the most important developments in local railroad affairs recently has been the adoption of the plans for the big passenger depot for the Gould lines entering Salt Lake. Following their adoption preliminaries are under way for the construction of one of the finest union depots west of the Missouri river. The site for the big passenger station centers on Third South street and fourth West.

This huge modern passenger station is to be erected for the convenience of travelers on the Denver & Rio Grande and the Western Pacific. That it will be modern and up to date goes without saying, for George Jay Gould believes in having the best that money can get, and facts show that he builds for the future.

That the erection of such a structure will be a filling of a long felt want, goes without saying. Salt Lake's depots have for years been a reproach to the city, but they were built decades ago and have accordingly dropped behind the city's needs. All attempts at getting together to build one big union depot failed signally, neither of the two big roads apparently having been agreeable to the making of concessions. Harriman interests have always professed to be only too glad to come to some arrangement whereby a union depot could be brought about. However when any proposition to erect such a structure midway between the rival properties was broached, it always fell through.

Plans for this structure were drawn up and approved last summer. The architect entrusted with this work is a brother of Charles H. Schlacks, vice president of the Denver & Rio Grande. Although a young man, his work equals that of many of the deans of his profession.

**SITE AND SIZE.**  
The site of the new station is 1,452 feet long and extends from Second South street to Fourth South street, and from Fourth West to a proposed new street in the direction of Third South which is now being opened, following the demolition of the houses on the property recently acquired by the Gould interests.

It is proposed to center the building on Third South. This edifice will be 575 feet in length and the remainder of the property at either end is to be devoted to parks, lawns and fountains, all of which will give the visitor to Salt Lake a decidedly good first impression of the city.

The south half of the building is to be devoted to the accommodation of the patrons of the road and contains the women's and men's waiting and smoking rooms, toilets, restaurant, and tea room, kitchen, immigrants room with wash rooms, etc. The north half of the building will be given over to all the necessities necessary to the business operations of the depot part of the railroad's business. There will be a handsome ticket office, a commodious baggage room, parcel room, telegraph and telephone offices, employees' room, including a lounge room for conductors, employees' lavatories, information bureau, depot master's office, etc.

**GROUND FLOOR DIVISION.**  
There will be 15 separate divisions on the ground floor as follows: "No. 1, main baggage room; No. 2, baggage room; baggage office and parcel checking room; No. 3, ticket office; No. 4, Pullman office; No. 5, Men's smoking room; barber shop, toilets; No. 6, women's resting room, lavatory; No. 7, restaurant, pantries, store rooms; No. 8, immigrants' room, wash room; No. 9, conductor's room; No. 10, general toilets for employees; No. 11, news stand; No. 12, telegraph and telephone offices; No. 13, small infirmary and emergency hospital; No. 14, depot master; No. 15, four rooms for janitor supplies, Pullman supplies and cabbies.

"The size of the main waiting room is 60x144. Its height is 65 feet. Above on the second story a corridor runs around the light and air well, so that persons can look down upon the waiting room below.

"The baggage room contains 5,600 square feet, exclusive of baggage room office and parcel checking room. Eventually it is proposed to install a subway system, and provisions are to be made in cellar and stairway, so that a change can be made at any time.

"There is a roomy ticket office and also a separate office for the sale of Pullman coupons. The men's smoking room, barber shop and toilets are connected. The smoking room is 29x24 feet in dimensions.

"There is a woman's retiring room, 24x24 feet, with toilets adjoining; this retiring room is on the town side of the building, and the men's retiring room on the track side. A commodious restaurant, with lunch counter, tea room for ladies, and the necessary kitchens and pantries are also provided.

"At the extreme south end of the building is a room for the use of immigrants, with its necessary toilets, wash rooms, etc., entirely independent from those provided for first-class passengers. In the basement of the building store rooms and refrigerators are provided.

**THE SECOND STORY.**

"The second story of the building contains only the offices and their accessories, vaults, toilets, etc. These offices are reached by four stairways, located at the four corners of the large waiting room, two fronting on the street and two on the station platform.

"The entire first floor is to have tile or cement surface, and the corridors in the second story, the toilets and vaults are to be allowed to stand on the street side of the south wing of the building.

"It is contemplated that wide eaves or sheds be erected on the street side of the building, so that people can get in and out of vehicles and also load and unload baggage and express without coming into the rain. It is also proposed to have a similar shed on the track side of the building as a protection against inclement weather."

From the above brief summing up of the plans of the architect, as furnished by Major Hooper, it can be gathered that Salt Lake is destined to have a decidedly modern and metropolitan depot on the Gould property.

From first to last the passenger depot improvements to be made here next year by the Gould interests will represent an outlay of half a million dollars. The improvements scheduled for Salt Lake, however, will not end there, for this is practically the beginning.

Three times that sum is to be expended before the plans are all carried out. The building of the Western Pacific and its completion, possibly two years from date, means additional railroad facilities within the city limits. To meet this demand the Rio Grande purchased this spring a portion of the old Church farm that lies south and west of the existing Rio Grande yards. This property is to be devoted to additional yard facilities for the latest and shortest route to the Pacific coast now being built by the Goulds and for the site of huge shops that are to be erected for general repair work of the Western Pacific and the Denver & Rio Grande and the turning out of new cars.

This will be a great acquisition for Salt Lake for it will mean the direct increasing of the population by from 250 to 300 families aside from those of the additional trainmen, who will be required just as soon as the Western Pacific is actually completed.

George Gould is one of the exceptions when it comes to the sons of multi-millionaires. That there is not the taint of the spendthrift in his veins, is demonstrated in that from the holdings left the Gould family by the first of the great railroad kings of America and the world, he has built up a system of railroads that extends from the Atlantic to the Pacific, with the completion of the Western Pacific, now extending 80 miles westward from Salt Lake.

Today the total gross earnings of the Gould system of railroads is claimed to be more than \$125,000,000 a year, and still its irrepressible head is constantly seeking new railroad worlds to conquer. More than that, he is finding and subjugating them.

The lines owned by the Goulds are: The Missouri Pacific, Denver & Rio Grande, Rio Grande Western, Western Pacific, St. Louis Southwestern, Texas & Pacific, International & Great Northern, Wabash, Wheeling & Lake Erie, Wabash - Pittsburg Terminal, West Side Belt, Western Maryland, and one-half of Colorado Midland.

The combined mileage of these lines is a little in excess of 17,500 miles. If placed in one continuous line the tracks would extend half way around the world at the equator and then leave 5,000 miles of railroad to be taken care of.

Mr. Gould is sometimes compared to President Theodore Roosevelt, for he is fond of violent physical exercise and out door sports, and accordingly is in the pink of condition. He is a polo player of pluck and of necessity a good horseman. Most of his spare time is spent in the open air. He works five days in the week, beginning at 10 o'clock in the morning and continuing unbrokenly from six to ten hours. He frequently lunches off a glass of milk and a sandwich at his desk. In brief, he works while he works and plays while he plays, and does both strenuously; for he is an active disciple of the strenuous life.

At Lakewood, N. J., he has established an estate which he named the Georgian court. It is a model country residence and the estate is valued at millions. One of the features is a school house, where none but the Gould children are educated.

George Jay Gould is a model father, as his wife is a typical American mother. The latter, as is well known was Miss Edith Kingdon, an actress, and once member of Augustin Daly's companies. They are blessed with six children, ranging from Edith Catherine, four years old, to Kingdon, aged 18.

Like all "big" men, Mr. Gould is approachable, and on the occasion of his visits to Salt Lake when on inspection trips over the Rio Grande, he receives all visitors and talks affably to the press. Mr. Gould would make a good newspaper man, for no reporter ever calls upon him in his private car but goes away with the knowledge that while he was detailed to interview Mr. Gould, in reality the railroad king has interviewed him, and hardly made an equitable exchange. Not one of the railroad kings of America would a local newspaperman prefer to meet over George Jay Gould.



E. H. HARRIMAN,

Who Controls 15,000 Miles of Railroad and Many Steamship Lines and Who is Backing His Faith in Salt Lake by Great Financial Deeds.

## New \$400,000 Home For the Short Line and San Pedro.

**D**URING the past summer Salt Lake has received a substantial assurance that the big railroad a million or two in this city, in the form of lasting and long-needed improvements. For more than a year past the Oregon Short Line has been at work on yard improvements preparatory to the erection of a joint passenger depot for the accommodation of patrons of the Harriman and Clark roads. That the structure is to be a modern one, a glance at the splendid picture on this page readily proves.

The first work accomplished was the completion of the yards out in North Salt Lake. Then followed the erection of an up-to-date freight depot situated half a block west of the old sheds. At the present time energies are concentrated on the completion of the big steel viaduct across the tracks on North Temple street and the lowering of the grade for the width of more than a city block for a distance of a half a mile, preparatory to the erection of the big passenger station that has been promised for these six years past.

### COST AND LOCATION.

This handsome and substantial passenger home is to extend across the foot of South Temple street at Third West and will cost \$400,000—with other improvements will cost in the neighborhood of one million dollars. Until the viaduct is completed and traffic is diverted one block north, however, no work will be commenced in the way of breaking ground. South Temple will be closed entirely at Third West street before the actual erection commences.

The new depot will be a few feet longer than the station planned by the Rio Grande, being 600 feet from terminal to terminal, while the Rio Grande station will measure 575 feet from end to end.

The most imposing portions of the new structure will be concentrated on South Temple where they can readily be seen from the Deseret News corner. Two towers, approximately as far apart as the width of the street, will be the main features of the architecture. Between these will be concentrated the main entrance, waiting room and upstairs offices, which will be occupied by the various officials and employees.

The building throughout will be fire proof and devoted to the usual offices. At the entrance on South Temple street is located the vestibule which in conjunction with the grand hall beyond will be handsomely tiled. Immediately inside to the left will be located the telegraph office and further to the left in the space beneath the south tower is located the men's smoking room. Opposite at the right will be placed the office of the information bureau, while under the northern tower is to be situated the ladies' waiting room. Occupying the space immediately west between the two towers is the grand hall which looks out on the concourse which is to be 30 feet in

width and 32 feet long, running along the building parallel with the tracks. In the center is to run the train shed, extending west over six tracks, and covering 240 feet which in turn are protected north and south by four umbrellah sheds.

Taking the entire building the arrangements decided upon are as follows: Commencing with the extreme southern end, which is 200 feet from the center of the building, there is provided space for the news company, train boxes, employees' toilets and conductors' room. These come immediately north commodious quarters for Pullman supplies. Next adjacent north is to be situated the baggage room which will occupy the entire width of the building. Then comes the building proper, which is devoted to corridors flanked by the immigrants' cafe, immigrants' waiting room, barber shop, toilets and retiring rooms.

Crossing the grand hall and walking north, the space on the ground floor is divided as follows:

Abutting on the grand hall are the corridors in the center, news and parcels stand to the west and across the corridor to the east the ladies' retiring rooms. Next to the news stand are located the quarters of the yardmaster, janitor and matron. Then comes the emergency hospital, bathroom, store and lavatory. Across the corridor east are located a stairway and unallotted space. The extreme northern wing is devoted to a cafe, dining room, store, kitchen, U. S. mail, Pacific express and Wells Fargo express offices.

### THE SECOND FLOOR.

On the second floor are located the offices of the Oregon Short Line and Salt Lake Route division officials, dispatchers, etc. In the center of the building, provision has been made for a large observation corridor, which will traverse the four sides of the grand hall. One feature of the second floor is a passage way bisecting the building some 150 feet from its center. This leads to a viaduct that is to be built out across the tracks with stairways leading down to the various platforms, thereby protecting the public from moving trains and allowing passengers unretarded access to the building and trains at all times.

### BAGGAGE PROVISION.

Another good feature will be that none of the baggage will be handled in the depot proper. There will be no crossing of tracks and battling into the public. In all four elevators are provided for, one on each of the platforms. When the baggage is taken from the car it will be placed on the customary truck and wheeled upon one of these lifts, which will drop the truck and contents to the subway, where the truck will be wheeled to the basement of the baggage room in the southern wing of the big building to the lift which will transfer it to the baggage room proper above.

### PEN PICTURE OF EDWARD H. HARRIMAN.

**S**EVEN years ago people were asking, "Who is E. H. Harriman?" When it was announced that he had secured control of the Union Pacific and the Oregon Short Line the railroad reporters of Salt Lake were at a loss to know what to write about him. In their distress, they appealed to high officials of the company but received very little satisfaction. Beyond the vague information that he was a Wall street man, nobody here knew a thing about him.

Fifty-nine years ago E. H. Harriman was born, the son of a New Jersey minister, in anything but affluent circumstances. Unlike his rival, George Jay Gould, Harriman had no railroad king for a father to give him a start.

Today his name designates an operating system of 15,000 miles of railways. He is dominant or potent in the management of many thousands miles more of railways in every quarter of the country, while he is at the head of steamship lines on the Atlantic and Pacific, and influences great financial interests in the form of banks, trust companies, industrial establishments, telegraphs, express companies, street railways and other enterprises.

In the west the name of Harriman is chiefly identified with the Union Pacific, Oregon Short Line, Southern Pacific, O. R. & N., and last month, he added the Utah Light & Railway company. Thirty days ago he was reputed to have secured control of the Baltimore & Ohio, and it is a safe assertion to make that before George Jay completes the Western Pacific, Harriman also will have an ocean-to-ocean system of railroads. All this accomplished in 40 years!

As a boy in his teens, Harriman went to New York as a clerk for a Wall street broker. Becoming familiar with the intricacies of finance, and having extraordinary abilities in that direction, he became naturally a private banker. He made many acquaintances and it was to W. H. Vanderbilt and Nicholas Fish that he first owed success. It was in May, 1887, that Harriman first really entered the railroad field when Stuyvesant Fish, a member of the New York exchange and an officer of the Illinois Central, was made president of the I. C. and Mr. Harriman a member of the board of directors. As vice president of the Illinois Central, Harriman showed the stuff that was in him. Remarkable development followed his administration. From that time to the present day two characteristics dominate Harriman's character. One is his determination. The other is his quickness of perception, which seems to amount almost to a woman's intuition backed by an entirely masculine power of analysis. Harriman is today not only a railroad man, but a financier. Above all he is a strategist.

In 1890 Mr. Harriman attracted attention by inducing Mr. Schiff, who represented the Union Pacific, Mr. Gould, who controlled the Union Pacific, Mr. Rockefeller, who controlled the M. K. & T., and Mr. Fish of the Illinois Central, to purchase the Chicago & Alton under the community of interest arrangement. Following this step, Harriman was made the chairman of the executive board of the Union Pacific. How he later acquired the Overland when the government mortgage was foreclosed and how the Oregon Short Line and O. R. & N. followed and finally how he secured control of the Southern Pacific following the death of Collis P. Huntington is well known history.

The real Harriman is carefully hidden from the world's eye. His enemies say his genius consists in daring, pluck, good luck and a plentiful supply of "ways that are dark." His friends acclaim him the greatest railroad genius of the twentieth century and withal a big hearted and generous man.

### BRIEF LIFE SKETCH OF GEORGE JAY GOULD.

**U**NLIKE Harriman George Jay Gould was, figuratively speaking, born with a locomotive in his hands to toy with. Forty-eight years ago when this embryo capitalist first saw the light of day in New York City, he was the heir apparent to the railroad kingdom his father, Jay Gould, had won in many a hard fought financial battle on Wall street.

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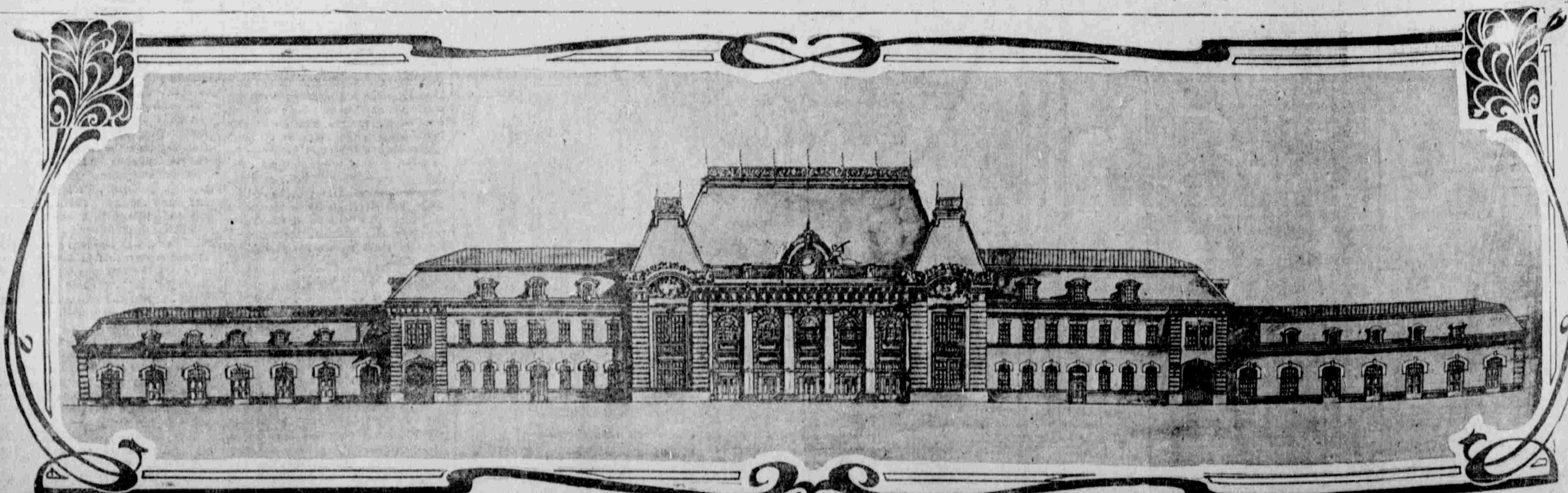
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