

THE HEROIC "MORMON" PATHFINDERS OF THE GREAT SOUTHWEST.

It is a poor railroad that hasn't its trademark, and whether the road be known by its freight cars, or the settling sun glow over its rails and ties, there is something of a symbolic nature in the sign, that becomes well known to those who are acquainted with the country where lies the gravel of the roadbed. When the Salt Lake Route takes its place among its sisters in the railroad world, to be known by the arrowhead that adorns its advertising literature, people will think of the Indian design, followed in the Santa Fe advertising, and remembering that the new road leads also through the southwest, will consider the emblem appropriate because of the life of the country alongside the route.

Few indeed will be those who know that the design is not an Indian emblem at all, but represents a huge mass of rock carved high in a San Bernardino mountain by the playful hand of nature. And still fewer will be the number of those who know that in the valley below the mountain the rock mass is called the "Mormon Arrow-head," and that a legend is spun by the old inhabitants about a struggling band of "Mormons," the pathfinders of the southwest, who stopped beneath the mountain, stranded and almost dying of hunger, and that in answer to their prayer to God, they were told that the arrowhead pointed to the valley where they should locate their city, and that out of this prayer was born San Bernardino, founded and named by the "Mormons" in 1851.

The story of the northwest has been fully told. Its pathfinders have found permanent places in the world's esteem. In honor of the greatest of them the Lewis and Clark expedition is held, and in the public schools, children are told the tales of adventure and danger encountered by the hunters and trappers who worked their way across the pine forests of Washington and Oregon.

HONOR TO THESE MEN.

But because the pathfinders of the southwest were men who had taken the way of poverty and the curse of the world that they might believe what was not popular, the story of their discovery must wait till the American people are willing to confess unalloyed that it was a "Mormon" colony that built a fort where Las Vegas stands will be situated, that it was a band of "Mormons" that founded the city and county of San Bernardino, and that it was a battalion of "Mormon" troops that raised the American flag over Los Angeles, and that brought the city into the American Union.

Another story that must wait the telling till the barriers of prejudice shrivel away is the struggle of President Brigham Young and his pioneers to have railroad communication join the two American coasts. For years people of the east and the west have heard what "Mormonism" is not, from people whose environment has unfitted them to comprehend it. They have buried Utah inches deep in ice to save the "Mormon" people from ignorance of which they were not guilty and moral ideals in which they were not believe, and with which they were in as great a revolt as the well meaning people who have directed approval and invective against them.

RECLAIMING WASTE PLACES.

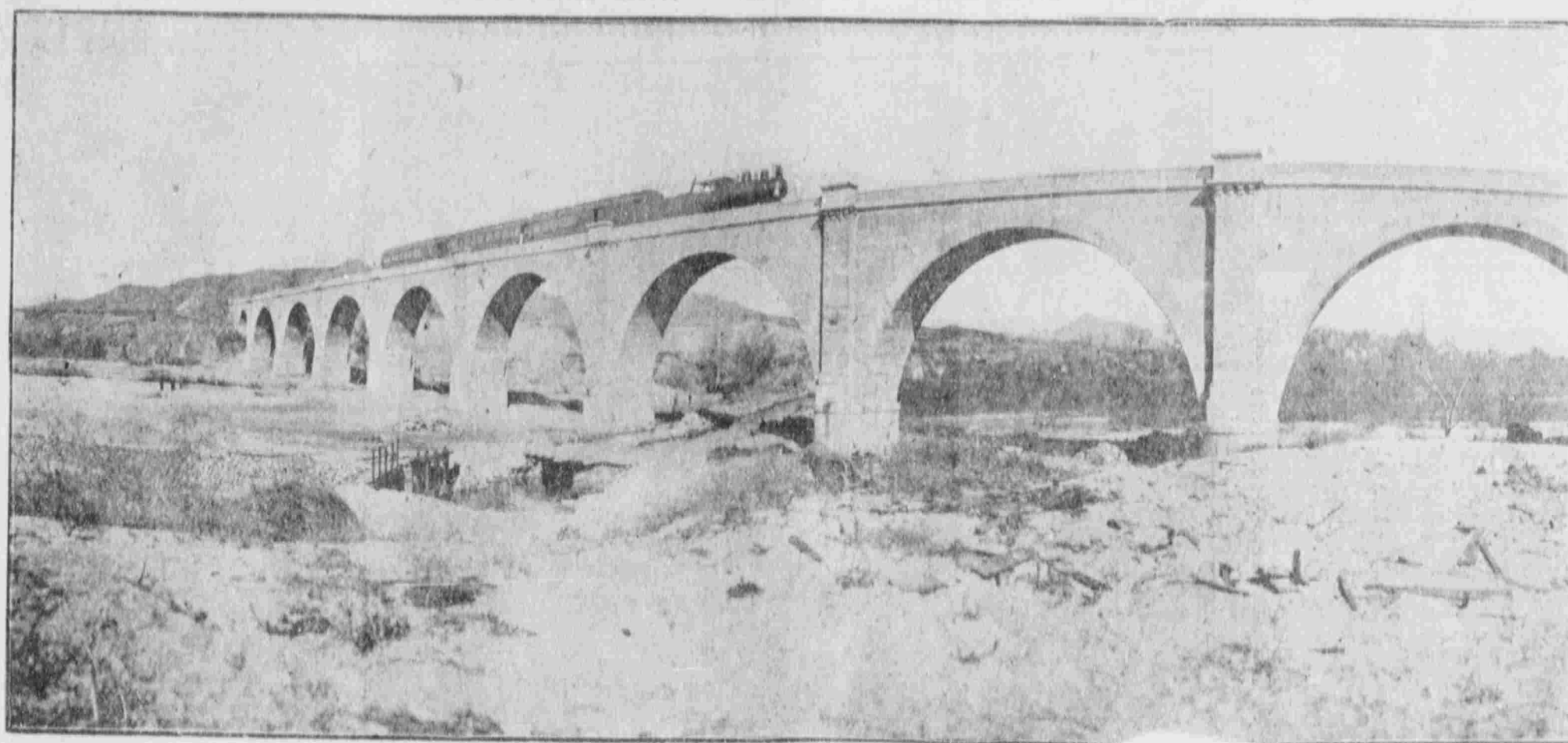
The salvation of the "Mormon" people has been that they have not believed as was accused, and have not been busy in the things for which they were attacked, but have gone steadily forward in lines of industry, home building, settlement of waste places, and progress back into the world from which it was hurled into the arid deserts of Utah in 1846, until now the chief city of the "Mormon" people is the chief city of the mountain country, and her resources demand a new route joining her to the country stretching to the southwest and to the sea.

FOUNTAIN OF EARLY HOPE.

The opening of this road fulfills much of early "Mormon" hope and promise. Brigham Young has been accused of seeking isolation in the shadows of the Rocky mountains. Full many are those who will tell the story of a Mountain Meadow massacre, which occurred there from any "Mormon" settlement and in the heart of an Indian country, and which was duplicated all along the route to California, and in which only one renegade "Mormon," cast out from the Church, and a wanderer with Indians, participated. But while hostile lives who will there be to tell the story of Hahn's Mill massacre, and the death of the founders of "Mormonism," and the sorrow laden trail of the handcart companies from Illinois to Pioneer square?

THE BATTALION MARCH.

Brigham Young was accused in this spirit of seeking isolation from the world. The loyalty of his people proved by sending out 500 of his strongest men from their camp in the winter wilderness at Council Bluffs, to march through the southwest in the war against Mexico. His desire for reconciliation with the world and the American people he proved by sending out two exploring parties to seek a wagon route and a railroad route to southern California, and to southern Utah. Information gathered by these companies is included in memorials to Congress asking for a transcontinental railroad nearly 17 years before the first wedding



SANTA ANA, WORLD'S LARGEST CONCRETE BRIDGE—ON THE SALT LAKE ROUTE.

of the first transcontinental rail at Promontory.

Here are extracts from these petitions to Congress, as they are found in Vol. 1, Chap. 24, of Whitney's History:

MEMORIAL TO CONGRESS FOR THE CONSTRUCTION OF A NATIONAL CENTRAL RAILROAD TO THE PACIFIC COAST APPROVED MARCH 3, 1852

Y our memorialists, the governor and legislative assembly of the Territory of Utah, respectfully pray your honorable body to provide, for the establishment of a national railroad from some eligible point on the Mississippi or Missouri River to San Diego, San Francisco, Sacramento or Astoria, or such other point on or near the Pacific coast as the wisdom of your honorable body may dictate.

Your memorialists respectfully state that the immense immigration to and from the Pacific requires the immediate care, guardian attention and fostering assistance of the greatest and most liberal government on the face of the earth. Your memorialists are of the opinion that not less than 5,000 souls have perished on the different routes within the last three years, for the want of proper means of transportation.

That an eligible route can be obtained your memorialists have no doubt. Being extensively acquainted with the country, we know that no obstruction exists between this country and San Diego, and that iron, coal, timber, stone and other materials exist in various places on the route, and that the settlements of this territory are so situated as to amply supply the builders of this road with materials and provisions for a considerable portion of the route, and to carry on an extensive trade after the road is completed.

GRIP OF IRON BANDS.

Your memorialists are of the opinion that the mineral resources of California and these mountains can never be fully developed to the benefit of the people of the United States without the construction of such a road—and last, though not least, the road therein proposed would be a perpetual chain of iron bands that would actually hold together our glorious Union, with an imperishable identity of mutual interest, thereby consolidating our relations with foreign powers in times of peace, and our defense from foreign invasion by the speedy transmission of troops and supplies in times of war.

Brigham Young wanted the railroads. The memorial to Congress was presented to that body by Delegate Bernhisel. He was laughed at and told that he was a hundred years ahead of the age. Instead of the seventeen which history proved him to be, Brigham Young then took the matter up in a message to the Legislature Dec. 12, 1853.

"Utah! Fair Utah! behold her," the message read, "in the midst of the snow-capped mountains, narrow valleys or extended plains; no navigable river penetrates her surface, nor proceeds from her mountain fastnesses, on which to bear to her bosom the commerce of the nation."

THE OLD OX-TRAINS.

"The iron horse has not yet found his way along her narrow valleys, nor yet have the lightning wires conveyed to her citizens the latest news. In silent grandeur she reposes, content in her internal resources, unacquainted with the hurried excitement of the day or the passing wonder of the fleeting moment. For weeks, aye months, the ox-trains drag their heavy weights along with whatever mail matter might

have been entrusted in a day long since past and forgotten.

UTAH'S EARLY DAY ISOLATION.

"Perhaps there are no people in this age of rapid communication so isolated as ourselves.

"In our internal intercourse we have frequent exchanges with each other, but outside of this narrow compass, from two to seven months frequently intervene without a word from any source beyond the limit of the Great Basin.

"It would seem probable that if the authorities at Washington could only realize themselves in our position in this respect they would exercise a little clemency and use a little exertion to let us hear from them as often as twice a month, if not weekly.

"We recognize in the Pacific railway a work worthy of attention of a great

Legislature.

Hardly had his band of pioneers settled in Salt Lake valley before he began to explore the country, to find a way out to the Pacific that the isolation of his people between the two mountain walls might be less. Two companies went, one in the winter of 1849 and '50, headed for the country south of Salt Lake, and one in March, 1851, headed for the ranch of San Bernardino, in California, where they hoped to establish an outfitting post for travel to Utah from San Pedro harbor and the city of Los Angeles.

PARLEY P. PRATT'S DIARY.

Of both of these parties Parley P. Pratt was a member, and kept an accurate diary of the day's work each day. His narrative is a tale of the folk

we again started, the snow being from three to four feet deep in a level. The men went ahead on foot, the entire company men and animals, making but one track. The person breaking the track would tire out in a few moments, and giving place to another would fall into the rear. This day we made nine or ten miles and camped in a mountain pass, 15 miles south of the Sevier river.

FIRES IN THE SNOW.

"Thursday, 26th.—It was long after night when we walked into camp, waist deep in snow, and shovelling away the snow we made fires, spread our blankets and sank down to rest, being entirely exhausted—our animals either tied to cedar bushes without food, or wallowing up the hills in search of bare spots of bunch grass.

"Friday, 27th.—We were obliged to leave several of our animals which

in vain to thaw out our frozen shoes, stockings and the bottoms of our drawers and pants, we huddled ourselves in our blankets and lay trembling with cold a few hours.

RELIEF SENT OUT.

"Monday, 28th.—Arose long before day, lit a few mouthfuls of the last black frozen biscuit remaining. Saddled our animals, and after another laborious day, living on a piece of biscuit and a few berries, we started on our journey at dark, with a posse of men and animals, with provisions and sent back same night.

"These picked up one of our men whose name was Taylor, who had wandered off ahead of the rest, and had reached Provo at dark, with a posse of men and animals, with provisions and sent back same night.

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"This came to an end the first exploring company towards the southwest into the country that now hopes to see its riches opened up to commerce through the completion of the railroad down to the southwest sea.

When one pauses to read this simple narrative of a "Mormon" in pioneer years, and to realize that he and his fellow "Mormons" were engaged in this kind of work while statesmen in Washington were organizing the Johnston's army to come west and investigate the rumors of a "Mormon" kingdom in the Rockies, one can gain some idea of why the inches of trails that have been spread over Utah to redeem her have gone afield in their purpose, and why "Mormonism" didn't die when they killed its founder that they might exterminate it, and why it was not carried by Brigham Young into his grave with him. A significant fact about "Mormonism" is that while numerous of its detractors have battered their lives at sea, at its progress, have sunk into the unbroken graves of those that live on what they hate, the names of Brigham Young and his pioneers in the western mountains grow bolder and more respected with the passing of every year.

San Pedro Harbor

As a Port of Safety.

SAN PEDRO harbor is 20 miles from the city of Los Angeles and is the western terminus of the Salt Lake Route.

Great things are expected of this accessible deep-sea haven of refuge for storm-tossed vessels as soon as the Panama canal is completed. The importance of such a harbor to the Pacific coast is self-evident. The land and outlet of Utah will naturally find its outlet there. When the big canal is completed San Pedro will be the nearest United States port on the Pacific coast having adequate railroad connections, and will consequently get the bulk of the commerce which is to be distributed in the southern interior.

The fight over the choice of San Pedro for such a destiny is a matter of record. The splendid defense put up by T. E. Gibson and his associates against the building and other facilities resorted to by Collis P. Huntington is now ancient history. It is enough to say that San Pedro was eventually the site chosen by the United States government as the most eligible and advantageous for a harbor suitable for vessels

of deep as well as light draught. As a natural harbor it is already the best south of San Francisco, and when the government work now in progress shall have been completed it will be one of the finest in the world. The inner harbor will then embrace an area of 1,000 acres and will have a water front of about 12 miles for docking. As Liverpool, England, has some nine miles of docks along the Mersey comments are superfluous.

At present the inner harbor, a long estuary, has been improved by the government and used by vessels of moderate draught. The breakwater that is being constructed by contract will protect the inner harbor of the Pacific and also will enable the biggest of ocean-going liners to lie alongside the wharves and discharge their cargoes or take on shipments for the orient and the west of Europe.

The natural point of the inner harbor at its narrowest point is some 600 feet wide, which is greater width than is encountered at Glasgow, Scotland; New Orleans or Baltimore, while its water-front, it is claimed, will be more extensive than that under the jurisdiction of the state board of harbor commissioners at San Francisco.

Torrendal Island runs along one side of the inner harbor and forms one side of the outer harbor. Here the Salt Lake Route has its terminals along the tidewater front.

Recently Capt. W. B. Corfield of Cardiff, Wales, partner of the Marquis of Bute and one of the largest owners of steamships and sailing vessels in the world, made a careful study of the situation. He came to the conclusion that San Pedro would, with the completion of the Salt Lake Route, become one of the principal ports on the Pacific coast of North and South America, if not the leading seaport of all. He felt certain that it would be the leading port for coal, because the coal from Utah could be so easily transported to the sea and could be sold cheaper than anywhere else on the Pacific coast south of Seattle.

Capt. Corfield called attention to the fact that London's insurance companies offered a cheaper rate for vessels clearing from San Pedro harbor for the orient than from any port to the north. This is because the ships' course would be off the line of stormy seas. For this reason vessels in the future will take on cargoes at Seattle, Tacoma, Portland and San Francisco, loading down to the limit allowed there for a certain rate of insurance. Then they will come down to San Pedro to take their coal, being allowed by the insurance companies to load down heavier without an increase of insurance.

San Pedro has undoubtedly a magnificent future. With the completion of the Salt Lake Route Los Angeles will be nearer San Francisco to Salt Lake City by 135 miles, to Denver by 211 miles, (this not counting the Salina cut-off), Omaha, 32 miles; Kansas City, 181 miles; St. Louis, 403 miles; Chicago, 552 miles, and will bring Los Angeles 600 miles nearer to Salt Lake, a great saving in time and haulage.

When the isthmian canal is completed the change will come immediately marked. Under existing conditions ships rounding Cape Horn from the Atlantic swing out for the mid-Pacific in order to take advantage of the trade winds that will waft them San Francisco-wards. With the opening of the canal they will come up from Panama hug the coast, to touch at the first American port to discharge their cargoes.

The first American port with railroad connection will be San Pedro, about 600 miles nearer the isthmus than San Francisco.

San Pedro also is better situated when it comes to Australian and Hawaiian freights. The same can be said of consignments to the Philippines. Following the completion of the railroad and the harbor, it is promised that there will be a line of big steamers plying from San Pedro to oriental ports.

The harbor is now rapidly approaching completion as far as the work on the breakwater is concerned.

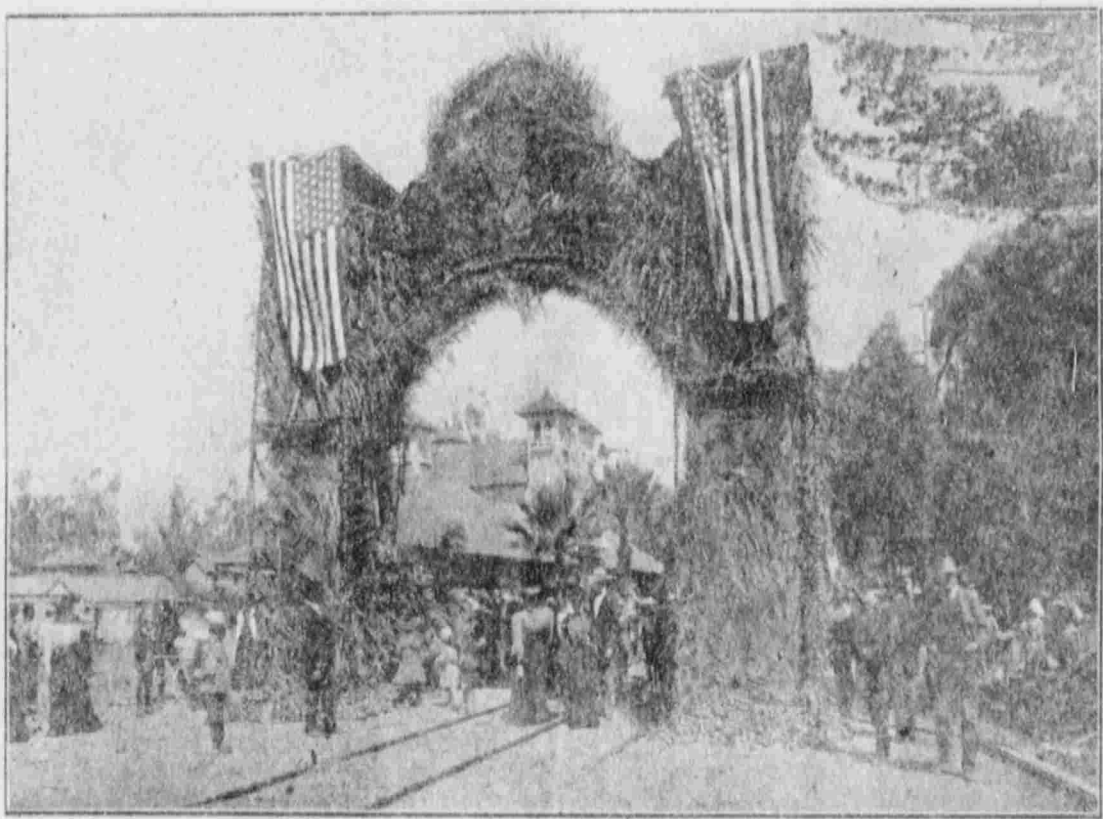
The first load of coal for the breakwater was dumped from one of the barges into the ocean by President McKinley touching an electric button in his library at the White House, April 28, 1899.

The contract for the great undertaking by the government called for a breakwater 8,500 feet long. The depth at mean lower water along the site of the work varies from 24 to 32 feet. This calls for nearly 3,000,000 long tons of rock or about 150,000 carloads. At a point 12 feet below low water the wall is 30 feet wide and on top it tapers to 20 feet.

Congress has made provision for the expenditure of nearly \$5,000,000 for this work. As much more has been appropriated in annual instalments for dredging and otherwise perfecting the inner harbor.

Aside from the commercial phase of Terminal Island it has its pleasure features. Brighton Beach is a part of that magnificent natural esplanade that flanks the Pacific ocean. Here abound beautiful homes of men of wealth and refinement who have erected abodes for health and recreation. Two piers run out from the beach affording opportunity for fishing, while the strip of sand between them makes ideal bathing and wading the year round.

Another feature is that the shore has an east front, thus escaping the glare of the afternoon sun, a drawback that is a feature of other Pacific coast seaside resorts. From the fact that it is an island visitors have their choice of bathing in the still waters of the bay or tumbling into the rollicking surf of the ocean.



FESTIVE OCCASION AT RIVERSIDE. How the People of That City Celebrated Advent of the Salt Lake Route.

and enterprising people; and pass where it will we cannot fail to be benefited by it. The present overflowing coffers of the public treasury seem a prophetic omen for its speedy accomplishment, if Congress exercises caution and wisdom for the benefit of the nation, which will secure to herself the greatest political, as well as a pecuniary advantage, possessed in the century in which we live.

DEATH INTERRUPTS.

"Owing to the death of the deeply lamented Captain Gunnison and a portion of his party, who were engaged in exploring a route for this road through this region of the country, it is possible that its advantages may be measurably lost sight of, or remain unknown until a location of some route is made. I have therefore thought proper to call your attention to this subject, hoping that the interest which is known to exist in favor of this route, will not permit it to suffer for the want of proper representation in Congress."

Brigham Young did more than men-

who overcome, told in the glow of simple truth, and is worth the reading for its own sake.

Of the first exploring company, which once past Fort Provo, was beyond the ken of even frontier protection, and which penetrated as far as the confluence of the Santa Clara river and the Rio Virgin, he says:

"I received a commission from the Governor and Legislative Assembly of the State of Deseret to raise 50 men, with necessary teams and outfit, and go at their head on an exploring tour to the southward. The company was soon ready for a march into the dreary and almost unknown regions of southern Utah. Our company had 12 wagons, 1 carriage, 34 yoke of cattle, 7 beavers and 38 horses and mules. Average of four, 150 pounds to each man, besides crackers, bread and meal. On, flocks, firearms, ammunition in proportion.

"At Capt. John Brown's, on Cottonwood, 23rd November, 1849, at 3 p. m. a meeting of the company for exploring the south was convened.

"Voted, That Parley P. Pratt be president of the company; carried unanimously.

"Voted, That John Brown be captain of fifty; carried unanimously.

"Voted, That W. W. Phelps act as topographical engineer; carried unanimously.

"Voted, That Ephraim Green be chief of fifty; carried unanimously.

"During our exploring expedition we traveled between 700 and 800 miles. In much of this distance we made the first track; and even the portion which had before been penetrated by wagons was so completely snowed under that we seldom found the trail.

"It was during these toils and perils that I composed the song beginning, 'O come, come away from northern blasts retiring,' which became quite a favorite with singers in camp, and seemed to beguile the tedious winter evenings around the camp fires.

"Jan. 31.—Having been on our homeward journey some 20 days, and it snowing severely, we remained in camp. We held a council, and finding that our provisions would only sustain half of our company till spring, and traveling with the wagons was impossible, we decided upon leaving half of the company to winter there with the wagons and cattle, and the other half, with some of the strongest men and horses, should attempt to reach Provo. The southern frontier—deserted upwards of 100 miles. The company that remained were mostly young men without families.

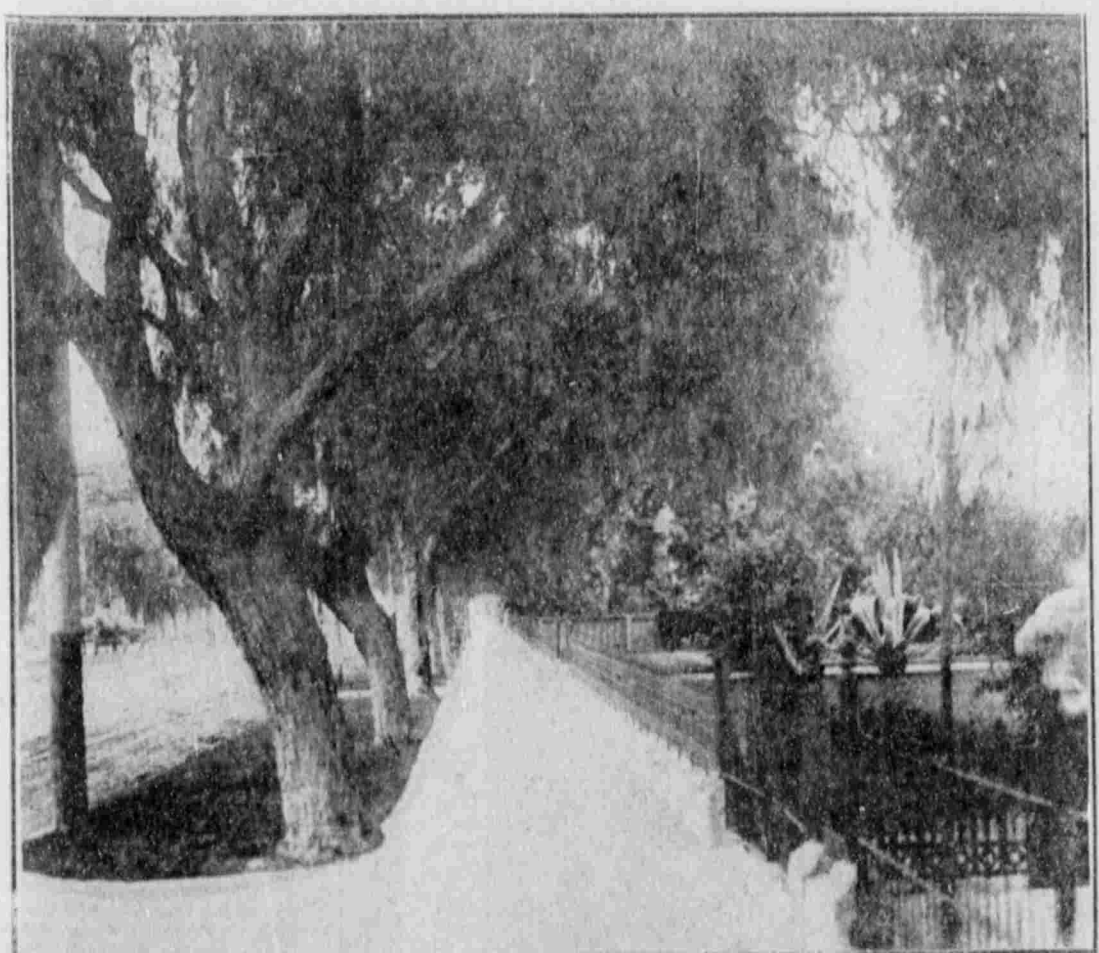
ARDUOUS EXPERIENCES.

"Jan. 31.—In the morning I was still sick, but about noon had faredwell to those who stayed, mounted a mule, and, with upwards of 20 men and animals, we commenced our wallowing in the snow. We made about nine miles, and camped in a cedar thicket. Being unable longer to sit on my mule, or stand on my feet, the snow was shoveled away, some blankets spread, and I lay down.

Wednesday, 23rd.—I was better, and



A LOS ANGELES PARK SCENE.



A LOS ANGELES SIDEWALK.