

ROAD TO THE COAST.

C. O. Whittemore on Building a Railway From Salt Lake to Los Angeles.

REPORT TO THE BOARD OF TRADE.

What is Said of the Little Terminal and the Amount of Money the Company Has Expended.

Mr. C. O. Whittemore of this city, who has long been an earnest advocate of the scheme to build a road from this city to the coast, and who has spent much of his time at Salt Lake, has submitted the following to the president and board of directors of the Chamber of Commerce:

Gentlemen:—While on my way to Los Angeles in December, 1892, I received at San Francisco a letter from President Donnell and Secretary Hays of the Salt Lake Chamber of Commerce, requesting me, as a member of the Chamber of Commerce committee on proposed railways, to devote some time to the study of the proposed route from this city to Los Angeles and the Pacific Coast.

In response to this request, I devoted some time during my three months' stay in California to the study of the proposed route, and to the increasing interest that I found already existing among all classes of people in this part of the country, and to the fact that the proposed route to the coast that would be extended from that quarter to such an extent.

While I found a great interest manifested by all classes of people in the project, and a great desire existing that the road should be built, there was a feeling, when accompanied, would not Salt Lake and Los Angeles have more than say things that have ever happened to them, in this particular, I was very much struck with the similarity between the people here and there. In my investigation of this project, I found in what is designated as Southern California, a population of about 1,000,000, occupying a country and raising and cultivating a soil that would furnish a quantity of products from which much can be realized more money than the area than any land on the face of the globe.

I found a country where fruit and vegetable products amounted to nearly \$100,000,000 in 1892. I found a country that is an excellent soil, and which will in time and which is capable of supporting a population of 2,000,000, and whose products will eventually amount to over \$1,000,000,000. In addition to this condition, I found a people who were without coal, iron, copper, lead, silver or any precious metals, and whose country, bounded as it is, which our country is a rich one, which our country is a rich one, which our country is a rich one.

As a result of this investigation I naturally became very much impressed with the idea that Southern California was just the country that Salt Lake should go to, by building a railway line to it. From many interviews with teachers, merchants, business men, farmers and laboring men, I became further impressed with the fact that Salt Lake City should take a vigorous hold of this railway project as it is a line through Los Angeles and the coast to the harbor of San Pedro and to the cities in the vicinity of Los Angeles, in order to be in a position to cooperate with another railway company who should desire to build this country from the east. This country has already expended about \$12,000,000 in a securing rights of way through the city and surrounding country and to the harbor, and is building suitable harbor facilities, so that the company is in an excellent position to join with a similar enterprise at this and now carry the great enterprise to completion.

We are fully acquainted with the great advantages which will accrue to the building of the road; it is a question of time.

In my more or less extensive travels, the great question that presented itself to me was, how can this project be incorporated so as to insure success? The main or the primary object of this road will be to give the people of this city a direct route to the coast, and to give them a direct route to the coast, and to give them a direct route to the coast.

The First National Bank of Deseret, Utah, was organized in 1863, and has since that time been a leading financial institution in the Territory. It has a capital of \$1,000,000, and a surplus of \$500,000. It has branches in Salt Lake City, Ogden, Provo, and other places in the Territory.

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