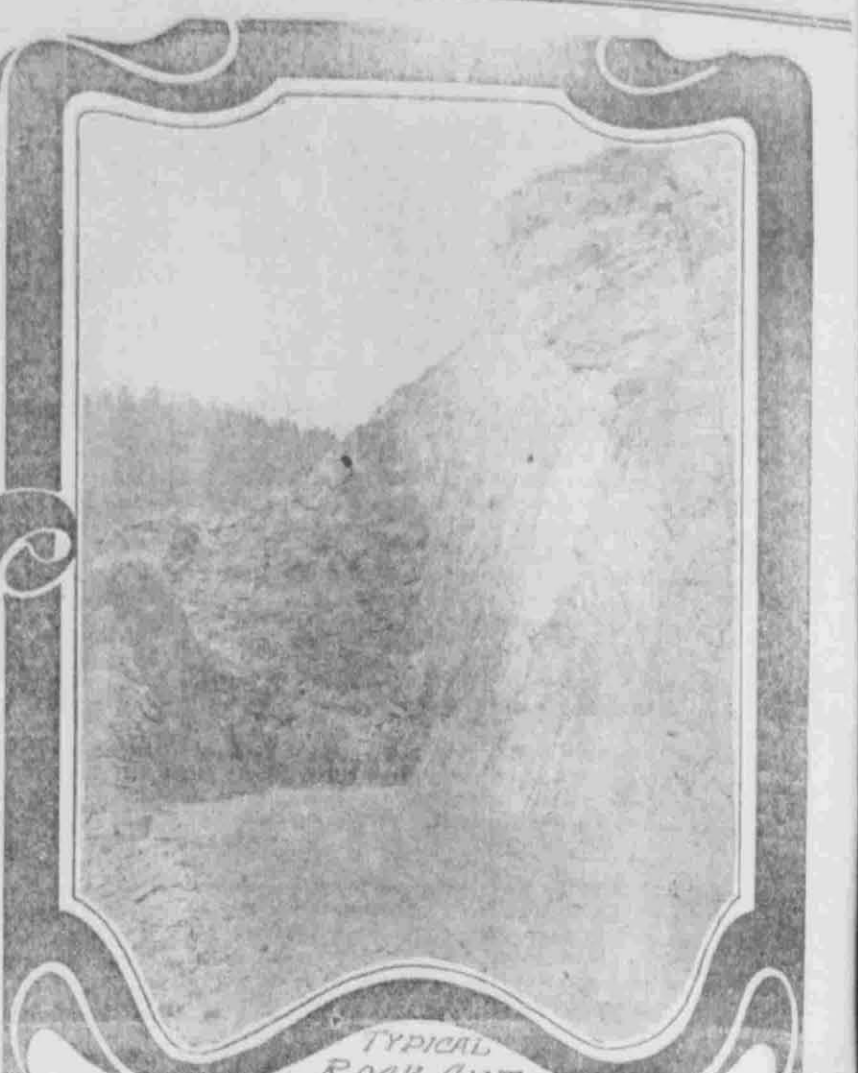
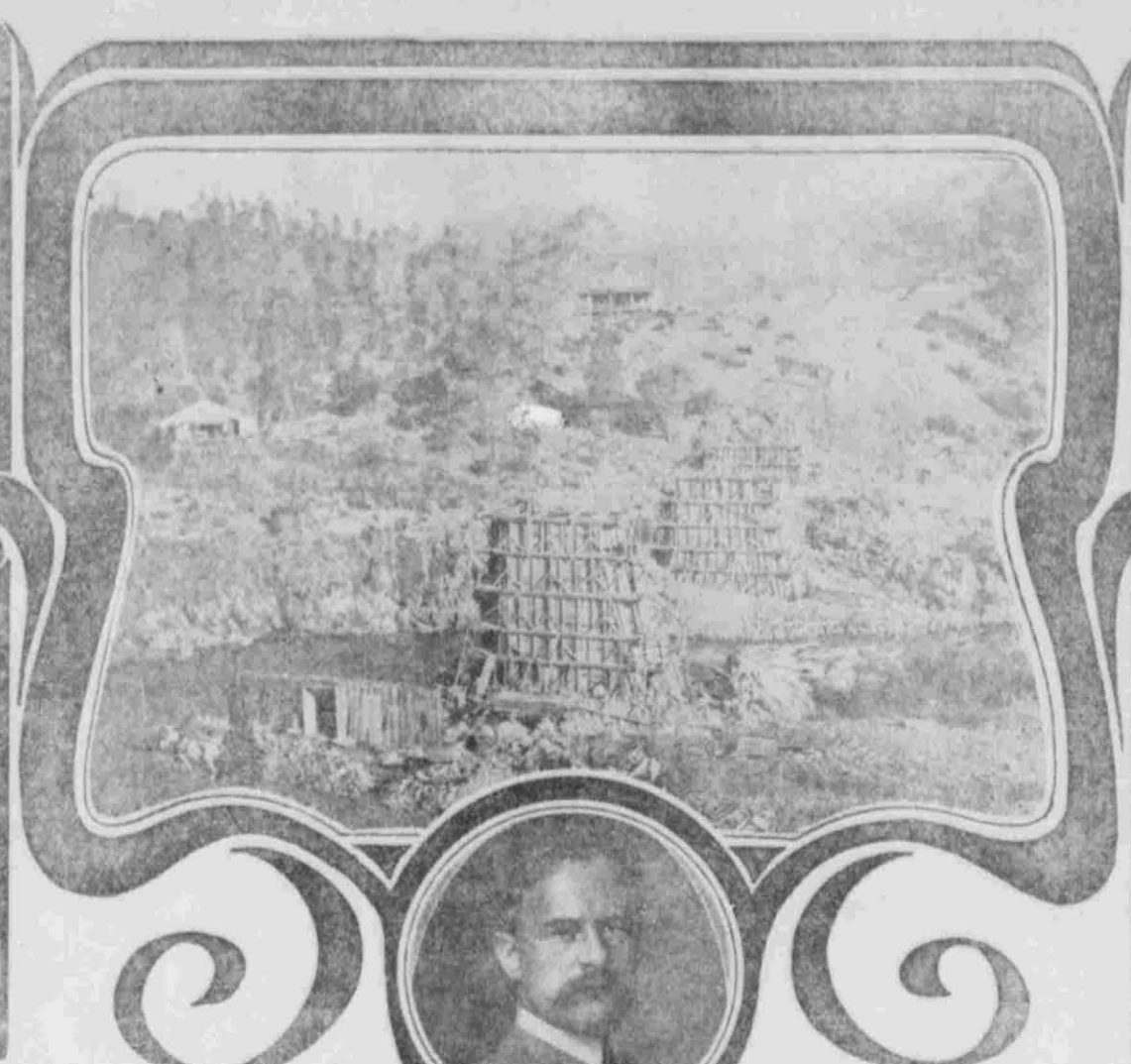
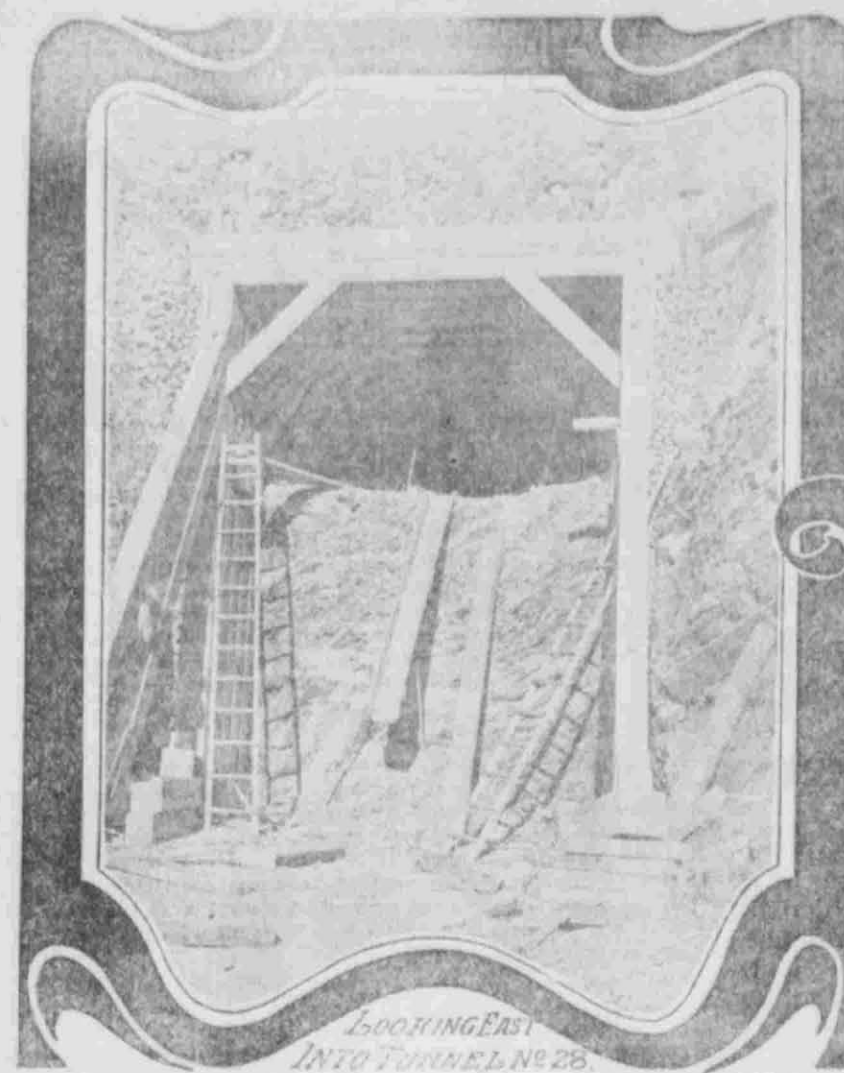


George J. Gould's Projects Are Nearing Consummation.



Western Pacific in a Nutshell.

	Length	Grading	Track laid
Utah	122	122	122
Nevada	427	268	65
California	240	251	120
Total miles	809	641	207

From 12 to 15 months may be consumed in finishing the line. The distance, 829 miles, is from the R. G. W. depot in Salt Lake to the Ferry building in San Francisco. Sept. 12 saw the Nevada-Utah line crossed by tracks. There has been 21,500,000 yards of material moved, each month sees more work done on the Western Pacific than there is on the Panama canal for the same month. There are 1,500 men and 3,000 horses at work along the line. There are 41 tunnels on the road aggregating 45,000 feet, equal to eight and a half miles. There are 72 steel bridges aggregating 15,000 linear feet. Four will be completed by the first of January.

Western Pacific, Last Link in Gould's Chain.

JUST a year ago the "News" in its Christmas edition announced the commencement of work on the Western Pacific. It said "At this time the road has barely started to cross the great American desert." Work during 1906 was rather disappointing to those who anticipated seeing thousands of men tearing a grade through mountains and building the line through gulches. Owing to extreme labor difficulties work could be carried on intermittently only. This year has seen a change for the better; thousands of men have been working steadily and the line reaches from this city to Wells, Nev., a distance of 215 miles, and were it desirable or feasible, trains could be running over this long stretch before the new year comes in. All along the line heavy construction gangs have been stationed working in both directions and as a result of the progress made during the year just coming to an end the completion of the line by April or during that month is a certainty. Never was the building of road so fraught with significance, never was a city so eager to have a connection with distant ports consummated as Salt Lake has been to see Gould's latest achievement finished.

What Has Been Done

Work has been accomplished during the year 1907.

Transcontinental as everyone knows means across a continent. So when George J. Gould decided to put himself at the head of a transcontinental line he had in mind a railroad which would connect both coasts of the United States. It took years to acquire this railroad, and that but a few years ago he had acquired lines which stretched westward from Baltimore and reached as far west as Salt Lake. The purchase of the Rio Grande, made upon the recommendation of Virgil G. Bogue, Gould's right hand man and one of the most famous engineers in the world, was Gould's latest strategic move towards making his life's dream a reality before the Western Pacific was born. When the country learned of Gould's purchase of the Rio Grande it was asked "What next?" Gould was not ready to answer, but calling Mr. Bogue, the great builder, asked clearly, "Bogue, can you build me a line from Salt Lake to the Pacific coast?" Mr. Bogue nodded his head that he understood that, and the conference, thus was the Western Pacific born.

As in the case with any line of rail, the first step was to build a road, and it was Oct. 12, 1906, when actual construction began. Prior to this, however, the company was organized to insure sufficient money to cover the cost of building the proposed line. Mr. T. J. Jeffers says that every cent was raised and deposited to the company's credit before a shovel or dirt was thrown. April 21, 1905, Mr. T. J. Jeffers wrote: "I have signed with three banking firms for financing the Western Pacific and I signed the contracts for that company. It covers the sale to the bankers of \$500,000 of Western Pacific bonds and insures the building of the road as rapidly as possible." Mr. T. J. Jeffers was elected as the head of the new company and the tremendous undertaking of assembling men and materials began. Since October of last year hundreds of workmen

and powerful steam equipment have been tearing through mountain and cutting gulches.

New Road's Route

With a few minor changes this remains as described at frequent intervals in the news. The Western Pacific tracks connect with those of the Rio Grande in this city on Sixth west street and running west across the Jordan near those of the Salt Lake Route. For seven miles the line runs almost due west and then strikes the southern shore of the lake, passing the point of the mountain. The Great Salt Lake desert is crossed westerly at a tangent and from there on the line runs west to Wells in Elko county, Nevada, where work at this end is now centered. It follows the Central Pacific to Winnemucca, where the line crosses and winding southwesterly crosses the northern edge of the Pyramid Lake reservation thence southerly to Beckwith, where the line crosses the Feather river, and down the Feather river to the Sacramento valley at Oroville, thence through the great valleys of California, reaching Marysville, Buckton and Sacramento, to Oakland and finally to San Francisco.

The engineering organization of the Western Pacific is unique and shows the wisdom of its vice president and chief engineer, V. G. Bogue. To expedite construction work the line has been divided into six sections and each section put in charge of an engineer with years of experience with the largest rail systems in the west. The divisions, engineers in charge and their headquarters are as follows: First, San Francisco-Oakland, 81 miles, John T. Williams, Oakland, Cal.; second, Oakland-Oroville, 113 miles, architecturally into two sections, the first of 57 miles between Oakland and the Yuba river and the second of 56 miles between the Yuba river and Oroville under General Oliver H. Boyd, Oroville-Sparks Creek crossing, 18 miles, General Oliver H. Boyd, Sparks Creek crossing, 18 miles, J. G. Jamison, Oroville, Cal.; third, Sparks Creek-Oroville, 113 miles, architecturally into two sections, the first of 57 miles between Sparks Creek and the Yuba river and the second of 56 miles between the Yuba river and Oroville under General Oliver H. Boyd, Sparks Creek crossing, 18 miles, General Oliver H. Boyd, Sparks Creek crossing, 18 miles, J. G. Jamison, Oroville, Cal.; fourth, Sparks Creek-Oroville, 113 miles, architecturally into two sections, the first of 57 miles between Sparks Creek and the Yuba river and the second of 56 miles between the Yuba river and Oroville under General Oliver H. Boyd, Sparks Creek crossing, 18 miles, General Oliver H. Boyd, Sparks Creek crossing, 18 miles, J. G. Jamison, Oroville, Cal.; fifth, Sparks Creek-Oroville, 113 miles, architecturally into two sections, the first of 57 miles between Sparks Creek and the Yuba river and the second of 56 miles between the Yuba river and Oroville under General Oliver H. Boyd, Sparks Creek crossing, 18 miles, General Oliver H. Boyd, Sparks Creek crossing, 18 miles, J. G. Jamison, Oroville, Cal.; sixth, Sparks Creek-Oroville, 113 miles, architecturally into two sections, the first of 57 miles between Sparks Creek and the Yuba river and the second of 56 miles between the Yuba river and Oroville under General Oliver H. Boyd, Sparks Creek crossing, 18 miles, General Oliver H. Boyd, Sparks Creek crossing, 18 miles, J. G. Jamison, Oroville, Cal.

Labor Difficulties

The Utah construction company has big contracts in all of the divisions within the state lines of Utah and Nevada. As is shown, the year 1907 has seen a great progress made in spite of many grave conditions. The only feature worse than the scarcity of labor was the utter unavailability of the labor supply. Owing to the fact that in the mountain fields along both sides of the tracks, men could not be kept any length of time. Hundreds of white slaves were brought on from the east at the company's expense at regular cost of transportation—but

one tenth of the men never stayed on the train to destination. They sent forward in all directions, leaving behind rolls of blankets, which they had displayed to the labor agents in the eastern cities as an expression of good faith. The blankets represent a total expenditure of a few dollars; the individual transportation, \$50 or \$60, surely a farcical procedure and an injustice to the railroad companies.

When the Southern Pacific was built the aim was to get a line through from Ogden to San Francisco by the eastern route. While the Western Pacific virtually parallels the Harriman line, there is a marked distinction between the two roads. The builders of the Western Pacific paid regard to operation rather than construction. Difficult engineering features were disregarded in the determination to secure operative efficiency. The grade being hewed through the Sierra Nevada mountains is a piece of work second to none in the world. While the Western Pacific is 143 miles longer than its neighboring competitor, the Central Pacific has a grade of 24 and many 15-degree curves, while the maximum grade on the Gould line will be 1 per cent, as explained, and maximum curvature, 8 degrees. The Harriman line crosses the Sierra Nevada at an altitude of 7,019 feet, while the Western Pacific pierces them 2,000 feet lower. In doing this it eliminates the necessity of maintaining snow sheds, of which the Central Pacific has 40 miles.

The plane of line between Spring Garden tunnel and Oroville could have been 45 miles shorter had not the Gould builders persisted in keeping a low grade. The Middle Fork of the Feather river was selected instead of the North Fork; the latter route would have involved a drop from an altitude of 4,000 feet, which would have raised the gradient to 14 per cent. After leaving the Spring Garden tunnel the tracks make a complete loop, known as the Williams loop. There is a difference in altitude of 53 feet where the tracks cross and in making the loop trains travel in a circle some 5,000 feet. This explains how no expense or labor have been spared to make the Western Pacific an ideal one from an operative viewpoint. When completed trains can maintain excellent time over the entire distance between Salt Lake and Oakland—while climbing over mountain ranges the train will be able to speed as easily as if traveling through meadow-land.

Invasion of The Great American Desert by Army of Engineers, Construction Gangs and Track Layers

The absolute unreliability of river canyons in the Sierra Nevada was brought to the notice of Gould's watchful engineers while the country to be traversed was still under investigation. The high water mark is unaccountably high and the actions of the rivers sudden and violent. Spring floods make the canyons veritable rivers of immense depth and force. Exhibitions of the deceptiveness of the rivers led the engineers to include in their plans, work which would insure perfect safety from floods, etc. As a result nothing wooden is being built along the line. Trestles were abandoned in favor of earth fills; concrete masonry and steel structures. While expensive, this work has already stood several tests and despite bad weather has stood firm and unshaken. Culverts placed wherever water meets the line have more than handled the streams; they were found to be too large, rather than too small. No matter how arid a stretch of country appeared during warm weather, it was not slighted. During heavy storms the engineers in charge went over the line and by personal inspection learned their country like books. Ample surfaced ditches were built to carry the water either way or to the culverts. This shows the extreme precautions taken to make every foot of the line safe and solid as human ingenuity can make a road. The Western Pacific is a monument to the ability of V. G. Bogue and his corps of capable assistants.

Forty-three tunnels are to be bored along the line to maintain the 1 per cent grade. The total tunnel mileage will aggregate 45,000 feet or eight and a half miles of underground trackage.

Immense Tunnel Mileage

MINIMUM GRADE, FEATURE OF THE NEW LINE

While Western Pacific is 143 Miles Longer Than Its Neighboring Competitor Gould Line Reduces Maximum Gradients Over 100 Per Cent., Thereby Affording Cheaper and More Rapid Operation.

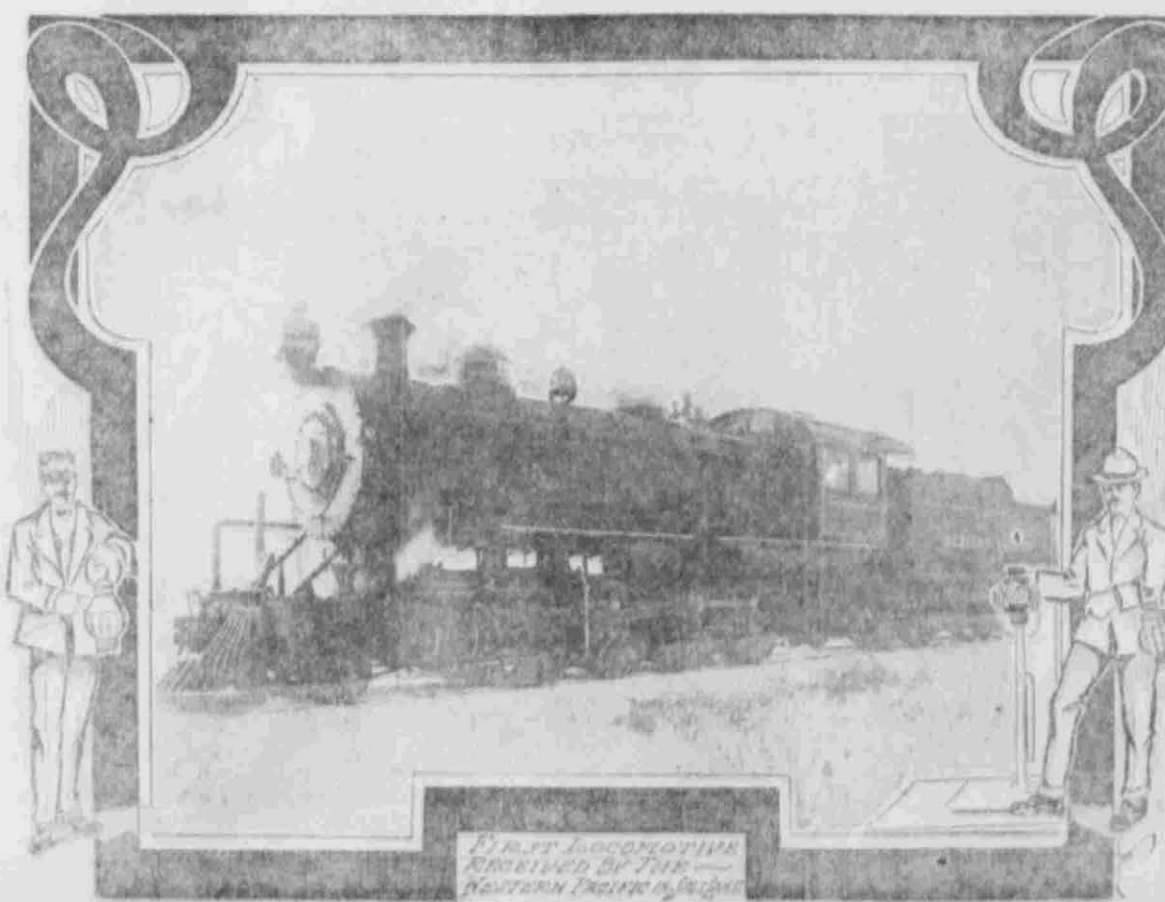


Photo by Harry Shipter.

The longest is the Spring Garden tunnel, which will be 1,200 feet, or over a mile long. The Beckwith or Beckwith pass here will come next with a length of 600 feet. Other long ones will be the Flower Lake tunnel, 504, and Niles canyon, 400 feet. Work at several points is well under way, but it is not expected these tunnels will be ready when the rest of the line will be temporary loops will be used until the heavier work can be put into permanent construction. It is said the estimated cost of building the Beckwith tunnel, alone, is nearly \$1,000,000, and as this is probably a conservative estimate, some idea of the money being spent by Gould for a Salt Lake-Oakland line may be obtained.

Utah received a tremendous impetus in every way when its first connection with the coast was established. The state simply leaped ahead when the Harriman "Pacific," Southern, and Union, put this state on a line running from the far east to the extreme west. When Senator Clark completed his line between Salt Lake and San Pedro another sudden growth began. Now Gould is finishing a third line, one which will not only put Salt Lake into direct connection with San Francisco, that open port of the Pacific coast, but which will effect a transcontinental line, with Baltimore at the eastern end, San Francisco on the western end, and Salt Lake on an equal footing with the largest cities in the east. Almost unlimited territory is opening up for Utah's varied resources. There is almost nothing Utah does not produce and with lines stretching in all directions from the state's capital and natural center, Salt Lake becomes the distributing point for a region so vast as to cause wonder. No dream could be brighter; but this is a glorious reality, made so by bold railroad giants to whom the expenditure of millions is nothing when done to acquire territory, for both consumption and production. As Salt Lake is the center of a most valuable of valuable territories, the expenditure of millions to put railroads through this city is explained, the value of the immense projects working themselves into rapid completion can be realized, partially at least. The prediction that Salt Lake will be a big, bustling city, second to none in the west, or in the Union, for that matter, is not a bold prophecy after all.

Terminals and Depot for Rio Grande System.

RAILROAD giants in whom Salt Lake, Utah and the west generally are particularly interested are E. H. Harriman and George J. Gould. This is the story of George J. Gould. His railroad is the Denver & Rio Grande, of which the Rio Grande Western is a part. The system connects Salt Lake and Denver. The dream of Gould's life—the completion of a transcontinental—is fast becoming a reality as the Western Pacific cuts up the distance between Salt Lake and Oakland. With this new line in operation Gould will have a transcontinental really deserving of the name. In the giant merger effected by this quiet man and powerful interests behind him will have 19,000 miles of railroad and lines running through 15 states. Within a few months after this has been born a person will board a Gould train at Baltimore, Md., and continue in Gould's care until he reaches Oakland. In this age of big things, this is the biggest.

The Western Pacific, the last link in this tremendous chain, is given a space by itself. Here will be told how the Rio Grande has fared during the past year, highly important to Salt Lake owing to the importance of Salt Lake as the western terminus of that powerful line and because of the importance it will attain when it becomes the junction point for it and the Western Pacific. This latter development is to bring this city a union depot and terminal serving a million dollars and immense shops to cost in proportion.

The income of the Rio Grande for the fiscal year ending July 30, 1907, including \$243,379.17 interest and dividends received, was \$21,653,609.89, an increase of \$1,704,181.25, as compared with the year preceding. There were purchased during the year: 1 locomotive, 3 passenger cars, 6 chair coaches, 3 dining cars, and 220 ore cars. Additional freight equipment to meet the demand of growing coal and ore traffic was authorized and an appropriation of \$250,000 was made from income as part payment. A thousand heavy freight cars are included in this order. A further appropriation of \$300,000 was made to provide for the improvement of trackage and terminal facilities to relieve congestions which have been so bothersome in Colorado and Utah, especially in this state. The management has announced officially that similar appropriations will be made without delay in view of the severity of congestions. It is explained these appropriations are being made from income as present monetary conditions are not propitious to the placing of bonds or securities upon the market.

Extensive trackage improvements and renovation have been under way during the year 1907. 7,600 tons of 85-pound steel rails being used in replacing 67 miles of main line; 1,210 pounds of the same weight steel was used in replacing worn rails and providing new trackage. The entire main line is to be rebuilt with 85-pound steel and portions of the road, where traffic is light, will be rebuilt with lighter steel.

As an illustration of how costly railroad building in the west is, it may be mentioned that the 25 miles of road constituting the branches built from Garfield to Bingham, the "High Line" and extension, necessitated an issue of \$245,000 worth of 4 per cent bonds. Additional expenditures for these branches have been authorized to cover the cost of planned trackage and facilities for housing and taking proper care of the motive power assigned to this traffic. Owing to the immense amount of low grade ore produced by the Bingham district, an enormous tonnage is increasing steadily and to handle this necessitates almost separate attention and independent operation.

Gould owns \$101,250 worth of real estate in Utah, not inclusive of the depot property along Fourth West street in this city. For the site of his proposed depot and terminals he paid the handsome sum of \$217,112.51, making his real estate holdings here represent an original cost of \$774,062.51. When it became known Gould had acquired land on Fourth West street and when he purchased the old Church farm, it was easy to guess the former was intended as a site for a depot to serve the Rio Grande and Western Pacific and the latter, a site for shops, foundries, etc. But to guess just what these improvements, themselves, were to be was not so easy until Gould finally made his intentions public. The shops and foundries are occupying a superior secondary position at present. Gould is concentrating all energy upon

the Western Pacific. But work has started on the depot also.

Added from the cost of the ground to be used as a site for the depot, the structure, attendant improvements and yards will cost \$1,800,000. This is no "estimate," as the word is sometimes used to cover a rough guess, it is the minimum cost placed upon the work planned. The depot at Salt Lake will take the eastern half of the territory, bounded on the west by Fourth West, and on the south and north by Second and Fourth south streets. The tract has been cleared of houses and trees, and surveys and excavations are now in progress. Temporary tracks have been run over the ground to permit materials being hauled to the spot where they will be needed.

The depot building will be 545 feet long, 100 feet wide, and 30 feet high, and will be a main central waiting room, 100 feet wide. The main waiting room will occupy ground between Third and Fourth streets, as the central portion of the building will face this street. The structure will be three stories up, with a 10-foot basement below. The ground set aside for the structure is surrounded by a 100-foot high wall, 10 feet thick, and 10 feet high. The building will be 50 feet wide, and 100 feet long, and will be a main central waiting room, 100 feet wide. The main waiting room will occupy ground between Third and Fourth streets, as the central portion of the building will face this street. The structure will be three stories up, with a 10-foot basement below. The ground set aside for the structure is surrounded by a 100-foot high wall, 10 feet thick, and 10 feet high. The building will be 50 feet wide, and 100 feet long, and will be a main central waiting room, 100 feet wide. 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