

THE DESERET NEWS BUILDING

And the Firms
That Built It.

AFTER two years and four months of the most stupendous work, the new Deseret News building will be ready for occupancy on Tuesday next, April 1, 1902.

This is not to say that the great edifice will have been given the last finishing touches by that time. That happy consummation will not be reached till the business office and the editorial quarters of the Deseret News are ensconced within it, and that will not be till the Annex on the west is ready for the reception of the mechanical departments, several months in the future.

But the upper floors of the new building, those leased to the Oregon Short Line for the next 10 years, will have received the 300 or more employees of the big railroad corporation, and the place will have become the profitable hive of industry that the headquarters of so great a system is bound to be.

The book, stationery and Church departments of the "News," which are to occupy the north store on the ground floor, will remove during April from across the street. The south store, where tenants will be selected from the half dozen or more firms which have put in bids for a lease, will be ready about the same time. The second and third floors are rapidly being pushed to completion, and the various institutions which long ago booked offices there will immediately move in.

Among them are such representative concerns as the Utah Sugar company, the Utah Salt company, the Salt Lake & Los Angeles Railroad company, the Salt Lake Ranch company, Joseph Geoghegan, broker of the Utah, Ogden and Logan Sugar companies, the Colorado Fuel and Iron company, Dr. Joseph S. Richards, Atty. Richard W. Young, Dr. Stauffer, Culbert & Olsen, the Western Expanded Metal company, Atty. J. F. Smith and others. A few other offices on these floors yet remain to be rented, but the likelihood is they will be disposed of before they are ready for occupancy.

The old hall of relics building—the last surviving remnant of the jubilee of 1897—which stood on the corner, was demolished in November, 1899. The first work in December saw the excavating work begun, and from that time up till the present, except only for brief pauses, during extremely cold weather, the work has been steadily pushed forward. It has been followed with an unflagging interest on the part of the public that told unmistakably the general pulse that was felt in the vast undertaking, and on every hand was heard commendation for the enterprise and public spirit that made such a magnificent building a possibility. As it began to be seen that the edifice would not only be the handsomest structure in the intermountain region, but that it would be absolutely fireproof, the demands for space within its walls became such that the idea of establishing the entire plant of the Church publishing house there was abandoned. The destructive fire which razed the Oregon Short Line office building left not only left them without a home, but emphasized the need of a proof building for their headquarters, and the leasing of the three upper stories for ten years followed. This it once rendered the necessity for another building for the "News" operating plants imperative, and the building of the Annex to the west was decided upon. It was at first planned only to build a four-story structure, but the Oregon Short Line needing a full floor in the Annex, the newspaper quarters requiring three, as well as the basement, requests from tenants continuing to arrive, and a great quantity of time and brick and other material being left on hand from the other building, it was decided to make the Annex the eight-story structure shown in the cut on the following page. Thus the Church publishing house will be provided with the modern up-to-date

quarters so necessary for the carrying on of its work, and at the same time the owners of the buildings will be put in possession of permanent revenues which will yield a very good rate of interest on the outlay, large as it has been. The total cost of the two buildings, when finished, will be over a quarter of a million dollars.

The roof of the Annex will rise above the corner building about 11 feet. The dimensions of the corner structure are 84 feet on East Temple street by 110 on South Temple. The sidewalk is excavated for 15 feet additional on both streets, giving an immense storage room. The dimensions of the Annex are 41 by 110 feet, and its basement is also excavated 15 feet under the sidewalk. The total basement area, therefore, of the two buildings, is over 17,000 square feet. The number of occupants in both buildings will not be far from 750.

The corner building, which stands six stories high, has practically eight floors, the basement being high and commodious, and the garret over the sixth floor containing ample storage space. Being absolutely fire proof, it will form a valuable room for the storage of records for both the Oregon Short Line and the Deseret News. There will also be considerable storage space in the garret to rent.

ABSOLUTELY FIRE PROOF.

The absolutely fire proof character of the building is evident at a glance to anyone walking through it. This was also demonstrated frequently during the winter by the building of bon-fires in several places throughout the structure for warming the workmen and drying the plaster. There was then absolutely no wood work with which the flames could communicate. In its finished condition the only wood in the entire structure will be the oak casings around the windows. The walls are of stone and brick, the stone being Nebo brownstone, selected on account of its toughness, durability and handsome color, the columns and pilasters are of iron and steel; the partitions and ceilings are of metal lath; the floors are of cement or Petro pulp; the doors and door casings are covered with copper bronze; the mop boards are also of cement; and even the closets and cloak rooms are made of the same material.

The only permanent fixtures in the various apartments furnished by the building, will be the railings in the rooms occupied by the Oregon Short Line forces. These railings are of iron grill work with oak tops. The woodwork is finished in the natural oak and the doors, mop boards and the electric light chandeliers and fixtures in every room are made to match in a rich copper bronze hue.

The electric appliances throughout the building, the wiring, etc., are the first of the kind ever installed in the west. The wires for lighting, telephone wires and the telegraph wires—the latter for the operators of the O. S. L.—are brought in underground and conveyed in pipes concealed in the floors and partitions. These pipes are hermetically sealed to keep them water proof; on every floor is an electric meter closet alongside of the janitor's closet, and in this the various wires are systematically grouped so that any break or repair can be speedily attended to.

The elevators, of which there are two in the corner building, one on the east and the other on the north, and one in the Annex will be run by electricity, and will also embody new and unique principles. Each building will also have a freight elevator. These elevators are the first of their kind ever installed here. In case of accident they stop themselves instantly by an automatic clutch. The main elevator on the east is guaranteed to run 300 feet a minute. The average speed of the elevators in this city is 175 feet.

The building is heated by steam throughout and the heat is regulated automatically. The two immense boilers are located in the southwest corner of the basement, and are each of 80 horse-power. Their capacity is great enough to heat a building double the size of the corner edifice and the Annex, and should it become necessary an individual electric plant for lighting and power could be installed.

The ventilation of the entire building is as near perfect as it can be made, each floor being ventilated by connection with the 6-foot chimney.

The water system is of the very latest, cold water being in every room and hot water on the two lower floors. This can be added to the other floors at any time. To guard against a slack water supply in summer, four tanks, holding 6,000 gallons of water, are located in the attic, and the supply from them will yield an adequate pressure for all needs, besides giving ample protection against damage from fire to the contents of the building.

The building contains three vaults, one in the corner on the ground floor of the Deseret News business office and

Description of the Finest and Most Modern Business Edifice Yet Erected Between Denver and the Coast—The Firms That Built it and the New and Improved Processes Employed in the Construction—The Oregon Short Line Force is Now Ensconced—The News Book Department Will Follow—The Annex to be Eight Stories in Height.



THE DESERET NEWS BUILDING.

The Home of the Oregon Short Line Railroad for the Next Ten Years.

two on the upper floors for the Oregon Short Line.

The glass used throughout the building is a very heavy quality and of a specially clear design. The immense skylight over the two stories is made of heavy wire glass. The glass over the sidewalk on both streets is Mason safety sidewalk glass, and is not only very strong, but it is so clear that the big storage rooms underneath the sidewalks connected with the basement are as light as day. The windows throughout the building are of double glass and work either by sliding or swinging.

The sanitary arrangements are the very latest and most perfect. Every floor has extensive closets and lavatories. These apartments will have marble wainscoting, the closets being equipped with new flush meters, the first of the kind used in this city. They not only flush thoroughly, but economize the use of water.

All wash basins are made of one solid piece of porcelain having no seams or joints. The plumbing throughout has been made as complete and perfect as it can be. The building will contain two stair cases, one around the east elevator and one around the north. The Annex will, of course, have its separate staircase. Both lobbies in the corner building will be roomy and lofty. That on the east will be beautifully ornamented with marble columns, two full and eight half, in size. The entrance to this elevator will be through an arch of iron and the stairs on the east will have marble treads; the others a tread of slate.

The late President Lorenzo Snow, who conceived the idea of having the old historic Council House corner occupied by a building that should be a monument for all time, placed the carrying out of the design in the hands of Hishon W. B. Preston. He engaged as superintendent, William S. Burton. Under his supervision, Robert Roden has had charge of the stone and mason work, and J. W. A. Timms has been the foreman of carpenters. This is the staff which has so ably directed the busy hive of workmen from the beginning up to the present time.

The methods employed in the construction of this great building embody so much that is new and unique in the history of western building that the Deseret News has felt that the records should be put in proper shape for future consultation and filing for preservation. The accounts therefore, that follow, of the various firms which have been concerned in the erection of the new building cannot fail to be of timely interest.

HISTORICAL SALT LAKE CITY REMODELED.

A New Era in Building Progress—A Twentieth Century Ideal.

Many of the historical old buildings erected by the pioneers of 1847 that proved a constant source of interest to the thousands of tourists who annually make pilgrimages to this city, are disappearing; but only to be replaced by handsome residences, modern business blocks or commanding public buildings. That, while they cease to prove the drawing card for the visitors to our city, cannot but impress them with the fact that Salt Lake City is putting on long pants if you please and demands recognition among those American cities that have demonstrated their ability and desire to keep pace with the march of progress. There will always be abundant sources of attraction for the strangers within our gates, and it is cause for congratulation that our enterprise and energy manifested in the imposing office blocks recently erected in this city will prove an inducement to the capitalist and investor and acquaint them with the desirability of the field for investment offered by this city.

and to none is more credit due than to the designing architect, Mr. R. Kletting.

Mr. Kletting has been actively engaged at his profession in this city for a number of years. His office is eligibly located in the Hooper block, and is decorated with gems of architectural design, as reproduced in drawings and photographs of the best architecture of the day. Many of Mr. Kletting's own designs and prominent, and it is needless to say that they harmonize with the excellent selection throughout. Among the work he has done of recent years, we may mention the residence of R. W. Madison, George Y. Wallace, J. E. Jennings, A. Fisher, H. Dinwoody, W. P. Jennings and Geo. A. Gibbs, all of which are architectural gems and ornaments to the city. Mr. Kletting was also the architect of the great Salt Lake pavilion, and the much admired Salt Palace. The Hooper block, the Board of Trade building, and all the B. Y. T. company's buildings stand as a monument to his professional skill. His practice is not confined to the limits of Salt Lake City alone, as may be seen when it is known that his services were engaged in the erection of the extensive plant of the Sweetwater Brewery, the new buildings for the University of Utah, the Tabernacle at Lehi, the Latter-day Saints' meeting house at River-ton, the Brigham Young academy at Logan, and for numerous other public buildings in this state, Montana and Wyoming. He is related by the Rocky Mountain Bell Telephone company as designing and supervising architect of the many handsome fire-proof offices that they are building in all the important cities of the west and Europe. Mr. Kletting received his theoretical and technical education in Germany, the country of his birth. Before coming to this country, in 1883, he spent a number of years in the offices of some of the most successful and prominent architects in the French capital. He realizes the necessity of keeping informed on the latest ideas pertaining to his profession and makes regular visits to the large cities of the east and Europe, with the result that he incorporates the best of the world's ideas in all of his architectural designs.

AN IMMENSE UNDERTAKING.

The Man Who Did the Excavating

Few people who have not been to some extent connected with the contracting and building business can understand the immense details necessary to a final arrangement of the plans and specifications. It will surprise many to learn that there were nearly fifty contractors employed upon the handsome new home of the Deseret News, and among the first upon the ground was Hugh Watson, with his men and teams. The amount of dirt moved in the excavation for the main building and the "Annex," was immense, but the job was completed on time and to the satisfaction of the management. This is a way that Mr. Watson has, however, in doing all contracts that he accepts, and he accepts most of them issued in this city.

Hugh Watson is engaged in addition to the contracting and excavating business, in draying and general transferring. This department has assumed such proportions that he keeps five dray teams constantly busy. They haul freight and merchandise for the merchants, safes, bank vaults, steam boilers and all kinds of machinery, any weight from one ton up to as heavy as they make them, while the same exact attention is given in moving household goods, office furniture, pianos, etc., for these several purposes he has specially constructed wagons and appliances which in the hands of the experienced men he employs makes light work of the most difficult piece of work attempted. Among the most recently completed pieces of excavating of the firm we mention that of our "Annex," and the excavation for the addition to the Z. C. M. I. establishment. He has secured the contract for the excavating that is to be done in connection with the paving on west Second South street, and his teams are engaged upon that work at present. He has all scrapers, plows, wagons and other implements necessary for the rapid completion of work that he bids on, and with the exception of the facilities at his command can tackle anything from a load of sand to a foot-foot cut or fill for a railway embankment.

The original firm of J. C. Watson & Bros. was established over twenty years ago, and for the most of that time was composed of the following gentlemen: J. C. Watson, John Watson and Hugh Watson. These gentlemen were all brothers and up to one year ago were connected with the firm at that time Hugh Watson and J. C. Watson dissolved partnership. He needs no introduction to the residents of this city or state, as he was born here on July 29, 1854, and has always lived here. He is a man of integrity in his

business relations, and the confidence he inspires is the reflection of worthy character.

THE NEBO BROWN STONE

Equal to the Product of the Famous Vermont Quarries.

This is merely one of the many enterprises brought to a successful issue by Col. Theodore Bruback since he commenced operating in this state. Our recently completed Deseret News building will stand as a monument to the superior quality of the brown stone quarried at the company's location on Mt. Nebo. In this connection it will prove of interest to the many readers of the "News" to become better acquainted with the extensive operations of the company since it has been placing the product of its quarries upon the Utah and western market.

The immense mountains of brown stone upon the rugged side of grand old Mt. Nebo, have been known to exist ever since Utah was settled by the hardy pioneers of '47. And the superior quality of the rock was recognized, by those who had examined it, but great expense was necessary before the stone could be placed upon the market, as the quarries were located seven miles from the nearest point on the railroad. It was the fertile brain and indomitable will of Col. Bruback, who, seeing that the quarries could not be moved to the railroad, at once proceeded to build a road to the quarries. This he accomplished shortly after the company was incorporated in 1890, at an expense of over \$100,000. The road is broad gauge throughout its entire length, and cars are running directly to the quarries, the net mile of the distance being a three track gravity system, about 12 degrees, the heaviest gravity road in the state.

At the quarries, half-tonne reproductions of which appear in connection with this article, steam derricks, with a lifting capacity of 15 tons are installed. From 30 to 40 men are constantly employed during the season, which lasts as long as the weather is favorable, the quarries being at an altitude of about 7,000 feet.

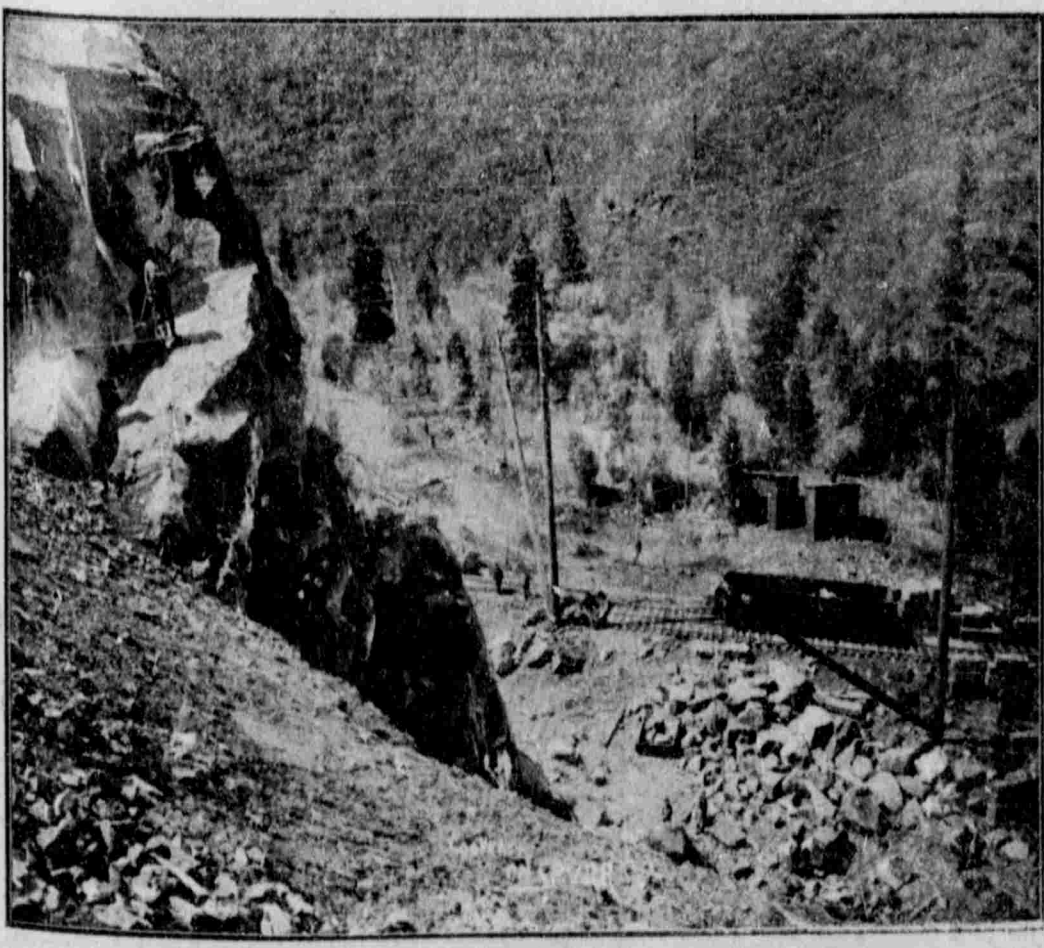
The plant has not been able to supply the demand that has been created for its celebrated stone, and an immense order from a San Francisco firm was recently returned owing to the local demand for the product of the quarry. Experts who have passed on the matter tell us that the brown stone is equal to any produced from the famous hills of old Vermont, and indeed, were we to judge we should say it was superior.

Col. Theodore Bruback, the president and general manager of the Nebo Brownstone company, is one of the most influential and well known citizens of the state. He was born in Pittsburgh, Pennsylvania, March 7, 1851, where he was educated, graduating from the Pittsburgh High School at an early age, and later from the "Iron City" college. He engaged in business in the Keystone state, remaining there until 1876, at which time his numerous western investments having assumed such proportions that they demanded more of his personal attention he moved to Wyoming, making that state headquarters for his extensive mining and stock-raising interests. In 1885, disposing of many of his interests in Wyoming, he came to this state and at once became one of the most active wool buyers on the market. He has since successfully launched more enterprises that have given him a state wide reputation than any other man in the west. Among his numerous interests may be mentioned the San Pete Valley railway, of which he has been president and general manager since 1887. The Sterling Coal & Coke company that has but recently sold its superior product upon the market after an expense of over \$150,000.00 spent in developing the property and placing it upon a paying basis. Col. Bruback acting as president, general manager and owner of the entire valuable property. He has built and operated the Gold Belt Water Co., that supplies the mines and the city of Mercur with water, and is extensively engaged in various mining enterprises in Idaho, Idaho and Colorado. It is such men as Col. Bruback, who have built up the west, putting in the best years of their life, their capital and their all. The success the colonel has attained is richly merited, and among the men of the day, not only in the state but throughout the entire west, none are more universally esteemed.

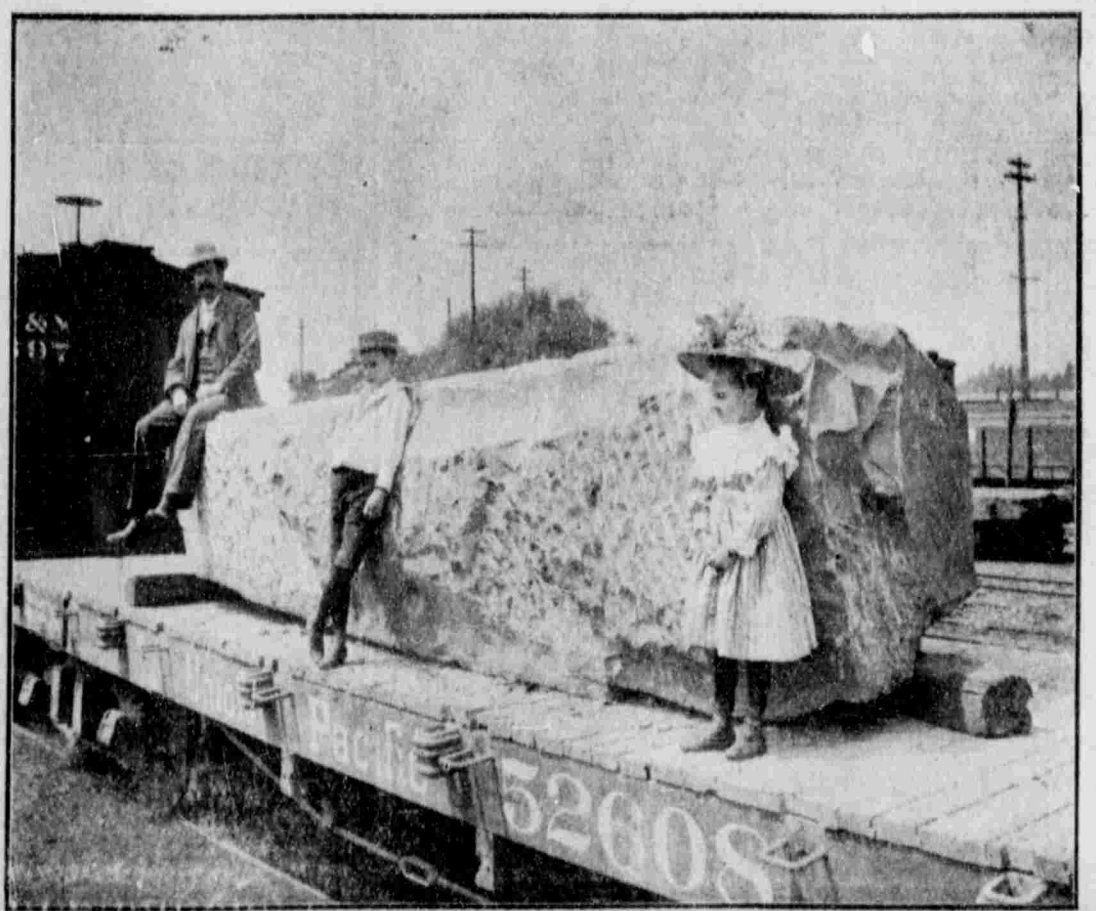
THE TAYLOR, ROMNEY & ARMSTRONG CO.

Salt Lake City's Pioneer Lumber Dealers.

The present is distinctly an era of growth and prosperity in building circles throughout Utah, and, as in other respects, Salt Lake City is in the lead.



THE QUARRIES OF THE NEBO BROWNSTONE CO.



THE LARGEST ROCK EVER BROUGHT INTO THIS CITY FROM THE QUARRIES OF THE NEBO BROWNSTONE CO.