

What the Old Railroads Have Done in Utah in 1904.

E. H. HARRIMAN has been doing nearly all the railroad construction that has been done in Utah during the past year. Aside from the usual maintenance work incident to every well regulated railroad system, there has been practically no railroad construction other than that now being completed in the San Pedro, Los Angeles & Salt Lake road, and the building of the Uintah road, 54 miles of narrow gauge in eastern Utah. The Western Pacific and the Moffat road, as far as Utah is concerned, are still in statu quo. Nevertheless the year 1904 has been a history maker in the railroad world, and in days to come it will be recorded as the year in which occurred startling

trouble, or, at the worst, a ward off practicable annihilation, goes without saying. **MUST ALSO COME WEST.** As Harriman draws in the strings so must George Gould, the Rock Island and other lines heading towards the setting sun push on to tidewater. Otherwise they will have to be content with the crumbs that fall from the table of the Pine Street wizard. **ONE BIG CHANGE.** The first intimation that Harriman was lining up his forces came on March 21, when Julius Kruttschnitt, recently appointed director of transportation and maintenance on the Harriman lines, arrived in Salt Lake. While Mr.

jurisdiction of the Oregon Short Line, a move that effectively shut out Gould at Ogden. In addition there was a readjustment as to heads of operating departments. E. E. Calvin, assistant general manager of the Oregon Short Line, was appointed to succeed A. L. Mohler as general manager of the O. R. & N., he in turn going in the same capacity to Omaha, where he became the head of the Union Pacific. This territory, which was added to that of the Short Line, gave considerable more work to the officials here, but in the interests of economy there were no additional appointments beyond that of E. Buckingham as general superintendent to practically succeed Mr. Calvin.

est and most flattering in the history of the road. **WHERE GOULD COMES IN.** In the meantime, on the Rio Grande little has been accomplished beyond giving good service and keeping the right-of-way up to the splendid state of physical condition that has marked that road ever since A. E. Welby took charge as general superintendent a dozen years ago. Despite every cut possible in the interests of economy on the part of the Gould interests, the net earnings as set forth in the official report for the fiscal year, showed a decrease of \$95,422.15. Work was resumed this spring on the Layton cut-off, and some grades between Salt Lake and Provo were rectified, while the usual amount of ballasting was indulged in. No work was performed on the much-discussed Salina cut-off and the 21 miles of grade already constructed still lies seemingly neglected. Surveyors have been working during the summer months, and the line from Marysville to Cedar City, staked out preparatory to pushing on to the Iron fields and tapping the main line of the Salt Lake Route. **RIO GRANDE IMPROVEMENTS.** The expenditures for improvements on the Rio Grande Western during the fiscal year have totaled \$369,235.52, divided as follows: Additional sidings, spurs and yard tracks, \$24,578.95; new metal span bridges and concrete culverts, \$164,484; stations and other buildings, \$4,033.95; rectifying grades and ballasting, Salt Lake City to Ogden, \$47,688.65; widening banks Ruby canyon and surfacing ditches between Verde and Agate, \$1,358,76; substituting heavy for light rails, \$175,931.64; shop machinery and tools, \$580; finishing double track, Salt Lake to Bingham Junction, \$630.83; surveys south of Marysville to Iron Mine, \$6,148.40; right of way at North Salt Lake City, \$321.00. **MAKING DRAGON BRANCH.** What might be called a Rio Grande project was the completion of the Uintah road from Mack to Dragon, in the Utah ranch from Mack to Dragon, a distance of 44 miles. This line is numbered among the engineering feats of the country, and consists of a narrow-gauge proposition, which taps the famous asphaltum beds of Utah. The road has been surveyed to the vicinity of Fort Duchesne, and when it is ultimately completed, it will be about 120 miles in length. With the opening of the Indian reservation, the rest of the construction will undoubtedly follow. As it is, it is a very creditable piece of work, and should be a money getter as soon as the territory adjacent is developed and settled. In building the line it was necessary in some places to bend 30-ft. rails fully two feet, in order to negotiate some of the curves encountered. On the big loop the curvature reaches the high percentage of 78, while when it comes to grades, one side of the mountain negotiated near the summit of the range attains to 7 1/2 per cent, with five per cent in the other side. **The biggest orders for equipment** during the past year have been made by Harriman and Clark. According to eastern trade papers orders placed with big factories for cars to be used on roads running out of Utah aggregate about \$7,000,000. For the Salt Lake Route the following rolling stock has been ordered: Eight dining cars from Pullman company; 750 box cars and 200 stock cars from the American Car & Foundry company and 150 double hopper gondola cars of 50 tons' capacity, from the Pressed Steel Car company. This makes a total of 1,700 new cars for the Salt Lake Route, all of which will be arriving in this city by the end of the month.

The Southern Pacific gets from Pullman five new and elegant diners and five observation and smoking cars, and from the American Car & Foundry company, 300 box and 700 stock cars, a total of 1,010 cars. The Oregon Short Line gets from the American Car & Foundry company, 300 stock cars, which is all that it needs for next year. The O. R. & N. company gets from the American Car & Foundry company, 300 box cars. **OTHER ROADS.** During the past year there has been considerable surveying done by minor companies and interurban roads in Utah. Surveys have been completed on the Salt Lake & Ogden for an extension to Layton, and at this time of writing grading teams are at work upon the right-of-way. Charles D. Moore, of Layton, engineer for the Salt Lake & Utah Valley, also is hard at work on a proposition for the constructing of an interurban road from Salt Lake to Bingham, which will take in the old West Side Hardi Transit franchise, an option on which was secured by J. G. Jacobs last summer. The Salt Lake & Southern (A. V. Taylor, general manager) also has been doing some work in the direction of grading and the erecting of trolley poles, and has asked for a further extension of the time of its franchise, in order to complete work to Bingham. Another big trolley project that was floated this year, but as yet has shown no signs of active construction, is the Interurban, a proposition to join all cities and settlements with a car service, from Logan on the north to Provo on the south. Behind this project is Mr. M. Mahler of Cleveland, O. Of the steam roads the Salt Lake & Los Angeles amended its articles this summer so that it could extend to Deep Creek if the stockholders so deemed necessary.



JULIUS KRUTTSCHNITT.

One of the biggest railroad promotions of this year was that of Julius Kruttschnitt, formerly vice president and general manager of the Southern Pacific at San Francisco, who was appointed director of maintenance and operation for the entire Harriman system of railroads. One of the first moves made by him upon receiving his appointment was a re-arrangement of the operation of the Union Pacific, Southern Pacific, Oregon Railroad & Navigation, and Oregon Short Line. Under the new order the Oregon Short Line was given operating jurisdiction over the Union Pacific as far east as Green River, and the Southern Pacific as far west as Reno, including the famous Ogden-Lucien cut-off.

BRIEF FACTS ABOUT SALT LAKE CITY FOR BUSY PEOPLE.

What the City Has.

- A Population of 75,000.
- An unexcelled free school system.
- A splendid, unshaken business record.
- An assessed valuation (1904) of \$38,925,177.
- A city taxation rate of \$1 per \$100.
- A bank clearing record (1904) of \$155,650,538.68. Banks with deposits of more than \$43,037,520.41.
- Excellent railroad facilities in every direction.
- Good local and export markets for the products of her people.
- Broader streets than any other city on the American continent.
- Famous hot springs, salt water and mineral baths and a big sanitarium.
- Many beautiful church buildings of all the leading Christian sects.
- An up-to-date free public library, literary and social clubs and arts societies.
- Two evening and two morning newspapers and numerous other magazines and publications.
- A world renowned Tabernacle and the best pipe organ that was ever built.
- A glittering palace of salt, one of the most unique buildings in the country.
- A regular unpaid church choir (Mormon) of five hundred voices.
- The great Mormon Temple, which was forty years in building and which cost \$3,467,118.
- A city and county building that is the very finest west of the Mississippi—cost \$1,000,000.
- Magnificent mountain chains, pure water, matchless climate and bathing resorts that are without equals.
- A school population of 18,000 children between the ages of six and eighteen years and \$2,500,000 worth of school property.
- A waterworks system that belongs to the taxpayers and 100 miles of modern street railroad—the property of one company.
- Two thoroughly modern telephone companies.
- One of the best lighted cities in America.
- Great gold, silver, copper, lead, iron and coal mines and marble, onyx and the best of building stone quarries at her very doors.
- A mean temperature of 51 2-10 degrees; extreme high temperature of 98 degrees, and an even zero record for the lowest temperature and an average of 61 per cent of possible sunshine.

SENATOR WILLIAM A. CLARK.

Father and Builder of the San Pedro, Los Angeles and Salt Lake.

changes in the transcontinental railroad situation.

Years ago Harriman, who is backed by leading financiers of New York, and who appears to have gone in with the Standard Oil crowd in the big coup, conceived the gigantic scheme of cornering the transcontinental systems of the west. This year it began early to dawn on the general public that he had practically succeeded in his undertaking. During the past month it became evident that out of the eight routes to the coast from the central west, Harriman has a voice in the control of six. "The Little Wizard of Pine Street" has, one by one, fought and beaten the railroad powers until he now has George Gould, the Rock Island-Frisco interests, Chicago, Milwaukee & St. Paul, the Vanderbilt and others, hot on his trail.

This is the reason that Utah in general, and Salt Lake in particular, still has hopes that the completion of the San Pedro, or, as it is called, the Salt Lake Route, will have the effect still further of increasing the mileage in this state.

HIS FIRST MOVE IN UTAH.

Years ago E. H. Harriman made his first move in Utah and Idaho, when he secured the Union Pacific control from the English bondholders. From that time on he gradually worked into the other roads. The public awoke one fine morning to find that he had purchased the Southern Pacific from the Huntington crowd. With this purchase Harriman secured two transcontinental routes, one via El Paso, Tex., and the other by way of Ogden. Prior to this deal he had acquired the Oregon Short Line and the O. R. & N., which made the third route to the Pacific. Then he bid for the Northern Pacific and got a voice in the control of that system after one of the most sensational stock battles that has ever shaken Wall Street. This made the fourth.

Two months ago came the official announcement, which for a year past had been an open secret in Utah, that he owned at least half of the stock in the Salt Lake Route—route No. 5.

During the past thirty days it has been persistently rumored that new interests were at the helm on the Santa Fe. New York papers are the authority for the statement without reservation that Harriman and Standard Oil have got in on the ground floor—route No. 6.

All that are left are the Canadian Pacific and the Great Northern. Harriman holds the transcontinental business practically in the palm of his hand, and with the completion of the Salt Lake Route a tremendous amount of this traffic will pass through Utah. **WE ARE STILL THE "HUB."** Utah is essentially the hub of the western railroad world.

A review of the appointments that have been made during the past year demonstrates that Utah and the territory tributary to the state is the school for some of the best brains in the railroad profession.

That Utah is destined to remain the battle ground for the giants for con-

Kruttschnitt affirmed that there was nothing of interest to be attached to his visit here, it proved to be one of the most important in the history of railroading in Utah. At the meeting held in this city at that time, arrangements were made for a redistribution of operation of the big systems. The main line of the Union Pacific from Green River to Ogden, and the main line of the Southern Pacific, or, to be more correct, the Central Pacific, including the Ogden-Lucien cut-off, from Reno to Ogden, were placed under the operating

Following this new order of things, the traffic department also made some changes. District freight and passenger agents were appointed at Salt Lake, Boise and Butte in the persons of D. R. Gray, Frank Paletted and H. O. Wilson, who received the bigger title and additional work involved.

In the face of the fact that Harriman this year has practically held Utah and Idaho in the palm of his hand, it is not surprising to note that the earnings for the past twelve months by the Oregon Short Line have been the heaviest

Commander Peary's Fifth Attempt to Reach the Pole

THE fact that the intrepid Robert E. Peary is actively engaged in preparation for a fifth attempt to reach the elusive geographical point known as the north pole is certain to revive the somewhat waning interest in arctic exploration. The hull of the ship in which the indefatigable pole searcher is to make a further effort to penetrate the icebound mystery is now building in a Maine shipyard under the personal oversight of the explorer. The ships heretofore employed in arctic exploration have all been built with the purpose of affording maximum sailing capacity and have been furnished with auxiliary engines with which to steam back. In the construction of the new vessel there is a reversal of this plan. It will have a maximum steaming and coal carrying capacity and only just enough sail equipment to enable it to crawl slowly back home after all the fuel is gone.

The hull of the new explorer will be so constructed that it will offer no resistance to the ice when it is caught between two floes, but will be squeezed up out of the water somewhat as a watermelon seed is forced upward between the thumb and finger. This situation is not at all uncommon in arctic navigation. Shifting tides release the vessel, and it is then possible for it to advance again. Commander Peary expects that the hull of his new vessel will be completed in February next, and he has planned to sail northward at some date between July 1 and July 15.

The expedition will follow the so called American route—that is, through Davis strait, Baffin's bay, Smith sound, Kennedy and Robeson's channels and on through the central polar sea. The plan is to reach the northernmost land limit before the long Arctic night begins and in the lingering twilight leave the ship and start across the frozen sea on the remaining 500 miles of the journey, reach the pole if possible and return to the ship before the ice breaks up. The party which will make the final dash across the ice pack will contain only three white persons—Commander Peary, a surgeon and one other. All of the remainder will be Eskimos. There will be at least twenty sledges, and each dog team will be in charge of an Eskimo.

Should the ice conditions of the first season make it impossible for the expedition to reach its contemplated winter quarters, Commander Peary would be obliged to modify his plan. In such an event he would go into winter quarters at the point farthest north that could be reached. At the opening of

the second arctic summer he would push the ship to the northern shore of Grant Land, beginning the sledge journey in the second February after his departure from New York.

The work as outlined by Commander Peary comprises two distinct and important stages—the navigation of the ship to the northern shore of Grant Land and the traversing of the polar ice pack with sledges from the northernmost extremity of Grant Land to the



COMMANDER PEARY.

pole and return. The voyage of the ship also comprises two distinct parts—first, from the port of sailing to Cape Sabine, easily accomplished by any suitable vessel during the summer, and second, the stretch from Cape Sabine to the northern shore of Grant Land, a distance of 850 miles of difficult and uncertain ice navigation.

Four ships—the Albatross, the Alert, the Discovery and the Proteus—have accomplished the navigable part of the journey. The stretch of ice navigation is the crucial feature of the problem. Realizing this fact from repeated trying experiences, Commander Peary determined to provide against the difficulties



Fort Conger, April 1899.



HOW PEARY HOPES TO REACH THE NORTH POLE.

would drive him through an ice pack of 350 miles even if he consumed every ton of coal that she could carry. No naval engineer who ever lived has had

a better opportunity to arrive at a sound conclusion as to the proper construction of an arctic vessel than Commander Peary. Such a boat is the one now building under his personal supervision.

No previous arctic explorer has been so successful in obtaining the co-operation of the Eskimos as has this latest and most competent American discoverer. In regard to these inhabitants of the frozen north, it is evident that they alone are best qualified to form the serviceable contingent of an arctic party. Life and work in that inhospitable

region are their heritage. It is Commander Peary's intention to redistribute the entire tribe in such a manner as to afford him the most assistance, leaving the less competent ones at Cape Sabine, where they will be in easy communication with the winter hunting grounds and to establish intermediate families between there and the northern shore of Grant Land. He will take the strongest men of the tribe with him on board the ship to winter at the most northern base and to form his party across the polar pack.

The proper agent for effective work in the arctic regions of the western hemisphere above 76 degrees north latitude is a team of six or eight good dogs and a sledge with a load not to exceed 500 pounds as the maximum of weight. This furnishes a unit of maximum

speed and radius of reach. The heavy man sledge drawn by four, six or even twelve men, with a load of from 1,000 to 2,000 pounds, is no longer used by arctic explorers.

And what is it that Commander Peary expects to accomplish? He hopes to find the north pole. What is the north pole? It is the exact center of the northern hemisphere, and it is distant in an air line from New York city less than 2,000 miles. To be more explicit, it is the mathematical point at which the axis on which the earth revolves intersects the globe's surface. It is the spot where there is only one day in the year, and there is a solitary night of corresponding length. It has no time, no longitude, no east, no west, no north—only South. Every wind that blows is a south wind. Only two steps separate noon from midnight. All the heavenly bodies move forever in horizontal circles. It is the last great geographical prize that the world has to offer. It is the prize for which all the nations of the civilized world have been competing for centuries. It is a trophy which any nation might be proud to win.

The polar quest today in such capable hands as are those of Commander Peary is not a foolish fancy, the idle dream of an enthusiast. It has assumed the dignity of a broad national proposition, a business undertaking which is capable of producing tangible results. It will mean a revolution in scientific attainment. It will render exact the floating problems of physics and astronomy. It will pave the way to man's final physical conquest of the world. **JAMES L. TREVATHAN.**

WASTED REGRETS.

Do not waste time and vital forces in continual regret. There is nothing so exhausting to mind and body as regret. "If I only had not done this or said that—if I could go back—if I could live that day over again!" What folly it is to indulge in weak repinings of that nature!

No human being ever did go back; no lips were ever allowed to unsay words; no feet ever permitted to unread steps once taken. It is useless to plead with life to let you unlive the past. Take your lesson and go on into a wiser future. Let your resolutions become a part of your character, making it stronger and braver. Let your errors make you kinder. Because you have been weak, because you have suffered through weakness, let your human sympathy be great and your charity broad. Be a guide and a counselor to others who are tempted.