

# Millions Being Spent To Build Up Salt Lake

The present is an age of reconstruction for Salt Lake and so quietly have many big changes been wrought already that Salt Laker themselves are surprised when they stop and look around them. In the neighborhood of seven million dollars is being spent for one group of changes alone. This expenditure covers the Gould and Harriman terminal improvements, the Railroad Exchange building, Newhouse sky-scrapers and street railway improvements. There is no way to estimate the total cost of improvements under way in this city. The figures would be startling. Nearly every block in the business and residence district is getting its share of upbuilding. To all this must be added the erection of new factories, mills and plants of all descriptions. An upbuilding of the western empire is on in full blast and agricultural and stock raising is a step for Salt Lake. This city is the natural center of the railroad west, the mining and smelting west,

each step towards prospering west and manufacturing west. To it each industry looks for its supplies; it is the distributing point for the country. The west sends its products to Salt Lake for direct forwarding to the eastern markets; it is the receiving point for the entire intermountain region. Salt Lake is, in short, the heart of the western empire. Outside capital is vying with home money in getting choice offerings. Holdings in this city are as good as government bonds. Rich and careful investors watch the game being played here by Harriman, Gould and Salt Lake's very own Samuel Newhouse closely. These men are the shrewdest of the shrewd and the most careful of the careful ones. It is argued, what then can be better than the offerings they clamor for? This is logic and is a result of the activity of able builders Salt Lake is growing, rapidly and surely. There is no boom—the scarce features are happily missing—but each day sees a noticeable advance in the progress of its new growth.



Layout for Street Car Tracks on First South

Concrete Gang on Newhouse Skyscraper

## Railroad Upheaval is Under Way on West Side

E. H. Harriman and George Gould Are Spending a Mint of Money In Doing Their Part in Upbuilding the Physical Transportation Hub of the Great Intermountain Region.

**B**ESIDE the million and a half he is spending in rejuvenating his street car system in this city, E. H. Harriman is making changes in his railroad terminals here that represent a total expenditure of at least another million. The new depot planned will cost in the neighborhood of \$300,000; the viaduct now completed across the yards at North Temple in the neighborhood of \$100,000, and the new yards the remainder. While these figures are only estimates, they are fairly accurate and have been so declared by high officials of the Harriman lines at various times.

**OLD DEPOT RAZED.**  
During the past ten days the old freight depot of the Oregon Short Line have been razed to the ground and a force of men with wagons are now removing the debris. These stores were among the first built in Utah, but the demands of "today" were increased ten times and the old building was no longer adequate. The new freight depot is the finest and most modern building in the west. It has an average distinction in being the longest in Utah. It fronts on First South and South Temple streets, just filling a Salt Lake city block, 700 feet long. This building was put into commission several weeks ago, and is worth the trip down to Third West to see how work can be reduced to a minimum. Twelve tracks run parallel to the building, and on the west side four of these tracks run close by the structure. Four strings of cars can be left on these, and by having from four to eight cars at the side doors, four big trains can be unloaded at one time, without extra work or confusion.

The old freight depot stood on the site of the proposed passenger depot, and as soon as the debris can be hauled away, excavating for the foundation work will be commenced. The yards are now leveled from the north end to Second South, and a steam roller is smoothing out the gravel being spread over them. The long stone freight platforms between First and Second

South streets are in use, and dozens of drays can be seen backing in empty and coming out loaded. This arrangement of open platforms is unexpected for convenience, and although simple, is one of the features of the new terminals as far as completed. The viaduct with pedestrian, wagons and street cars passing over it all day long gives Salt Lake the appearance of a metropolis. This immense steel affair, stretching from Third West almost to Fifth West, affords traffic a means of getting beyond the yards without the old danger of death or injury beneath passing trains' wheels. Another year will see the Harriman improvements nearing completion. A city is judged by strangers primarily by its appearance as the train first enters it. Persons who come in to the Harriman depot will have every reason to judge Salt Lake an up-to-date city right from their first peep, and when they come up town they will be sure of it.

**MR. GOULD'S PLANS.**  
They will not have to come into the Harriman depot, alone, however, as Gould is spending a million in improving his terminals here. The new depot is to be built near Fourth West between Second and Fourth South streets. This alone will cost about \$400,000. New yards are to be installed to the west of the new depot and a gang is now laying a temporary work track through the west halves of the blocks between Third and Fourth West streets. This will be used in hauling debris and dirt out and materials in to the site of the new terminals. The neighborhood is fairly clear of houses and the few shacks still standing are going down rapidly under the attacks of the house-raising cranes. The Gould depot is to be a handsome edifice, containing and surrounded by all that is new and convenient in railroad arrangements.

With two costly and imposing terminals—always a city's gateways—Salt Lake will "take her hat off" to no town west of the Missouri. And with inter-urban lines connecting it with the cities she will have more reason to be proud. Her further reasons are as many as they are excellent.

## STREET CAR COMPANY MAKING THE DIRT FLY.

Army of Five Hundred Laborers at Work Rejuvenating Ninety Miles of Roadbed and Tracks Within the Limits of Salt Lake City—Heavy Steel and Rapid Transit Are the Slogans.

**T**RUE to his promise E. H. Harriman as represented by local officials of the Utah Light & Railway company, is building up Salt Lake's streetcar system in such a manner as to make it approach "up-to-date-ness" in big strides. When another year has rolled around this city will have a system and service as good as that of any in any city in the United States. That's saying a whole lot in one sentence but a ride around town makes the assertion good. Between two and three million dollars is being spent in making extensive improvements and changes in various parts of the city. Five layouts planned for Main street represent an expenditure of \$85,000, alone, not counting in the cost of installation, etc. One of these "Grand Union Layouts," four-way double track switches, is installed at First South and Main street and another is to be installed at once at the intersection of Main and Second South. The one at First South cost \$25,000. Three "three-way switches, or y's" are to be installed along Main street, one each at Third, Fourth and Fifth South streets.

**RECONSTRUCTION.**  
These are a very few of the changes being made. "Reconstruction seems to be the watchword with the car company and where reconstruction is not possible, extensive repairs, even if only temporary. The rebuilding of the curves at the principal points in its system is permanent. The first South and Main "lay-out" is in and concrete work is being hurried to permit asphalt being laid. All in all 90 miles of track is being rejuvenated. Scattered over the city are eight gangs of men comprising in the neighborhood of 500 laborers.

**NINETY-POUND RAILS.**  
Ninety-pound rails, the heaviest in use for streetcar systems, are being laid from West Temple to Second East streets. Asphalt is being laid as the rails are put into position.

The track crossing Sixth East on First South street are being lowered to meet the new grade of Sixth East, which is being macadamized from South Temple street to Liberty Park.

A big gang is laying 65-pound steel between Second and Seventh East on First South street. The Fair Grounds line, between Fifth and Ninth West on North Temple street is being entirely rebuilt. This means new ties, new grade, and new rails are being used.

**RAILS AND TIES HERE.**  
A large gang is repairing the State Prison (Sugar House) line. These repairs are temporary and when the city has granted the transit company grade and location this line will be put under complete reconstruction. The rails and ties are all here, report officials of the company. In fact all material needed in the work now on is at hand, eliminating possibilities of delays from this source.

The West Temple street line is being double tracked to Twelfth South.

The Calder's Park line is to be re-

laid and double tracked. Paving rail is to be laid on the South Temple street line east to Thirteenth East. This work will be started next week. Third avenue is to have 62-pound rails.

**WORK ON NEW BARRIS.**  
Work on the streetcar barns site will be commenced next week also. These are to be located on the old State Fair grounds.

Surveyors are now out running a line for the extension of the west Twelfth South line to Garfield. This interurban line will be completed within a year.

Plans for Ninth Avenue and Thirteenth East street proposed lines are under consideration and announcements regarding them may be expected soon.

**FURTHER IMPROVEMENTS.**  
The Waterloo line is to be rebuilt. This partial list of the improvements decided upon will serve to show what extensive work is already mapped out by the company. Other changes, improvements and enlargements are being passed upon continually. Hardly a day passes that some big change is not approved and plans, specifications and preparations ordered in a hurry. Money, that is expense, gets last thought and not much at that. Its a good system and good service that's being sought and cost is paid little attention.

The man in active charge of this work is A. Bong, road master and superintendent of construction. He is a fit man for this important position, too, as he has been with the local company for five years and knows best the system's needs and best methods of application, rejuvenation and reconstruction. He was with the Denver Tramway company, before coming to Denver.

## Skyscrapers Begin To Rear Their Heads.

Activity Just Now Centers at the Corner of Third South and Main Streets But Aside From the Business Blocks Residences Are Being Erected All Over the City by the Great Saline Sea.

**N**EVER in the history of Salt Lake has there been as much building as there is now under way in various portions of the city. The northeast bench, the southern half and northern benches are all being built up, as is the western part of town. Handsome residences are springing up like the proverbial "mushrooms."

The business district is undergoing a most noticeable change, also. Activity just now centers at the corner of Third South and Main streets, where the Newhouse sky-scrapers and the Railroad Exchange representing a total expenditure running up into the millions are being hurried to completion. The two highest buildings, the eight and 12 story structures on Main just below Third South street, will cost a million and a half alone. The Railroad Exchange building, fronting on both Third South and Main streets will cost over \$600,000.

The hotel and mining exchange building proposed by Samuel Newhouse, are to be the first west of Chicago, but as the plans and specifications for these are not complete yet, their cost is largely speculative, although they will be in proportion to the cost of the other two sky-scrapers.

**RAILROAD HEADQUARTERS.**  
The Railroad Exchange being built by Mrs. Mary Judge is to be six stories in height and will have quarters for any and all railroads applying for offices. These offices will be as modern and up-to-date as money can make them. The larger portion of space has been spoken for already and in a number of instances long leases are already taken.

All these buildings have been described in previous issues of the "News" and all Salt Laker and Utahns in general know they will be disappointed in expecting to see the blocks around Third South and Main

streets built up, in magnificent style as rapidly as men, material and money can do it.

**FIRST STORY IS UP.**  
The first story of structural steel of the Railroad Exchange is up. Wooden boxes surround each pillar and concrete is being placed around all. This is to preserve the steel for all time in keeping an even temperature around it. The second story frame will be commenced within a few days. The lower portion of the building is already in advanced shape.

**NEWHOUSE WORK.**  
Excavating for the Newhouse sky-scrapers, to the south, has been completed and the immense concrete pillars are being built in. Difficulty in obtaining gravel has impeded progress of work but this trouble has been eliminated and construction is now going on nicely. As soon as the foundation is in, the erecting of structural steel will commence.

**GROWING RAPIDLY.**  
Within the next few weeks huge frame-works—the skeletons of Utah's newest, biggest and costliest business blocks—will rear themselves above surrounding buildings, proclaiming Salt Lake's real growth well begun. Over 100 men are employed about the Newhouse buildings and over half as many on the Railroad Exchange. Whole freight trains, loaded with material for these buildings are puffing across the country and letting the world know of the big changes being wrought in Salt Lake City.

**WAR AGAINST CONSUMPTION.**  
All nations are endeavoring to check the ravages of consumption, the "white plague," that claims so many victims each year. Foley's Honey and Tar cures coughs and colds perfectly and you are in no danger of consumption. Do not risk your health by taking some unknown preparation when you can get the safe and certain in results. The genuine is in a yellow package. For sale by F. H. Hill Drug Co., "The Never Substitutes."

## EXTRAORDINARY APPLICATIONS OF THE TELEPHONE.

**W**ITH the wonderful development of the telephone and the widening of its field throughout the world, especially in the United States, during the last ten years have come some novel uses of the invention. Some of its less extraordinary applications, such as police and fire alarm systems, connections with hotel rooms, installation on passenger trains, steamboats, etc., are well known.

The New York Sun recently directed attention to the use of a telephone as protection against burglars, and not merely as a burglar alarm, and not merely as a burglar alarm, and not merely as a burglar alarm. The newspaper told of a woman who had a telephone at her bedside. She received a call about 1 o'clock one morning, and when she answered promptly received an evasive response to the effect that the call came from police headquarters and was the result of a mistake. The house next door was entered by burglars that same night, and valuable property stolen. Police investigation of the affair disclosed that burglars of New York avoided houses where telephones are installed at bedside, undoubtedly because they fear being caught by the prompt alarm that may be given over a bedside telephone. The burglars call up houses on which they contemplate raids and decide from the prompt answers they receive which houses have the bedside "phones." They get these houses alone. In the case presented by the Sun, the house that was robbed had no bedside phone. The

adjoining house, better equipped, escaped.

**SAVED THE OFFICE.**  
A New York broker is quoted as telling how a telephone message from another building called the broker's attention to a fire in his own office. A visitor had tossed a match into a waste paper basket, concealed from the broker's view by a tall filing case. An office boy in a building across the street saw the blaze through the window and at once telephoned to the broker, who did not know that a fire was raging six feet from where he sat. The fire was put out at once, after causing slight damage.

**DECISIONS BY PHONE.**  
In its issue of May 29, the Deseret News gave a local instance of a unique use of the telephone in which Judge C. B. Diehl rendered a decision by telephone and discharged a man accused of a minor offense. The telephone played a more conspicuous judicial part in Wisconsin last December. A farmer on a rural telephone line was charged with assault and battery. The justice called the man up by telephone and told him to appear for trial. The farmer protested that he was busy and could not attend the time. Then he had an inspiration. "Why not try me by telephone?" he inquired. The justice deliberated a moment and agreed. "Are you guilty?" he asked. "Well, yes, I reckon I am," replied the farmer. "There are extenuating circumstances, but I would rather pay a fine than monkey with the case." "All right, I will just fine you \$5," said the justice. The farmer agreed to send the money by the rural mail carrier, and the case closed.

**SUBPLANTS NEWSPAPERS.**  
Budapest, the capital of Hungary, has put in practical operation an idea suggested by Edward Bellamy in his book, "Looking Backward." That city has a "newspaper" that gives its news by telephone instead of printing it. The "paper" is called "Hirondelle," and puts its telephones in up the subscribers' houses free of charge. The news is announced by a clear-voiced speaker from the central office, who gives a general call to all subscribers at 9 o'clock a. m. He first announces the correct time, then gives the program of the day, announcing meetings, etc. Stock exchange quotations are given at frequent intervals and at noon the



ONE SIDE OF SALT LAKE'S BIGGEST "CENTRAL."

news of the day, local and general, is told briefly. In the early afternoon subscribers may take down their receivers and enjoy an original complete short story told by a good story teller. Music by a military band may be heard from 4:30 to 6:30. The music of the grand opera house is available to subscribers five nights of the week and music by a symphony band may be heard the other two nights. Subscribers pay a little less than a dollar a month for the service.

**PET DOG AT RECEIVER.**  
The Indianapolis News is accused of the following story: The scene of which is Bedford, Indiana:  
"Wrinkles, a fox terrier owned by George Lary, bookkeeper at one of the quarry offices in this city, delights in listening to the telephone. When connection is made at Mr. Lary's home with the telephone in the office, Wrinkles leaps on the stand near the receiver and, bracing his forefeet on the telephone, looks directly into the instrument. Mrs. Lary, holding the receiver near his ear, at the sound of his master's voice he leaps frantically as if to greet him, barking in the telephone and will answer every word spoken to him from the office with a bark of recognition. It is difficult to get him away from the instrument, and he appears to be much puzzled because he cannot see his master."

**HER NAME IS BELLE.**  
The telephone as the giver of a baby's name is another departure. The Rome, N. Y., Sentinel printed the following: "On Saturday evening, Dec. 2, 1906, to Mr. and Mrs. Charles Kingsbury at their home on Carmichael Hill, a daughter, who is named Belle, owing to the service the Bell telephone rendered in securing the nurse, Mrs. Elba Cummings."

**"CENTRAL" AS A NURSE.**  
One woman of the middle west fell down in an attempt to set a new pre-

cedent in telephone practice recently. She called up central to say that she would put the telephone receiver by her baby's ear when she left home and asked central to listen in now and then to learn whether the baby was awake and to sing to it if it cried. Central is a good motherly thing, but declined to enter the domain of baby tending at long range.

**SULTAN WON'T HAVE THEM.**  
Turkey is unique from the telephone standpoint. There is no telephone in the empire. The sultan won't have them. He fears they will make conspiracy too easy. His ministers are with him in opposition to the telephone but for another reason. They say privately that the sultan sends messengers horseback to rout them out at all hours for conferences on the most frivolous subjects and they believe that if he had telephone connection with their houses they would never get a chance to sleep.

**TELEPHONE THAT TALKS.**  
K. M. Twiner, of New York, is the inventor of a wonderful little instrument. It has the singular property of catching and transmitting every whisper within a radius of 15 feet, and at the same time can make its

own voice heard over a considerably greater distance. To illustrate the uses of the instrument, which he calls a "dilograph," Mr. Twiner recently connected it with a telephone wire communicating with an operator in another room. Having moved one of 15 switches to call the attention of the operator, he stood as far from the instrument as the size of the room would allow and began to talk in ordinary tones.

**INSTRUMENT REPLIES.**  
To every question he asked, the instrument, a small box about 11 inches long and five deep, replied loudly and clearly. He dictated a business letter, and then asked for it to be repeated. The letter came back word for word with almost startling rapidity.

By means of the dilograph a busy man, sitting in his office, can talk to any number of managers or clerks in turn, or, by depressing all the switches, in the whole of them together. He has no need to hold a receiver in his hand. He can whisper at a distance of 15 feet, with his back turned to the instrument, and his words will be heard quite plainly at the other end of the wire, even if that end is 100 miles away.

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