

NEW WESTERN RAILWAY CONSTRUCTION.

FALL the years of Utah's existence in a state of civilization, with the possible exception of the one in which the last spike was driven connecting together the Union Pacific and the Central Pacific, the year 1902 will achieve a record in the history of the state. For new railway construction, of course, the work mapped out will not be completed, but will be so far advanced as to well the aggregate amount done to every satisfactory total.

By way of explanation, before proceeding further, it is here pointed out that the plain lines shown in the accompanying interlaced map indicate lines already built to which extensions are to be made, and that the crossed lines represent these extensions and the new roads to be constructed.

Oregon Short Line.
The Oregon Short Line is the first to actual construction out of Salt Lake upon its new line to the Pacific coast. Already the company runs through Utah, Juab, Millard and Kane counties, but the work which is now in progress is for the purpose of shortening the line between this city and Leamington, Juab county, and is known as the Leamington cutoff. The construction company has received the contract for this piece of work and is rushing the business as rapidly as the big concern may. A supply and material yard has been established at Buena Vista, about 4 miles west of Salt Lake, and at this point the railway company is piling up material for the big extension to the Pacific coast, of which the Leamington cutoff is to be a part. The existing line along the east side of the valley will be retained on account of its value as an artery for local traffic, but the main business will be mostly carried over the Leamington section. By this method the mines and mining camps to the west of the valley will be amply provided with transportation and the damage from these will doubtless constitute a goodly part of the earnings. South of Leamington the present line is to be used. It extends as far as Panguitch on the boundary between the states of Utah and Nevada. Beyond that point, through the Meadow Valley wash, the Short Line has been in legal

possession of the land, and also the great climb over the steep grades of the Promontory hills. A portion of the cutoff is over the briny waters of the inland sea and for a distance of 11 miles a substantial trestle work is to be constructed, the remaining 15 miles being graded and ballasted with rock of a width of 100 feet at the base. A novel trip is promised to transcontinental passengers when the cutoff shall have been finished, and it is even said that on Promontory point a big summer resort is to be erected. Besides this cutoff off the Southern Pacific in to do so much curve and heavy grade elimination that the line through Nevada may be said to be in process of almost entire reconstruction.

San Pedro, Los Angeles & Salt Lake.
Now that its controversy with the Oregon Short Line has been practically settled the San Pedro, Los Angeles & Salt Lake is showing greater activity than ever. The same conditions as have hampered the Short Line have acted as a temporary bar to progress from this end in the construction of this piece of transcontinental road. It is now given out at headquarters that 1,000 men will be at work this summer between Salt Lake and Leamington hill and that in the Meadow Valley wash and through Nevada regiments of men will be put to work in order to get the line through to Los Angeles without avoidable delay. That the project is a substantial one is amply indicated in the personnel of its financial supporters.

With a capitalization of \$25,000,000 the company has these officers: W. A. Clark, of Montana, president; R. C. Kerens Jr., of Missouri, first vice president; J. Ross Clark, of California, second vice president; T. E. Gibbon, of California, third vice president; T. F.

Miller, of California, secretary; F. K. Rule, of California, treasurer. These gentlemen together with Reed Smoot, W. S. McCormick, E. W. Clark, Thomas Kearns, the latter four being Utah men, George B. Leighton, Charles W. Clark, and Perry S. Heath, form the board of directors. The full list of incorporators are: W. A. Clark, George B. Leighton, Reed Smoot, Perry S. Heath, W. B. Clark, R. C. Kerens, David Keith, S. A. Remis, E. W. Clark, W. S. McCormick, C. O. Whittemore, A. H. Handian, Thomas Kearns, Charles Clark.

A construction company, known as the Empire Construction company, with a capitalization of \$1,000,000, has also been incorporated, with these officers: J. Ross Clark, president; Geo. B. Leighton, vice president; H. E. McKee of California, secretary and treasurer. Directors—J. Ross Clark, David Keith, Reed Smoot, T. E. Gibbon, T. F. Miller, Geo. B. Leighton, R. C. Kerens, Clarence K. McCormick, W. A. Clark.

For the purpose of carrying on the work implied by its name, the Los Angeles and Salt Lake Exploration and Development company, with a capitalization of \$5,000,000 was also organized, as follows:

Incorporators and Directors—Thomas Kearns, R. C. Kerens, Jr., T. E. Gibbon, W. S. McCormick, Perry S. Heath, R. C. Kerens, Jr., secretary.

With these men as "fathers" to the enterprise there is no room for doubt as to the building of the line, which will tap great mineral districts and coal beds in this state and many big camps in Nevada, besides giving an outlet to the Pacific coast for many western lines and a carrier for much of the oriental trade for which a big contest is but just beginning. The construction of the line means the building of about 800 miles of

Nearly Three Thousand Miles of Road, From the Building of Which Utah Will, Directly or Indirectly, Receive Great Financial and Commercial Benefit.

This new Denver-Salt Lake road will furnish the shortest connection for the Rock Island and the Burlington on the

new road, with all that follows in the wake of such big enterprises.

Denver & Northwestern.
Although the Denver & Northwestern is as yet but a "paper railroad," there are plenty of indications that its projectors are in earnest and mean to build it within reasonable time. Indeed, it is stated in what would seem to be reliable quarters that the season of good weather this year will see the earth moving along almost the entire proposed route. That D. H. Moffat, the prominent Denver banker, is at the head of the enterprise, together with his announcement that he has succeeded in interesting eastern capital in the matter, are evidences of the fact that the Denver & Northwestern is to be a reality. Approximately the line is to be 520 miles long, with a two-mile tunnel

through the "backbone of the continent," and its cost is estimated to be somewhere in the neighborhood of \$20,000,000. A Denver paper puts it at \$30,000,000 and says: "But three times that amount will be expended in connection with it before it is completed. The construction crews will be followed by the investor and the speculator and wherever grounds for a station are laid out all the surrounding country not taken up by the railroad promotion company will be gathered in and all sorts of enterprises started. It requires money to break into a new country and the cash is ready to be expended."

"The ground between Denver and Idaho Springs and Denver and Boulder is fairly well settled, but there is plenty of room for more and with the completion of the road there will be villages at every other step between this city and the foothills. Naturally this will be good for Denver and it was freely estimated today that the population will soon go over the 200,000 mark. Beyond the foothills and over into the mountains there will be another increase in population and the whole region will be benefited."

several hundred thousand dollars additional. In the construction, 207,900 tons of rails, 10,000,000 ties, 500 tons of spikes, 200 tons of fish plates, 100 tons of nuts and bolts and 50 tons of other railroad iron will be used. About 125 locomotives, 2,500 box cars, and 100 passenger cars will be necessary. The total cost of the road, equipped and in running order will probably approach \$20,000,000.

Miscellaneous Construction.
Aside from these large enterprises there are many miles of construction going on in the way of small cutoffs and betterments upon old routes. Among these is prominently mentioned the Rio Grande Western, which is also reported to have an eye on a Pacific coast road. Some of its present work in the southeastern part of Utah may be said to give much reason for the rumor, but such a project is as yet so indefinite that extensive mention of it here would be unjustifiable at this stage of the big western railway game. Numerous small electric lines are in contemplation, some incorporated and others being organized. Recently the Salt Lake & Utah Valley was incorporated, to build at once between Salt Lake and Bingham, a distance of 27 miles, and through the southern part of the valley in the future. A similar road from Salt Lake to Logan is

being planned. At Carson he is an all-pervading element of the landscape. In the mountains roundabout Carson live the remnants of three tribes, the Piutes, the Washoes and the Shoshones. They are not upon any reservation, nor do they receive government support. They are absolutely free, left in possession of these sterile uplands which the white man does not want. Each day companies of them come down into Carson and, swathed in bright blankets, sit playing Piute poker upon every vacant lot. You will often see the squaws sewing there also, making garments of

Brown to Reno, Nev.
Nevada Midland, 112 miles, Austin to Tonopah, Nev.

What it All Means.

It all means an era of prosperity for Utah unsurpassed heretofore, for millions of dollars must be expended hereabouts for labor and material. A contemplation of the situation brings to light an almost incredible amount of construction, but here is the mileage in a nutshell:

O. S. L. to coast	600
O. S. L. to Thunder Mountain	150
San Pedro to coast	850
Denver & Northwestern	520
Ogden-Lucan cutoff (S. P.)	107
Miscellaneous	358
Total	2,655

These are Rumors.

Aside from the enterprises given in the foregoing recounting are the following, which have not sufficiently advanced beyond the rumor stage to justify the announcement of their coming reality, although some of them are reasonably probable of construction:

- Pacific & Idaho Northern, 40 miles, Council to Seven Devils district.
- Eldorado Railroad, 60 miles, Eldorado canyon, Nev., to Ibex, Cal.
- Idaho Midland, 200 miles, Boise, Ida., to Butte, Mont.
- Oregon Railroad & Navigation, 100 miles, Lewiston, Ida., to lumber fields.
- Moscow & Eastern, 40 miles, Potlatch river to Moscow, Ida.
- Northern Pacific, Ripari to Lewiston; Stiles to Grangeville; Cul de Sac to Nez Perces; all in Idaho.
- Rio Grande Western, 250 miles, Green River to Sallina and Heber to Uintah reservation; all in Utah.
- Utah & Wyoming, 91 miles, Salt Lake to Wyoming boundary.
- Grand River, Castleton & La Sal Mountains, 20 miles, Grand River to La Sal.
- Rio Grande Western, 51 miles, Colton

to Strawberry creek and Duchesne river. These aggregate over 1,000 miles. Salt Lake's Position. Salt Lake City must inevitably receive some benefit from all of these en-

terprises because of her location upon the highway of commerce in this region and her position as a center of attraction for tourists. Gradually this city is becoming a distributing point for supplies into the surrounding mining and railway camps, and in the enormous expenditures of money necessary to the big enterprises now on foot she must largely participate. It is almost impossible to recount the number and extent of the natural and as yet undeveloped resources of this rocky mountain region—they can scarcely be imagined. Railroad corporations have eyes for business and their desire to enlarge their systems to advantage will ere long result in the gridironing of these states with lines of rails.

Rule About Personal Effects.

Washington, March 28.—Asst.-Secy. Spaulding of the treasury department, has announced that hereafter in the case of Americans going abroad and taking sundry articles with them the rule will be that "personal effects may be examined by a customs officer before leaving and an itemized descriptive schedule prepared and then upon the return of the person the goods will be exempt from duty, provided they tally with the list."

Cabinet Considers Cuban Matters.

Washington, March 28.—The session of the cabinet today was largely taken up in discussing the details preparatory to the withdrawal of the United States from Cuba.

Secy. of Agriculture Wilson made a statement regarding the discrimination by Germany against American food products, especially meats. He pointed out that the German analyses of the food products undoubtedly were very severe and indicated that if similar analyses were resorted to by American analysts were resorted to by American coming into the United States, millions of dollars of German goods would be shut out of this country every year.

The position taken by Secy. Wilson is regarded as a mild intimation to Germany that the present situation cannot continue.

Yankee Florists to Supply England With Fresh Roses Cut in This Country

American florists are to enter into competition with the world-famous English gardeners, and American roses are to flaunt their radiant faces in the land of roses itself!

At the international rose exhibit, held by the London Horticultural society, in March, several new roses from the United States entered the lists, and it is confidently expected that they will carry off the honors. This, too, in spite of the handicap of distance, which is no small consideration. Only the very best of blooms could stand the journey and look fresh enough for show purposes upon arrival on the other side of the Atlantic.

That is why only a few favored ones will go. There are others which look very pretty in their American habitat, but which are too perishable for transportation.

The rose that leads all the rest for the year is the new white rose, Ivory, which is as strong and sturdy as it is rarely beautiful. All arrangements have been completed for sending it abroad in March. As a test of its endurance a consignment of the Ivory roses was shipped to London last month, and it was found that with proper care the lovely flowers lasted for 30 days. They were packed in wooden boxes having a central compartment filled with ice to keep them cool, and were laced in the fruit room on the vessel, where a temperature of 40 degrees was maintained.

But this experiment is not alone of value in relation to the coming exhibition. It is fraught with widespread commercial importance. Benjamin Durfee of the American Rose company, at Washington, D. C., says that it means that his firm will undertake to supply cut flowers of the Ivory variety for the London trade. Once that would have been termed "carrying coals to Newcastle."

It is still true that there are no outdoor roses like those that are produced in English gardens. But America's hothouse roses are far and away larger and handsomer. The Ivory is so now that it has not even yet been put on the American market. The dealers are eagerly expected to get it in April. There is no more beautiful white rose. It is like Carrara marble, of exquisite texture, and a genuine tea rose of delicious fragrance. There was great rejoicing when, in 1896, the lovely flower first burst into bloom. A white Golden Gate! That was what the florists had long been sighing for. The Golden Gate itself, with its faint, pinkish porcelain tint, was lovely, but it wasn't what was known as a "good seller," for, by a freak of American fancy, roses of a pronounced color are what the public here demands. They will look at and admire the tinted varieties; but the fact remains that they do not buy them. It is deemed particularly desirable, too, that the new rose is white, for 75 per cent of all the flowers that the trade uses must be white. anyhow, and there has never before been a white rose that had the "keeping qualities" of this one. And, lastly, still more cause for pride lies in the fact that the Ivory is a blue-blooded American rose, with a pedigree of aristocratic lineage. There are very few strictly American roses, but the Golden Gate, from which Ivory springs, is one of them, and was the result of a cross between Cornelia Cook and Soprano.

During the past year, since Ivory has reached perfection, it has been traveling about the United States on exhibition at the various flower shows. At Kansas City, Nov. 21, 1901, it took the gold medal. It has silver medals from the Pan-American, the Pennsylvania Horticultural society, first prizes from the American Rose society, and certificates of merit from nearly a dozen other organizations. So it will go to London well decorated. The same grower who produced the Ivory has another new rose. It has been named the "Alice Roosevelt," for the president's daughter, its dainty petals are a shade of the color of the

the American Rose society, and certificates of merit from nearly a dozen other organizations. So it will go to London well decorated.

It is pink and of large size. The color is a delicate, soft pink, with a hint at the edge of the petals. It appeared only three years ago, and is not yet old enough to be brought out or to go abroad.

Another new rose for 1902 which is creating a sensation and which is expected will take honors by storm, is the "Mrs. Oliver Ames," named for the wife of the ex-governor of Massachusetts. It is a pink rose, from the "Mrs. Pierpont Morgan," and possessing the same vigorous habit, fine glossy foliage of deep green, erect stout stem, and even more free flowering qualities. The flowers are very full and large, averaging four inches in diameter when in perfection. The color is a lovely rosy blush, with a little deeper shading in the center, and on the edges of the petals, and a delicate tint of yellow at the base of the petals, making it the most beautiful of all the delicate colored roses ever offered. Its keeping qualities, too, are unsurpassed. In short, it is an ideal rose in size, color, form, stem, foliage and free flowering qualities. It has taken five large silver medals, also a gold medal and seven certificates of merit.

On Dec. 13, a box of "Mrs. Oliver Ames" roses was shipped from Summit to England, and ten days later were received by the editor of the London Gardener's Chronicle in the condition. "The Mrs. Oliver Ames" will be put in commerce next year. The "Queen of Edgely," the lovely pink American Beauty from Edgely, Pa., may be among the roses to be exhibited in London. It has been in London before, and the growers are not quite so anxious to show it as the new roses. There is, however, a possibility that it will compete. It has now been for a year or more before the public, and its merits are well known. The flowers, nearly as large as the American Beauty, its parent, are cup-shaped, some reaching seven inches in diameter, and are borne on stems six and eight feet high. When the pink American Beauty travels it is especially provided for, each stem being inserted in a tube of water, which is hermetically sealed at the top. The pink Beauty is decorated with three medals, one each from the Massachusetts Horticultural society, the Pennsylvania Horticultural society and the American Institute of the City of New York.—Denver Post.

other old jobs. The Indians never stay in Carson over night, and no eastern woman fails to look from her window at sunset and watch them slowly making their way along the trail in Indian file. In and out winds the long line, across the face of the darkening mountain, the last sunbeams lighting up their barbaric trappings, each Jim invariably with his own Sally; the squaws always carrying the papoose, but the buck sometimes shouldering the stumbling toddlers; up, up, to the brush tepee at timber line, where each tribe in its own place, separate from the other two, cooks its scanty food over its little campfire and goes to sleep among the moaning pines.

—Washington Evening Star.

ADOPTION OF INDIANS AS HOUSE SERVANTS.

Carson, the capital of Nevada, is probably the only city in the country where the "bird girl" is a squaw. The eastern tourist is apt to think that the western Indian is a myth. At Denver you will see him only at the annual festival. In New Mexico and Arizona he will find him truly but he is the Pueblo Indian living in his own village. The Indian of the plains, the hero of frontier romance, is secluded on the reservation.