

# Dawn of the Era of Salt Lake City's Greatness.

**A**L. HALL another Christmas time! The Deseret News is ever glad to see that happy season come. Its readers are more than one too. In fact, they are many, for there has been such an auspicious Yuletide in these mountain cities as is now upon us. Blessed indeed are all our people. Ours has been a steady march forward since the Christmas chimes of 1895 cheered the hearts of mankind, and it covers in epoch in Utah, Idaho and Nevada history, which is ably and comprehensively set forth in the pages that follow. Meanwhile there can yet be found those who ask: "Is Salt Lake City going ahead?"

For years the Deseret News has been answering, "Yes!" to that question. In its great annual reviews of intermountain industries and activities, and for years have in our very midst there still a small contingent that has been persistently shrugging its shoulders, turning up its nose and replying "No!"

In spite of evidence on every hand, in spite of increased values in realty and of new buildings going up in every direction, these croakers have persisted in the assertion that Salt Lake was making no progress. Parenthetically, too, it may be added that most of these people who have depreciated our growth and have seemingly taken pleasure in misrepresenting our conditions have been home people. Outsiders have always shown a kindly feeling for Salt Lake, and go where you will everybody who has visited Salt Lake has a good word to say for her present and a prophecy of yet greater future. Analyzed closely it was always found that those who habitually defamed Salt Lake City and Utah were those who had made their fortunes here and owed all they had to this community.

## PROSPERITY NOTCHES.

However, this article is not controversial. The province is simply to point a most astonishing fact; and that is the very significant feature that within the past year these very people who have been so loud in depreciating Salt Lake City and denying her manifest destiny, have been forced to turn. The worst traducer of Salt Lake heretofore is now compelled to admit that it is "going ahead." The continued growth was too much for even the blind not to see. And while there has not been a year in the past eight when Salt Lake has not made marked progress, not a year in which property was not worth more in Salt Lake than the year previous, not a year but our prosperity was marked by higher notches, nevertheless it has been the year 1906 to bring these blarneyers and Pharisees to admit it. We certainly are a great city and have made progress when even the cranking pessimist has to "give in."

## COMBINED CAUSES.

A subject of perpetual discussion is whether successful men make themselves or are made by opportunities. Unsuccessful men always think success is the outgrowth of opportunity; and the men who have "made good" are pretty apt to fancy their own merits the sole cause of their success. Common sense, however, teaches that great achievements come from a happy combination of the two. It is the same with cities. If great deposits of gold were found in the midst of the forbidding Death valley large communities would undoubtedly follow; but no amount of personal energy or native ability could establish a city there in the absence of some great natural resource of that character. On the other hand, when a great natural resource like the harbor of New York is combined with the pluck, push and perseverance of the men who settled on Staten Island, nothing but a world metropolis could result.

## A CURIOUS COMPOUND.

Salt Lake has been a most curious compound of men's deeds and nature's gifts. Originally remote from civilization, in the midst of a forbidding desert, inspiring no confidence in even the hardy trappers who had passed through it, the Salt Lake valley was as unpromising a bit of exploitation as Death Valley was. When Brigham Young called "Salt" and the nucleus of the present city was planted, no one would have had the hardihood to maintain that opportunity was opening a very wide door to the hardy pioneers. It was then simply a case of "root, hog or die." Yet the passage of time has revealed here a magnificent treasure of opportunity: climate, soil, mineral wealth, variegated resources of which the original settlers never dreamed. Few cities have been blessed with such a bundle of gifts of nature. For a great opportunity there has from time to time arisen internal dissension and defection by even citizens that has retarded growth.

## LIKE A SPLENDID SHIP.

Like a splendid ship blowing through the billows and ocean storms, Salt Lake has overcome every obstacle and reached the port of greatness. For let it be said right here that Salt Lake is no longer a "city of the future." It is a city of the present. In other words, we don't have any longer to deal with "promises" for Salt Lake has become everything that a sanguine boy could have wished—the chief city of the intermountain country, rich in beauty, blessed with health, chaste, magnificent trade and a that goes to make life enjoyable in business and pleasure. We don't have to prate of what Salt Lake is "going to be." Those who through prejudice and personal animus have in the past been denouncing against us, no longer able to inspire anything



SPLENDID DEPOT TO BE BUILT IN SALT LAKE FOR THE RIO GRANDE WESTERN AND WESTERN PACIFIC.

but ridicule through their walls, have suddenly veered and now join with us in telling what a splendid place Salt Lake is.

The progress of the city, which to every observing eye has been steadily onward through nearly a decade past, has strangely been revealed only with in the past 12 months to these few; and with their surrender all question as to what Salt Lake is has passed forever.

There need be no controversy as to whom the credit of the building up of a great city here belongs. That everyone admits it is great is glory enough. If the croakers think they accomplished it by their croaking, let them so think. Don't dispute it! The workers have their reward; and as all are agreed that we now have here a wide-awake thriving, throbbing town, let us for once pull all together and pull in one direction.

## AFFIRMATIVE ANSWERS ONLY.

Will Salt Lake keep on growing? Yes. Will real estate continue to advance? Yes. Will the wonderful industrial and commercial activity of our city keep its present momentum? Yes.

Every year of the past decade has shown a gain on the preceding year. If there has not been as much building construction within the city limits the past year as one could have wished it has been due solely to the scarcity of material and labor entering into building. And yet the figures show an increase over 1905 by a million and a half of dollars.

The very prosperity the city is enjoying has in a measure retarded building, for the reason that all the brick within the capacity of our local plants were absorbed by the smelters and refineries, while skilled labor has found steady and remunerative work in the same direction. In Salt Lake brick forms the foundation of all our good construction. On the top of this came unheard of advances in the price of lumber, bringing building to the highest cost ever known in Salt Lake City. Hardware, too, shared in advance in price. Yet even with unlimited funds, and a disposition to push construction at whatever cost, the Salt Lake found himself hampered by the unprecedented condition of the labor and material market. Houses for which plans were drawn a year ago have in many instances not yet started; others have dragged and halted.

## INCREASED VALUES.

People who were fortunate enough to own improved property have learned that their buildings have increased in value commensurate with the price of materials that enter into new buildings. With the increase in the value of land, and the increase in the cost of building, the owner of improved property in Salt Lake is indeed fortunate. The outlook, too, is that both land and material will advance even more with the coming spring. As compared with last year it is safe to say that the owner of a well-constructed business block or home in Salt Lake has property worth 15 per cent more now than at this time last year.

## GOOD REALTY MARKET.

It goes without saying that good wages and good prices of materials make a good real estate market. A distinct note in the past year's growth has been the phenomenal advance in the price of suburban property. In previous years the advance was confined to the good residence and business districts. "Speculative" property, as it is called, saw no marked movement upward. Far outlying properties had long lain dormant. The past season brought a change. The creation of the smeltering town at Garfield has given an impetus to all the lands lying between Salt Lake City and the lake itself. Suburban lots, which were of such doubtful value that own-

ers would not pay taxes on them, even in the good years of the past decade, and which could have been had for the asking, have suddenly jumped into active demand. Additions which were of such bad repute that tax buyers would not take them for taxes had to be bid in by the county, and the relics of the boom of the late '80's cut a sorry figure. "All things come to him who waits," and Salt Lake county, which has been on the waiting list, suddenly waked up to find her unsought boom lots of substantial value. The taxes and penalties have been paid, and even the old owners have secured something for their equities.

## "BOOST" ELEMENTS.

Just as the smelters have boosted the property lying "beyond Jordan," so the purchase by the Western Pacific of land for shops in the southern suburbs has given an impetus to suburban property in that direction. Along with all this the movement for the establishment of interurban railways, has made substantial progress. From present outlook these wonderful aids to outlying property, of which we had so much talk and so little done

in days gone by, seem assured for the coming year. The country to the north, south and west of us will then be given cheap, rapid and easy transportation to the center of Salt Lake. The factors which have contributed so much to the growth of the past year can be grouped into three heads—the Garfield smelters, the Western Pacific construction, and the definite arrangements for the improvement of the city and suburban street car system.

## OUR LOS ANGELES LINK.

With all this, too much praise cannot be accorded Senator W. A. Clark for the first great undertaking Salt Lake had enjoyed in many years—the railroad which linked Salt Lake to Los Angeles. It was indeed unfortunate that the general offices of this line could not have been established here instead of at the southern terminus of the road. Yet that would have been a benefit to the city entirely beneath the great advantages that have accrued from extension of trade into new territory.

## DEEP CREEK RAILROADS.

Added to what Senator Clark has already done is the new branch proposed

to Deep Creek. Those who through the would in the future be only the minor note in the railway building era of this section. Yet also today a road to Deep Creek and it seems we are to have two means another lift to the town and her interests. We have reached a stage when what once seemed the greatest accomplishments to be sought are now but subsidiary projects. Deep Creek is to be but a small factor in the Clark road or the Gould road; yet think how big it seemed to us in '93 and '94!

## GOULD'S GREAT WORK.

More to Salt Lake now is the fact that she is to be the great mountain division point in George Gould's "Atlantic to Pacific" system. Even our own merchants and shippers do not yet realize what all this means to us. It seems still like a dream, something entirely too good to be true! From Salt Lake to San Francisco by two direct routes; to Los Angeles by one air line; to the vast wealth of Nevada by three arteries; is it a wonder that we feel early '90's thought of a road from Salt Lake to Deep Creek as the great saving factor of the city would hardly have believed it possible this road

yet to comprehend all of its meaning? But go to the men who are behind all these projects, and ask them what will be done for Salt Lake in carrying out the plans they already have in hand, and with no uncertain tones they will tell you there is no better city to invest money in west of Chicago.

## WESTERN PACIFIC.

The Western Pacific is the latest and greatest of our gifts. George Gould does nothing by halves; he never "lies down" in anything he begins. The transcontinental railway has been the pet of his fancy; it now lacks but some eighteen months until he can ride in his private car over his own roads from Atlantic to Pacific, even as Mr. Harriman now does. It enters virgin country; it gives to Salt Lake as much new tributary territory as she had altogether up to the year 1890. Only as we enjoy the fruits of this vast enterprise will we appreciate it. For, let it be frankly admitted, Salt Lake lived in unfulfilled promise so many years, that she can now only realize her triumphs when she actually tastes them. Two old Salt Lakeers, Bogue and McCartney, have in charge the engineering and construction of the new great road; and both, in their quiet, unobtrusive way, say that no one city from end to end of the Western Pacific line will benefit from the road as much as Salt Lake.

## TWO GREAT NEW DEPOTS.

The present year will be noted for another very important action on the part of the big railroad interests in Salt Lake, and that is the definite steps taken in the direction of erecting two union depots next season. For a decade almost this has been spoken of, but it has always been vaguely in the future. Now uncertainties have been swept away and hope is to be turned into realization, and instead of one great union station, we are to have two magnificent edifices, one to be erected by the Harriman syndicate for the joint use of the Union Pacific, Oregon Short Line and Salt Lake Route, to go up on South Temple and Fourth West streets, and another which is to be reared by George Gould for the Rio Grande and Western Pacific, now being speedily pushed on toward the coast, and which is to give Salt Lake another outlet to the golden west. Surely there is cause for rejoicing in such prospects. It is doubtful if there is another city in all this enterprising old world that is to have two new union stations of magnificent proportions erected simultaneously. It is all indicative of how the kings of finance and industry view the future of Salt Lake.

## THE NEVADA MINES.

The Nevada mines opened to our trade by the Clark and Gould lines should double our jobbing business; while the influx to Salt Lake of people who, having secured their fortunes in the treeless zones, wish to establish homes for their families here, will be as much as already received from our own mining camps. This means the necessity for "stretching out" our residence district; for a larger warehouse and wholesale district; and, finally, for new industries to supply the increased needs of these tributary communities west of us.

## REALTY VALUES.

Real estate values are the product of business needs. Real estate can do nothing for itself—it is the reflex of other business and a corollary to it. Land values are simply the clock hand which indicates what is going on in a community. If the clock—business—stops, the hands must stop. All the real estate agents on earth never added a dollar to the value of a foot of land; though possibly they may have added something to what the buyer has had to pay for it. Real estate holdings in Salt Lake are good because of the present demand for factories, for stores, for warehouses, for homes. They are good to keep because those needs are

increasing rapidly; because every day adds to the population of the city and to the trade that is coming from the outside.

## ALL MAKING MONEY.

All around us people are making handsome returns from the ranch, from the mines, from stock raising, from a thousand and one enterprises which have been established within the last few years. Our merchants are invading new territory. Manufacturers, from supplying a local demand (as in the case of cement), have orders for enormous quantities of goods from a distance, which they cannot supply. Through every element of the community runs a tone of prosperity; and this finds expression in the purchase of homes, ranging from the little cottage which the laborer has been able to earn, up to the mansion which comes from the earnings of large enterprise. Good wages and good times; these mean a good real estate market.

## EXTENSIVE IMPROVEMENTS.

Indicative of the present conditions must be this article itself. In real estate reviews of successive years, it has been customary to enumerate the houses and blocks and improvements made during the past year of Salt Lake. The movement of realty and business the last two years has carried up away from that custom—it can no longer be followed. It is only possible to point out the line of general improvement: the streets, which are being macadamized by the mile, the sidewalks which have been laid by great districts; the sewers which have been constructed for the many instead of the few; the street car system which is to be overhauled from end to end and supplied with the latest and finest equipment.

It is true that most of what has been done this year was planned and outlined last year, just as the projects of the present time must necessarily be accomplished next year and the year after. Take the mammoth smelters at the point of the mountain, which are as integral a part of Salt Lake's growth as if they were located in the heart of the city. The land for these was all bought a year ago last spring, and construction was well started at this time last year. Take the Western Pacific; all its right of way in Salt Lake had been secured last year, and the line was well past the lake.

## OREGON SHORT LINE.

Take the Oregon Short Line; its yardage had been secured and its shops well under way at the time of last year's review. The great wheels had been set in motion; now they have gained a heavy momentum. In order new wheels are being set in motion which this time next year will be turning at full speed.

## WESTERN PACIFIC.

From the Western Pacific will spring large shops for the construction of cars and the maintenance of the equipment necessary to the west quarter of the continent. Our coal fields make such shops here economical, whereas their establishment on the Pacific coast would mean a tremendous cost for that elemental factor in construction, fuel.

The smelters are now employing large forces in making ready; but when once these ponderous works are completed, costing millions, it will take an equally great force to operate them. The population at the smelters and at the close-by mines of Bingham, which supply them, requires quick and easy access to the city. This brings us the suburban railway lines, which will not only carry passengers but serve the country for the transportation of produce.

## BETTER STREET CAR SERVICE.

Then Mr. Harriman, realizing what an adjunct to his railways would be an up-to-date street car service, has taken over the holdings of the city railway, electric light and gas companies. All these mean so much for Salt Lake's improvement, and all bear so directly on the demand and consequent value of property, that they have the same significance to us that rain does to the farmer. Real estate was pronounced "high" by the croakers last year; it is higher this, and it will still be higher next. Rentals are the same. Though apartment houses and flats have been a feature of the year, they have been rented before the plaster was dry; in some cases apartments have been engaged before contracts for construction were concluded.

## WAITING LISTS KEPT.

At many of the popular flat buildings "waiting lists" are kept. A year ago there was some discussion as to whether flats would keep in favor; there is no such talk now. It is too evident that twice as many as now exist in Salt Lake could be rented within a month. People find that they subserv a distinct use—the dwellings for people who have no children, or whose children have reached that age when they no longer need the romping ground that youth requires. The lover of nature and those with means to afford it, will continue to occupy the segregated home, with spacious grounds and the accompaniments of flowers, grass and shrubs. Those who make home a sleeping place and spend their time mostly outside, and who wish to be rid of the eternal servant-girl problem, find in the flat ("cosy, snug and warm") the ideal of home life and domestic economy. So it has come that the flat dweller is a distinct element in the community and must be reckoned with. Many new, handsome flats have been built in Salt Lake the past season, located in the region north and south of Brigham street. More are under way; and for all there is an insistent demand.

## THE INCREASING AUTOMOBILE.

Just as the automobile has increased

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GEORGE J. GOULD.

The Young Colossus of the Railway World Whose Immediate Improvements in Salt Lake City Mean the Expenditure of Vast Sums of Money.