

FROM GARLAND TO MALAD BY RAIL.

FROM Garland to Malad by rail! What an innovation this will be to travelers who have been accustomed to make the tedious overland trip in an antiquated stage coach. In a few days more the last spike will be driven; Boxelder county's sugar city and Oneida's quaint capital will be wedded by hands of steel and the citizens of these two prosperous towns will then have opportunity to exchange felicitations and rejoice that the work inaugurated by the Oregon Short Line railroad—the empire builder of the west—has been completed.

The people who make their homes in Malad, in particular, will have reason to feel proud on this occasion; for no longer can it be said of them that they are isolated from the busy centers of trade and commerce. With a full appreciation of this, they are preparing to indulge in a jollification, in which they invite everybody to come and join them and partake of their hospitality. There will be men of state, as well as national, prominence, there on that occasion to deliver speeches if everything goes well; the resources of the Malad valley will be attractively exhibited by products from the farms and ranches. In fact everything will be done to make this celebration a memorable occasion, one that will mark an important epoch in the history of that region. It will be a general holiday for everybody in Malad.

While the extension north of Garland was first made to open up a new sugar beet country, there is something about this reaching out of the Oregon Short Line into this hitherto neglected region, which indicates that Malad City will not always be the terminus of this new feeder for the big system. When one stops to consider that this is an age of cut-offs for the railroads, the question occurs: Why should not this new line from Garland to Malad become one of them? Many believe it eventually will be; that at some time in the future travelers going from Salt Lake to the Pacific northwest will be taken through the valleys of the Bear river and the Malad, rather than by the more circuitous route through Pocatello. By building on from Malad the Oregon Short Line can get over the Malad mountains through a convenient pass and find an easy grade on to the west into Cassia county, finally connecting with the Minidoka & Southwestern at Burley, which penetrates the famous Twin Falls region, only recently made irrigable by the harnessing of the waters of the Snake river. It is said that the Minidoka & Southwestern is to be extended to fill the existing gap between Twin Falls and some convenient point on the main line. The consummation of this may yet be remote, but it is a plan that in time seems certain of materialization. While the reduction in mileage would be considerable, that alone is not the only advantage; it would also eliminate the passing over of a good deal of desert country west of Pocatello and the journey to the northwest would then be made almost entirely through a rich agricultural section which will, in time, become densely populated. So it can be said that the building of this thirty odd miles of track from Garland to Malad may become an important link in the Oregon Short Line's trans-continental system.

But the fact must not be overlooked that The Utah Sugar company deserves a large part of the credit for the transformation that has been taking place in the Bear river and Malad valleys. The introduction of beet culture, with the success which followed, has been responsible for the improvement and building up of the country. It was the investment of several millions of dollars in beet lands and the building of the sugar factory at Garland which finally led to the building of the railroad. The sugar industry has brought such prosperity to Boxelder county that the taxable valuation of property there exceeded that of Cache county last year to the amount of \$2,000,000.

HISTORY OF THE BEAR RIVER CANAL.

IN THE early seventies, after the development of Cache valley was begun, President Brigham Young considered the possibility of bringing out the great Bear river canal through the Bear river canyon, but saw the impossibility of raising sufficient capital to develop this stupendous work, and abandoned it for the time being.

Later on Mr. John W. Kerr, a banker of Salt Lake, had preliminary surveys made to take the water from Bear river near a point which is known as the natural dam about one mile from where the present power plant of the Utah Sugar company is now located; the difficulty that confronted Mr. Kerr was the financing of it, he also abandoned the project, as it was very difficult to get this amount of money to develop this vast work. In 1887 Mr. John R. Bothwell, of New York, spent some time in the valley, and filed on the waters of Bear river above Brigham City, and was successful in promoting the project through the financial agents Jarvis & Conklin, then of Kansas City, who sold two million worth of bonds for the building and equipment of the canal and the Ogden waterworks. The corporation was known as the Bear Lake & River Water Works & Irrigation company, with Jarvis & Conklin as trustees.

CRASH CAME IN 1893.

In 1893, when the terrible financial avalanche swept over the world, Jarvis & Conklin failed for about \$50,000,000, and the Bear River company being one of their projects, went to the wall; they were not able to pay up one of their contractors, who was Mr. William Garland, for \$150,000, and he filed a mechanic's lien for this amount, which kept the company in litigation for about five years, and the supreme court of the United States decided in favor of Garland; during the interval of this litigation, on Jan. 4, 1893, Mr. W. H. Rowe, who was then assistant superintendent of the Z. C. M. I., was appointed receiver of the Bear Lake & River Water Works & Irrigation company, when Mr. Rowe took possession of it for the bondholders, the canal was in an unfinished condition, and he took a trip to London and raised sufficient money from the bondholders to finish the canal; in September, 1894, the Bear Lake business was foreclosed, and was bought in by representatives of the bondholders, and a new company was organized in the name of the Bear River Irrigation Ogden Water Works company. Through great efforts, the land under the Bear river canal was developed and many farms sold; the development of the valley would have been much more successful had not the Garland litigation been pending for the five years past, as all the water rights were being sold subject to the Garland lien.

BOUGHT BY EVANS AND DOOLY.

Messrs. David Evans and John E. Dooly of Salt Lake purchased Garland's interest, and during the ownership of Evans and Dooly they improved the canal system at a cost of \$125,000.

The Utah Sugar company in 1901 purchased the interests of Evans and Dooly and also bought some 30,000 acres of land in the valley; since the purchase by the Utah Sugar company, the whole country has developed more than during the whole time previous.

The Garland sugar factory has been built, a ready market found for beets, and lands that were sold from 1893 to 1897 for \$30 to \$40 an acre, are now worth from \$75 to \$125 an acre, caused through the beet sugar industry in this valley.

MADE GOOD THE WATER RIGHTS.

And one magnificent act of the Utah Sugar company was the compromise made with the receiver of the company in making good all the water rights that had ever been issued to the farmers without any expense to them. The Sugar company is now furnishing water to the farmers on the east side of the Bear river through the ditches of the Hammond Canal company. This company buys the surplus waters and sells to the farmers above Brigham City. Lands which have never before had water brought upon them, have been irrigated during the past summer, and the Sugar company has received many good beets from this section.

PURCHASED BY SUGAR COMPANY.

The deal through which the Utah Sugar company came into possession of the Bear river canal system and the 30,000 acres of land that went with it, was consummated on May 3, 1901; by this purchase the company came into possession of property that had originally cost \$1,000,000. Almost immediately thereafter, the directors of the sugar company authorized its agents to contract with the farmers who resided in the valley, and whose lands were under the ditches of the canal, for a crop of beets.

THE FIRST BEET CROP.

During the year 1900 acres were planted and successfully cultivated under the direction of the company's resident agriculturist. In season, the crop was harvested and shipped to the Lehi factory to be reduced into sugar. Analysis showed the beets to be of a superior grade; and, in the following year, 1902, contracts were entered into with the farmers for the crop from 100 acres, while the company, on its own account, cultivated and harvested 1,000 acres. The success achieved being equally as pronounced as it was during the previous season; which proved to the officials of the sugar company that the Bear river region was in every way adapted to sugar beet culture.

CONDITIONS WERE PERFECT.

The climate could not be more perfect and there were no elements lacking in the soil for the proper propagation of the beet plant. In many respects the country seemed to have its



GARLAND'S TOWN OFFICIALS. The Men Who Make and Enforce the Laws of Box Elder County's Sugar City.

advantages over the Utah county region, where the sugar industry of Utah was born and where it was demonstrated that it could be made among the state's greatest enterprises. The second year's success in the Bear River valley left no doubt about the company being fully justified in going to the expense of another factory.

WHEN CONTRACT WAS LET.

During the autumn of that year, or to be more exact, on Sept. 3, Thomas R. Cutler, general manager of the Utah Sugar company, awarded the contract to the Dyer of Cleveland for the handling of 600 tons of beets per day. This was done while Mr. Cutler was in the east and shortly after his return, which was about Oct. 15, in company with other officials made a trip to the new beet growing for the purpose of selecting a site for the proposed factory. The ground was gone over thoroughly; several locations were suggested, all had their attractive features, yet none of them seemed to fill the bill quite as well as what was known as the Garland site and the officials were unanimous in arriving at that conclusion. Accordingly, it was selected.

THE EXCAVATIONS BEGUN.

No time was lost, for forthwith contracts were let and work on the excavations began. This task was completed and the foundations put in in the fall of 1902, so that everything was ready for the structure by the beginning of the year 1903. The factory was completed in time to work up that year's crop of beets, which consisted of 2,500 acres. It went into commission on Dec. 9 and continued to the end of the season without any serious hitch.

At the time of making the location, Corinne was the nearest railroad point and much of the machinery for the new factory was hauled to the site by teams, yet the railroad from Corinne, which is now a part of the Oregon Short Line's Malad branch, reached the new town of Garland in time to bring in the bulk of the equipment.

In 1904 the acreage of beets was increased and in that year the sugar company contracted for and planted 3,000 acres. This year the crop in the Bear River and Malad valleys is 7,354 acres.

Owing to the ravages of the white fly, which has infested nearly all the western beet districts, this season's crop is light as compared to other years, yet in spite of this the Bear River crop will probably aggregate 40,000 tons and the run of the factory will last until about the middle of December.

JAPANESE LABOR EMPLOYED.

Japanese labor is employed to a large extent in the beet fields. Owing to the difficulty of securing white labor for the work, the sugar company this year contracted 3,500 acres to the Japanese-American company. The Japs plant the seed in the spring and cultivate and nurse the plant until it reaches maturity and for their trouble they are remunerated on the basis of \$29.50 per acre for a ten-ton crop. That is to say, if an acre of ground produces 10 tons of beets, the Japs get this amount of money; if the crop amounts to more than 10 tons, 50 cents per acre additional, is paid; while if it falls short of the basis, the 60 cents is deducted. The contract of the Japanese company ends with the topping and digging of the beets at the time of harvest in the fall—the company attends to the delivery of them to the factory.

Many of the farmers in the Bear River country also employ Japanese in their beet fields and the customary arrangement is to give the Jap one-half the crop, or the proceeds from it when returns are made by the sugar company. The farmer prepares the ground for seeding, but he stops there and has nothing more to do with the tract leased to the orientals until harvest time comes. The Japs take care of the seeding and growing of the crop; the land owner does nothing more, but to look out for the digging and marketing of the beets. The Japanese do the rest. Their duties are then finished, except the drawing of the cash due them, which comes direct from the paymaster of the sugar company after the crop is delivered.

COMPANY SUPPLIES SEED.

The Sugar company supplies all the seed for planting in the spring, making a charge of \$2.75 per acre, which is deducted from the returns from the sale of the first lot of beets. With the company supplying the seed a uniform variety from the best selected grades, is maintained; thus working to the mutual advantage of both the company and the grower.

IT PAYS TO RAISE BEETS.

That the raising of sugar beets is a profitable business, under ordinary circumstances, is readily evidenced by the record made in the Bear River country during last year. While the expense of producing a crop of beets is a great deal, there is nevertheless a good profit in it.

Resident Agriculturist William D. Lewis, who has been a resident of Garland almost from its very beginning, told the writer not long ago, that the cost of producing an acre of beets can not be undertaken for less than about \$40 and oftentimes it costs more. But that figure, he states, can be called a fairly good average of the expense.

PROFITS OF LAST YEAR.

In 1904, Mr. Lewis declared, the beets raised in the Bear River region brought an average net profit of \$13 per acre to growers. Figured on that basis, they cleared above all expenses \$57,600 off of the 3,000 acres planted during that season. A snug fortune, indeed, to have distributed about a farming community as clear gain.

HOLDS THE RECORD.

Mr. Lewis relates that one grower of sugar beets, John P. Holmgreen of Bear River City, was only induced to go into the business after considerable persuasion from Agriculturist Lewis and other company officials, and it was a lucky thing for him that he acquiesced, for he cleared up \$45 per acre

WHAT SUGAR BEET INDUSTRY HAS DONE

off of a 55 acre patch, or \$2,500; this after he had deducted every expense connected with the raising of the crop and even to the payment of the taxes on his land. Previous to the building of the Garland sugar factory, Mr. Holmgreen followed the pursuit of stock raising; but after this experience with beet culture he was not long in making up his mind that it is sometimes pays to inject the policy of expansion into one's daily life. Without first making an investigation of the subject, Mr. Holmgreen took it for granted that his time and energy could be applied more profitably by continuing the vocation of stock raising. But he thinks differently now.

CAN ANYONE BEAT IT?

The Utah Sugar company, through Resident Manager Mosiah Evans, offered a substantial prize to anyone that could come up to Mr. Holmgreen's beet record; but so far the challenge has not been accepted. From off 25 acres out of his 55, the present holder of the record obtained an average of 30 tons and 455 pounds of beets; his gross receipts from the full acreage aggregated the sum of \$5,700.

HAS MADE COUNTRY PROSPER.

Indeed, the introduction of the sugar beet industry into that region has wrought many changes in the Bear River valley and, likewise, will do so for the Malad. Previous to the building of the Garland factory, the region was sparsely settled and those who had gone there to find homes experienced a good deal of discouraging hardships; many of them had a difficult time to make ends meet.

As was the case in Utah county, when Lehi became a sugar making town, the people were given new hope; new opportunities were opened to them by the introduction of beet culture; the door of prosperity was opened wide to them; new settlers came into the country and with their aid the desert became rapidly reclaimed. The industry still continues and ere long the Bear River valley will become one of the most densely populated, as well as one of the richest sections of the state.

A trip through the country from Garland north to Malad, confronts one with a picture of prosperity; it is in evidence everywhere. In the older developed beet zones, the proofs are perhaps more perceptible, for the inhabitants have later improvements and they are now making them in a great many places. Those who have tasted the bitterness of adversity, or, perhaps, at some time have deprived themselves of the necessities of life that they might pull through to another harvest, are now reaping their reward and are providing themselves. If they have not already done so, with new homes and new environments. Indeed, the past few years have brought about a wonderful transformation in Boxelder county.

HARVESTING OF BEET CROP.

The harvesting of a beet crop is not lacking in its interesting features. In the fields at this time of the year can be seen hundreds of men, women and children; all engaged in the digging the beets and getting them in shape to be sent to the factory. There is something of a fascination about it too; perhaps for the reason the workers have plenty of company and the hours of labor do not drag; everyone engaged in the vocation seems to enjoy it and frequently regret is expressed that the season is so short.

HOW BEETS REACH FACTORY.

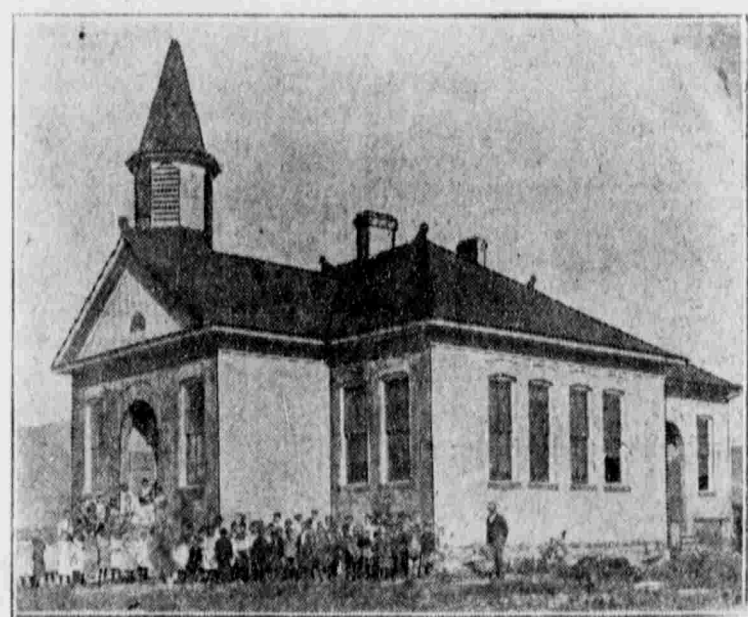
The Sugar company does everything it can to expedite the marketing of the crop. Beets from about 2,000 acres, within a close radius of the factory are delivered by teams, while in the more remote sections, the railroads do the work. If the line just built into the edge of the town of Malad or other portions of the great Oregon Short Line system do not come within a reasonable distance of the beet fields, then they are brought closer to transportation facilities by means of spurs. During the present year two important ones have been built to lessen the difficulty of reaching the factory. One of them is 7 1/2 miles in length and penetrates the beet fields of Thatcher, Penrose and Bothwell.

In this district about 1,000 acres were planted this season. The other spur leaves the tracks of the Southern Pacific, a few miles west of Corinne, and goes down to Rochfort, about two miles further on, where about 500 acres were grown this year. Along the spurs, at convenient intervals, are located receiving stations, where the beets are loaded on to cars for movement to Garland. The Sugar company, during the harvest season, has a train crew and engine placed at its disposal; the conductor and engineer receive their orders from the management of the operating department of the factory and they do nothing else but attend to the beet traffic throughout the zone.

DUMPED INTO STORAGE BINS.

On being brought to the factory, the cars are landed upon a high trestle; there the beets are unloaded and dumped into immense storage bins, which have capacity for holding about 25,000 tons.

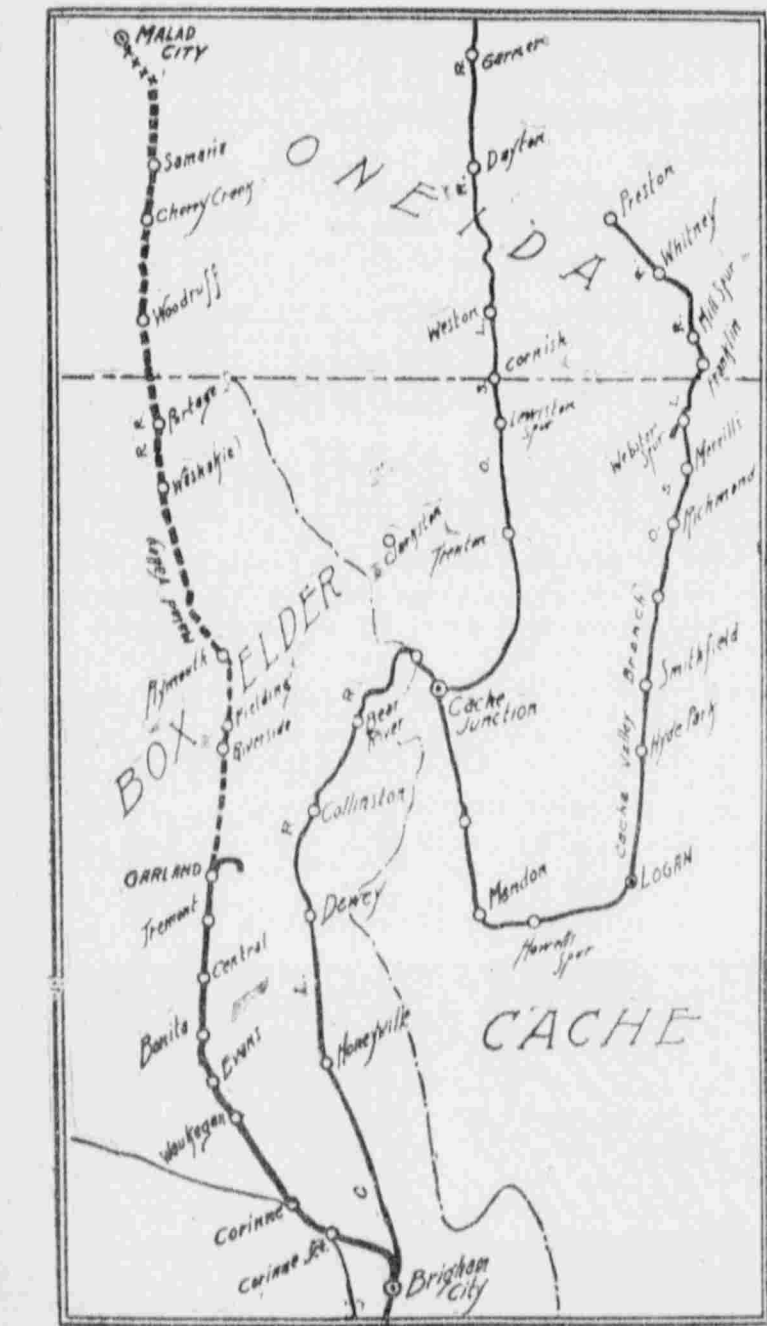
During the past few months the storage capacity of the Garland factory has been greatly enlarged. The additional bins put in required in their construction a half million feet of lumber, and they cover a space of 513 feet in length by 162 feet in width. Eleven flumes, in which the beets are washed and conveyed to the grinders, were put in, making the total on the premises, 17;



ONE OF GARLAND'S SCHOOL HOUSES.



L. D. S. MEETINGHOUSE, GARLAND.



FROM GARLAND TO MALAD. Map Showing the 40 Mile Stretch of Road Just Completed by the Malad Valley R. R.