

RETROSPECTIVE ANTICIPATIVE

THE eve of another Christmas, Salt Lake reaches one more milestone in its advancement. The predictions made one year ago by the Deseret News in its annual number have been more than fulfilled.

This year it is a case of the old story told in but a slightly different way, for since the Deseret News launched its first Christmas edition the burden of its annual message has been the chronicling of the distinct advances made throughout the year approaching a close and the prediction of still greater things to come.

PURGING AHEAD.

Despite the attitude of certain breakers in the past Salt Lake is forging ahead in leaps and bounds and from every city and hamlet in the great state of Utah comes the same story of the great accomplishments of the year 1907.

Figures do not proliferate and the records show pages that tell a story in numerical, irrefutable terms of progress. The bank clearings, the building permits issued, the imports and exports, the wool clip, livestock returns, mineral and coal output, and in fact every branch of human endeavor all along the line has united in the chorus of progression.

LABOR AT A PREMIUM.

Until the vanguard of winter made its appearance there had been more work to do than hands to accomplish it. No able-bodied man in this intermountain region has been idle, save from his own choice. During the current year wages have been advanced and thousands of laborers from northern Europe and the orient have been imported because the railroads, the mines, the smelters, the best growers and contractors of labor generally have been at their wits' end to find muscle and brains to carry on the work.

CRY FOR MORE MEN.

Told in a nutshell: There would have been still greater accomplishments to chronicle for the year 1907 had there been enough working men to carry on plans outlined, to their consummation. Temporary retrenchments were ordered last month the cry during the preceding nine months was "give us more men."

During the past year Utah has passed through a labor strike epoch—something new in its history. This in itself is an indication of prosperity, for whoever heard of labor throwing down its tools during hard times? Aside from the telegraphers' strike, which was general throughout the state, in every case capital and labor speedily got together and an amicable understanding within a few hours was the sequel.

The close of the year finds the dawn of the era of Salt Lake's greatness with public improvements under way and men of substance demonstrating their faith in the capital of the state by both deed and word.

HARRIMAN AND GOULD.

E. H. Harriman and George J. Gould, veteran captains of finance, are demonstrating their faith in Salt Lake and Utah by spending millions in the development and perfecting of transportation facilities.

Probably the first question asked during the recent storm upon the financial and industrial seas was, "What about our railroad projects?" And the answer from all hands came prompt and clear, "They are not needed." The railroad men of the country, like the big, keen business men they are, ordered curtailment of expenses where curtailment was possible and in many instances wise under any circumstances. But where the welfare of the system demanded progress instead of retrenchment there was no retrenchment. Projects calculated to save distance, time and expense but not of direct bearing upon the whole line were abandoned temporarily. This should cause no worry, and has caused none. The attitude of the men responsible for this action was made clear by them through the press. The people were told just why certain steps had been taken. Everyone who cared to know was told that improvements cost mints of money with monetary conditions stringent and unrelenting they could not be foregone.

NO CURTAILMENT HERE.

Orders for abandonment of this project and that were brought over from different portions of the country, Utah and Salt Lake here to ask, "What about the improvement and projects planned and under way for this locality?" Then came the highly gratifying message from those governing local undertakings, "There is to be no cessation of work or curtailment, no retrenchment in Salt Lake and Utah." So this and other have better than ordinary reasons for feeling optimistic, a welcome they accorded the railroads, like bread cast upon the waters, is feeling home when most needed.

IMPROVEMENTS UNAFFECTED.

E. H. Harriman, in whose hands rests a big portion of Salt Lake's destiny, lost no time in sending out the grateful word that his improvements here would see no sudden termination. Through his personal representative, W. H. Bancroft, vice president and general manager of the Oregon Short Line, he announced the half-million dollar depot and attendant changes here would be pushed ahead to completion. This in spite of the fact that the Harriman lines have better terminals right here than ever before. The new freight depot, viaducts over the North street and yards—all completed and ready for the opening feature, the depot, represent an expenditure of over \$1,000,000. When finally finished the Harriman terminals will represent an outlay of \$2,000,000 and will be the finest anywhere. When asked point-blank if work on the depot would be postponed indefinitely Mr. Bancroft answered:

"No such word has reached me. Actual construction will be started as soon as the final plans have been received from New York."

This was the reassuring statement emanating from highest sources when the flurry was at its height, a day or so ago the message was repeated without qualification. In the meantime the depot plans have passed final examination and with a few minor changes will be released and construction commenced.

GOULD ACTIVE ALSO.

Occupying almost an equally prominent place in railroad history, in the making for Utah, is George J. Gould. Mr. Gould has a big part in the western portion of the city cleared for a fine depot and terminals. These will pass the million mark. The Rio Grande railroad and allied corporations will have their quarters in this structure, which will be surrounded by the grand yards to be found in the west. Immense shops to furnish the lines with rolling stock and equipment are another item in Gould's list for this city. These improvements have been discussed and in the end decided upon but they have been necessary to the task upon which the Gould forces are now centering all energy—the Western Pacific.

WESTERN PACIFIC PROGRESS.

A year ago the "News" told of the work mapped out in this project. Today it tells a story of miles upon miles of track laid. Gould has directed every effort toward the hurrying of his newest transcontinental to completion and during the past year has accomplished an amazing list of construction. Amusing because of the difficulties which have beset line construction throughout the west, despite the shortage of competent labor, the monastic tendencies of the few laborers obtainable and the high cost of any kind of labor Gould has kept dirt flying between Salt Lake and Oakland; today there remain a few gaps to complete the long connection. The west has followed each foot of progress on this transcontinental undertaking; it marks the dawn of a new life for the west, it is the two railroad giants upon an equal footing. In the battle for supremacy, such giant will offer special inducements to the traveling and shipping public. The more bitter the fight the more Salt Lake and the west be benefited.

Every day has such activity in railroad building there has been as has been created on in the west during the past year. For years the west was in a position of stagnation. Its resources could not grow because of the lack of transportation facilities. The railroads did not come because business would not warrant. But the modern builder does not wait for a new country, "How much tonnage does this country produce?" He studies a country and then he asks the question, "What could it do with a railroad? Builders of this kind are not seen in Utah and sister

Accomplishments of the Year.

states a wonderful domain, simply awaiting the creation of facilities to aid it in its rush to prosperity. So as quietly right-of-way were taken up and a few years has seen the network spreading with startling rapidity over a once barren west. This network includes not only several transcontinental lines, such as the Clark road (Salt Lake Route) and Western Pacific, but a big array of similar but equally as important projects.

THE MOFFAT ROAD.

In this connection the Moffat road demands first notice. Financiers of Utah and Colorado have joined forces to put Salt Lake and Denver in closer touch. The Moffat road, the life dream of David H. Moffat of Denver, was the resultant project. This line is now over 100 miles out of Denver and is approaching the Utah-Colorado line as fast as men and money can drive the grade through and over the mountains. Only a few months back the idea of running a tunnel through a certain peak along the route was born and adopted with alacrity. This one project will lop off 12 hours of the present 24 hours' running time between the capitals of this state and its eastern neighbor.

ACTIVITY IS WIDE-SPREAD.

The various interstate undertakings are so numerous that nothing more than passing mention can be given them in what must be a resume, only, of the past year's progress. The Burlington is working ahead quietly but surely in Wyoming; extensions are making the arrival of IRL's great line in Salt Lake months closer; the Chicago & Northwestern has been pushing work on extensions which will reach this city in due time. There are other roads which, while they will not pass directly through Salt Lake will have connections with lines which do, promising just as much towards contributing to the state and its capital. Among lines of this class is the road of mysterious control being run from Boise towards San Francisco, via Winnemucca, where a connection is to be made with the Western Pacific.

SALT LAKE TO OGDEN.

Interurban lines, both steam and electric, will have connected outside towns in this state with Salt Lake before another year has passed. The Salt Lake & Ogden (The Lagoon Road) has joined Ogden with Salt Lake already. The close of the year saw this accomplished. The next step, Senator Simon Bamberger, who owns the Lagoon road, announces, will be the electrification of this line. His words are substantiated by the recent purchase of ground in this city for depot, power house and shop sites. Le Grand Young for years worked to get rid of building a road up into Emigration canyon, filled with beautiful scenery and excellent quarries. The present year saw his pet project furthered considerably. A tract of land on the eastern edge of the city was transferred into Judge Young's ownership in consideration of \$10,000. Upon this ground will be erected—during the year—terminals for the Emigration Canyon road.

STILL OTHER PROJECTS.

The name of F. A. Henze was mentioned persistently in rumors of a new line from this city to Brigham. Mr. Henze did not deny the rumors, and in view of recent occurrences the belief is held by many that Mr. Henze will sooner or later devote his time and wonderful ability of his Utah interests. Electric projects will be given deserved space in other columns. The Utah Light & Railway company has announced its intention of extending several city lines out into the country. A line to Garfield, the new smelting city on the edge of the lake in the neighborhood of Salt Lake's world-wide famous bathing resorts is to be the first built. With E. H. Harriman in control of the Utah Light & Railway, Salt Lake rests assured that what's promised will materialize.

The railroad is the great opportunity maker of America. In a lesser degree this holds good with the street car service. The promise of rapid transit made by the interjection of "the Harriman way" into local street traction has been a great factor during the present year in stiffening realty values all along the line.

RAPID TRANSIT PROMISES.

Rapid transit brings the suburbs into closer touch with the business center. With the promise of effective street car service, the values on heretofore vacant lands fringing the resident portion of Salt Lake in a number of instances have more than doubled in 12 months. Now additions have sprung up and an epoch of building operations has marked the declining year. In the wake of advanced prices and prosperous times generally it is estimated that there are hundreds of builders of small homes in this city preparing to erect their own residences next spring, having held off in the hope of a drop in prices of material.

At the present time more than 300 dwellings are being completed, in addition to a large number of apartment houses.

DEMAND EXCEEDS SUPPLY.

In the face of this the demand for houses has exceeded the supply throughout the year. During the summer the Salt Lake Real Estate association issued an appeal to the public calling upon the public-spirited citizens with capital for investment to erect houses to accommodate the increasing population. For months past there have been numerous cases cited wherein prospective tenants have signed leases to occupy homes and have closed up the agreement before the first stone was laid in the basement foundation.

WITHOUT A RIVAL.

Within a radius of 600 miles Salt Lake stands without a rival. It is the logical center for trade. Its location and physical attractions make it the magnet to attract the home seeker. Its splendid educational facilities warrant its being the school for a rising generation of sturdy sons and daughters drawn from Utah and contiguous states. Its public schools are second to none in the west while a number of sectarian institutions of learning located within its limits draw that quota of young men and women from four states.

SOME STATISTICS.

Utah assessments last year were \$13,578,539; this year they are \$162,680,935, a gain of \$149,102,396. Salt Lake county shows a gain of \$9,374,320, having advanced in a year from \$14,142,421 to \$23,516,741.

During the year city improvements to the value of \$5,000,000 have been under way or ordered. These include extended paving of the streets, concrete sidewalks in the residence sections, sewers, street crossings, alterations in grades, macadam work and other details connected with a metropolitan city.

SKYSCRAPERS GOING UP.

Among the notable moves in the growth of the city so as to afford additional quarters for financiers, professional men and agents of every phase of business, has been the completion and also the commencement of several structures in the business section of the city, which range from seven to 12 stories in height. Among the most notable achievements in this direction have been the completion of the handsome new quarters of the Utah Savings & Trust company's secretary building and the commencement of work on two skyscraper office blocks and the clearing of ground for a magnificent hotel, planned and financed by James Newhouse. Many new and handsome mansions have been built during the summer and a number are yet in course of erection. In addition architects are working on more pretentious plans for apartment houses to go up during the coming spring.

Salt Lake, known for a decade as the City of Homes, bids fair to become in a measure a city of flat dwellers. The serious sick problem and the influx of seafarers are in a degree responsible and the man without a young family faces kindly to the innovation that is now becoming pronounced east of Main street.

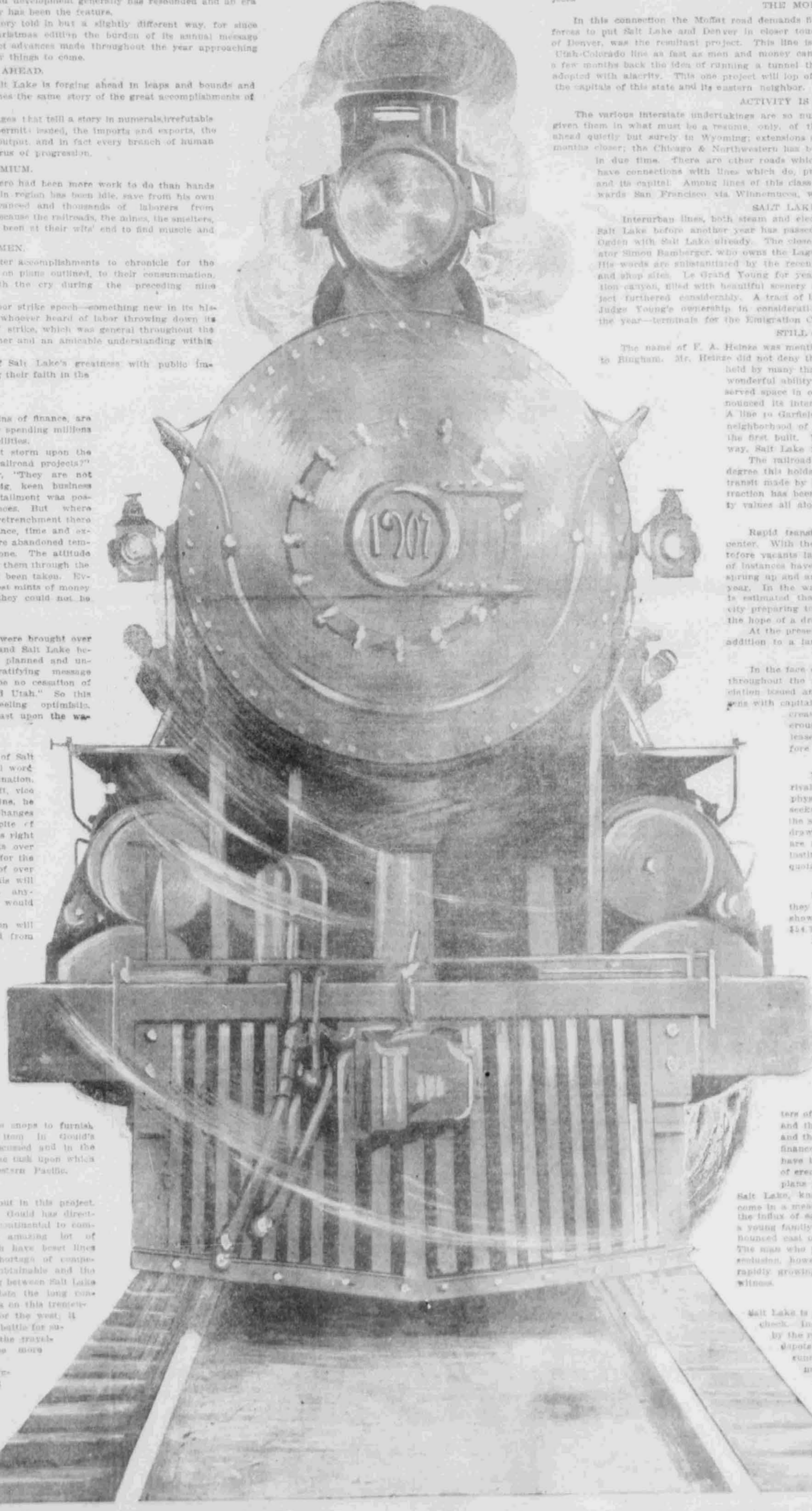
The man who prefers to occupy a home nesting among the foliage in semi-enclosed, however, will always be in the majority in Salt Lake as the rapidly growing residence sections and new homes on the beaches bear witness.

DESTINED TO EXPAND.

Salt Lake is destined to keep on growing and nothing can keep her in check. Indications are that the \$1,700,000 which is to be spent in 1908 by the railroads in the erection of two new handsome passenger depots and improvements already referred to will be but the forerunner of greater things. For months past the chamber of commerce, the Manufacturers & Merchants' association, the Commercial club, the Real Estate Dealers' association and kindred organizations have been answering letters of inquiry as to the outlook for the establishment of manufacturing plants in Utah.

HER POPULATION.

Throughout the state it is the old story of increasing population owing to the influx of home and especially makers. While there has been no actual census taken H. E. Bull & Company's Local representative places the population of Salt Lake and suburbs at 105,125.



"THE RAILROAD IS THE GREAT OPPORTUNITY MAKER"