

# SALT LAKE AS A RAILROAD CENTER

How and Why the Great Overland Transit Companies Are Making This City Their Headquarters.

That Salt Lake City is becoming a great railway center may be readily seen upon a study of the situation here and in surrounding states, and for the purpose of showing the increase in transportation facilities that is rapidly coming to Utah generally, and to this city in particular, the accompanying map is given space. By way of explanation it is stated that the lines traced with cross marks are surveyed railway routes and the others are completed railway lines. It is scarcely necessary to say that but one of the San Pedro surveys will, of course, be selected as the permanent route, but all four of them are indicated upon the map purely for the purpose of giving information as to the location of the four lines from which the board of directors of this company may make its ultimate selection.

## OREGON SHORT LINE.

Big System Which Has Its Central Location Here.

One of the largest and most important systems of the West which has Salt Lake for its central point, is the Oregon Short Line, with great arteries tapping the vast resources of Idaho, Montana, Oregon, and Washington. Then south of Salt Lake the big system reaches through central and southwestern Utah beyond the Nevada boundary. And the company is not content with stopping there, for an extension to the Pacific coast is now in progress, thus giving outlets to the great ocean highways at two distant ports. Already an enormous amount of traffic reaches the Pacific coast by way of Portland, Oregon, and the second water connection will undoubtedly be made on the shore line of southern California.

Recently the company practically finished a branch 86½ miles in length from Blackfoot to Mackay, in Idaho, which begins to enter the great Salmon river country. That a further extension of this line along the entire length of the big valley will at some near day be made is beyond reasonable doubt, for a line of railway through that region would so develop the country as to bring to itself ample traffic to justify expenditures to this end.

In common with all the railways which enter Salt Lake, the Oregon Short Line is prospering under heavy business, and it is recognized to be one of the principal factors in the transportation world of the west and north-west.

The people of Custer county, Idaho, are preparing a jubilant welcome for the Salmon river branch which will be turned over to the operating department about November 1. This is the first railroad to penetrate the rich central county of Idaho, and the Blackfoot News thus eloquently urges the citizens to hold a jubilee:

"Custer county should celebrate when

the first train of the Salmon branch crosses the line into her territory. It will be a time for celebration.

"Custer has mountains whose tops are heavy and white with age. Custer has valleys where the deer and antelope have grazed with freedom for centuries. Custer has forests where the hoot of the owl and the bark of the coyote have never disturbed the ear of man, and Custer has streams where playful trout never saw the fly or hook of a lone fisherman, but Custer has never seen or had a railroad.

One is going into her territory. She should meet it, greet it and welcome it. It will be the first in all these centuries, in all these years. The mountains will look down upon it and smile. The deer and antelope will gambol and sport along the hillside at its coming. The owl and the coyote will keep silence at the sound of the whistles and the trout will hide under the mossy banks and boulders at the jarring of its trains. Some of Custer's children never saw a railroad. Under these conditions Custer should celebrate and make merry. Custer should come down to the line with its picnic baskets and wines, stroke the face and ears of the great iron horse, shake hands with the rider and bid the whole 'caboodle' welcome."

## RIO GRANDE WESTERN.

Essentially a Utah Line with Headquarters Here.

Running from Salt Lake City to Grand Junction, Colorado, is the splendidly-equipped Rio Grande Western, with two connections from that point to Denver. This line is essentially a Utah railway as its chief object has been to cultivate and promote Utah interests. Its branches invade all the mining districts and have greatly assisted in the development of that industry in the state. The road is now a part of the Rio Grande system, its business interests having been merged with those of the Denver & Rio Grande.

It is confidently stated that the Western is about to build a California cutoff through Emery county. Last week a party of surveyors ran a line from Cisco, 60 miles east of the Colorado-Utah line, to a point a few miles west of the Green river, just below the mouth of the San Rafael river. No one living in the vicinity of the line run by this body of engineers was able to draw from whom they represented or for what point west they were headed. Judging from the work now being done in Salina canyon it is a safe proposition to predict that it was toward this pass the party was pointed and that the consolidated Rio Grande system is headed toward the coast, or to a connecting line to the Pacific.

Of the work now under way in Salina canyon the Salina Sun says: "A party of Rio Grande Western civil engineers,

with tents and several wagon loads of implements, came down on Monday afternoon's train and proceeded up Salina canyon, camping near Jesse Steel's ranch. There are fifteen persons in the

party. Their purpose is to make an air line survey through the canyon, following the old grade as nearly as possible, but deviating from it where it is deemed expedient. The work will be

completed before snow flies. Already the air is full of rumors, but the consensus of opinion is that the Western now means business and will begin work on this much talked of cutoff early next spring. If this be true, the work of construction will begin simultaneously at some point on the main line and in Salina canyon. The line will be of inestimable value to the Western without taking into consideration that some day it will become the through short cut to the coast."

For enterprise and unusual feats in engineering the Western has few equals among the railways of the United States. Its business is up to such a point as to keep its tracks continuously filled with moving trains.

## UNION PACIFIC.

Pioneer Overland Route and Its Big Improvements.

Since the days of its first projection through the western wilds the Union Pacific has been steadily improving until now its lines and equipment are among the best in the country. Recently millions of dollars have been spent in grade reductions and track straightening

which have made wonderful improvement in train hauling and time making over the Rocky Mountains. Its operation in connection with the Oregon Short Line gives it an entry into Salt Lake that is equivalent to the extension to this point of a line under its own name. Much talk of a terminus here has been indulged in, but the future alone can bring verification of the truth of such reports. It is contended, however, that when the Southern Pacific builds its Salt Lake cutoff the Union Pacific will form a junction with it here.

## SOUTHERN PACIFIC.

Great California System Coming to Salt Lake.

Upon the accompanying map is marked the line which has been surveyed by the Southern Pacific as a cutoff from Wells, Nevada, to Salt Lake City. The object of this new route is to avoid the heavy grades over the Promontory at the northern end of the Great Salt Lake and to reduce the distance now involved in the roundabout run to Ogden. That the cutoff is to be constructed is as sure as anything planned by man may be. Railroads gravitate to the centers of population, and Salt Lake is so far outdistancing other western cities in this respect and in the volume of business transacted that time only is necessary to bring all the big transcontinental systems within her gates.

An immense amount of traffic is handled by this system annually and the closer relations with the Union Pacific which have been recently negotiated in their consolidation bid fair to prove of benefit to both the great pioneer lines.

## SAN PEDRO.

Line Out of Salt Lake to be Commenced in Spring.

Work of construction on the San Pedro line out of Salt Lake is confidently expected to begin in the spring. Of the four surveys shown in the map herewith given one will be selected by the board of directors as the permanent route for the road to San Pedro harbor on the southern California Pacific coast. This selection will undoubtedly be made about the first of next year, as the maps and data for presentation are now being prepared by the engineers of the company. For its eastern connection the San Pedro is credited by rumor with several alliances, principal among which is the Burlington, which is now headed for Salt Lake. However, that may be the San Pedro is executing its plans as fast as possible and has already accomplished much in this direction from the western terminus.

## SALT LAKE & OGDEN.

Small Line that Does a Great Deal of Business.

Simon Bamberger's "Little Giant" that stretches its steel arms from Salt Lake to Farmington, with a mileage of 17½, is not in the competition for transcontinental business, but when it comes to bringing produce from Davis county, the market garden of Salt Lake City, and carrying passengers to the pretty little towns that line its entire length, the Salt Lake & Ogden railway is a much-observed factor. Then, at its northern terminus is one of the most attractive pleasure resorts in the state and this is visited every summer by thousands of pleasure seekers from this city and other parts of Utah. Although the engines regularly in commission are of the "dummy" type, there are several of the regulation "man's-size" locomotives that handle the excursion traffic of the summer months.

## THE BURLINGTON.

Little Doubt that This System is Heading This Way.

Persons who have carefully looked over the western railroad situation do

not hesitate to foretell the early coming to Salt Lake of the Burlington system. Speaking of the plans for construction to this city, a railroad man said today:

"In the route from Guernsey to Salt Lake as mapped for its lines, the Burlington would be following an almost air line. Arriving at Salt Lake a junction with the San Pedro road would be the most natural thing in the world and the Burlington would practically have a through line from lower California to Chicago, together with its connections in the southwest at Kansas City, St. Louis and many other points that it reaches in that portion of the country. It would be a comparatively easy matter to continue the line from Cody south and up the main line to Salt Lake. Such a system would make the company master of an immense area of rich and productive territory and it would create a great deal of new business. It may be thought that the Burlington will not be allowed to remain at Guernsey and that it will be constructed as originally planned to Salt Lake."

## SALT LAKE & LOS ANGELES.

Line to Saltair that Does an Enormous Business.

Running from Salt Lake City to Saltair, the grand bathing resort on the Great Salt Lake, is the Salt Lake & Los Angeles railway, which the city terminal in the passenger yards of the Rio Grande Western. The distance covered by this line is but 14 miles and in addition to the enormous excursion traffic earned by the company to Saltair, the line carries a large volume of mail trains of crude salt are annually hauled for miles along the shores of the lake. Refinery salt is refined to salt mills to be refined for culinary use and the fluxing purposes in the reduction of Utah ores.

## SALT LAKE & MERCUR.

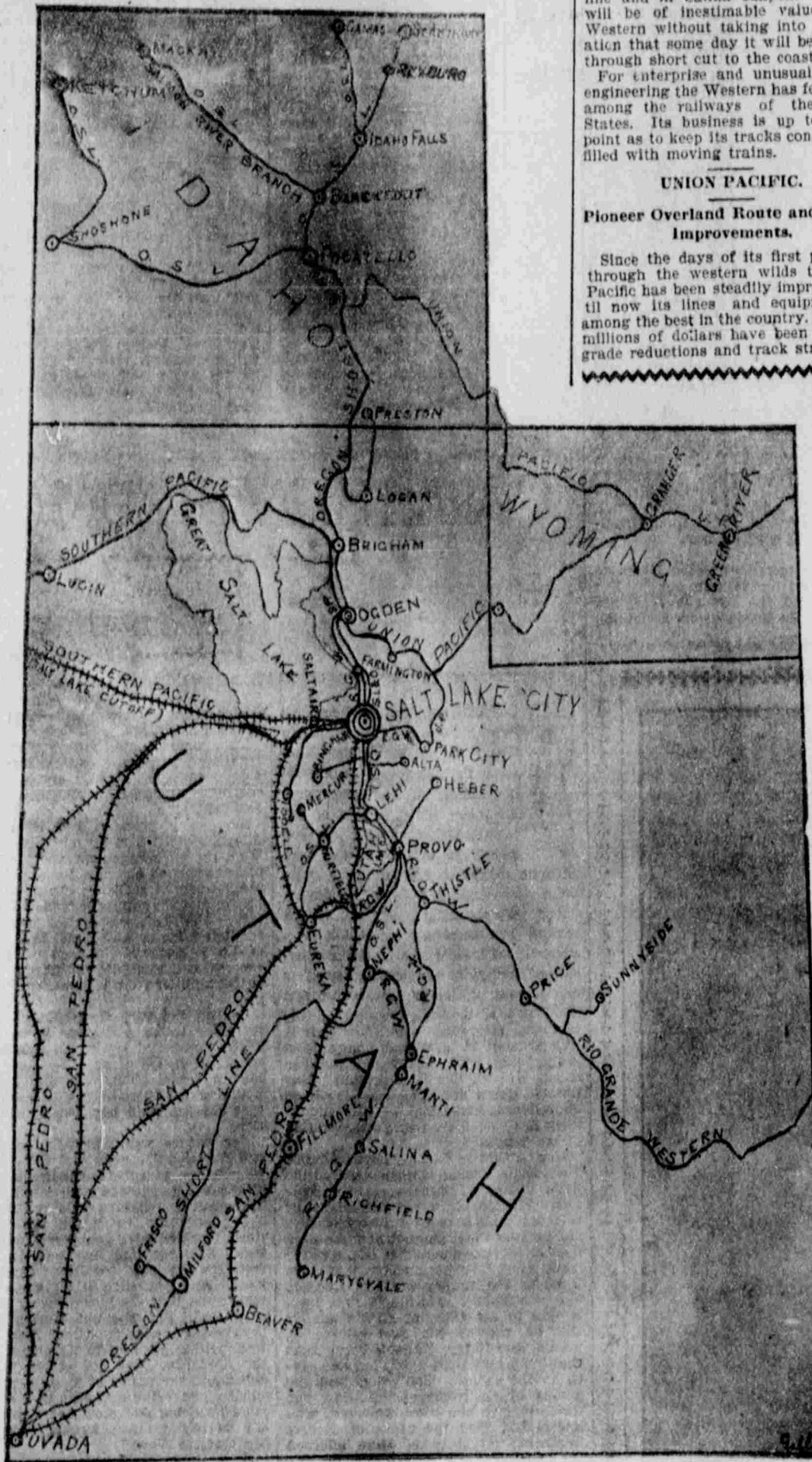
Short Line Into the Johannesburg of America.

Connecting at Fairfield with the Oregon Short Line's Tintic branch is the Salt Lake & Mercur railway, a short bit of line over which a great amount of business is done annually. It ends at Mercur, the gold-producing camp which has gained fame in this country in the title of the "Johannesburg of America," on account of the great blanket veins of gold ore which give up their precious contents by the now world-renowned cyanide process. The windings of this bit of road are the wonder of passengers over its rails up into the mining camp.

## A Typical South African Store.

O. R. Larson, of Bay Villa, Sundays River, Cape Colony, conducts a store typical of South Africa, at which can be purchased anything from the proverbial "needle in an anchor." This store is situated in a valley nine miles from the nearest railway station and about twenty-five miles from the nearest town. Mr. Larson says: "I am favored with the custom of farmers within a radius of thirty miles, to many of whom I have supplied Chamberlain's remedies. All testify to their value in a household where a doctor's advice is almost out of question. Within one mile of my store the population is perhaps six hundred. Of these, within the past twelve months, no less than fourteen have been absolutely cured by Chamberlain's Cough Remedy. This must surely be a record." For sale by all druggists.

Corn-huskers' sprained wrists, barbed-wire cuts, burns, bruises, severe lacerations and external injuries of any kind are promptly and happily cured by applying BALLARD'S SNOW EXTRACT. Price 25 and 50 cents. Z. C. M. I. Drug Dept.

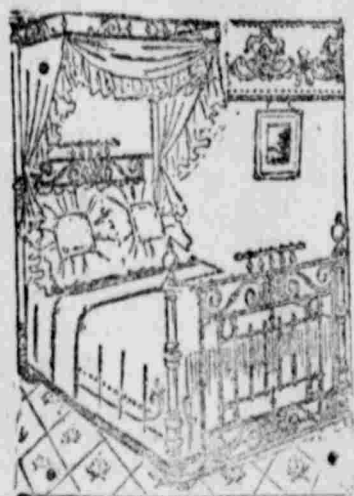


MAP OF UTAH RAILROADS.

# TO OUR CONFERENCE VISITORS:

WE DESIRE TO CALL THE ATTENTION of our visiting friends to OUR GRAND DISPLAY OF HOUSE FURNISHINGS which we now have for our FALL and WINTER TRADE. This is the result of many weeks' labor and travel on the part of our experienced buyers, who have lost no opportunity and spared no expense to find the latest, brightest and best goods the markets of the world afforded. We guarantee the prices to be the very lowest, considering quality. We invite your inspection, and will take pleasure in showing you our goods.

## Bedroom Furniture



BEDROOM SUITS in all styles of finish in Mahogany, Oak, Walnut, etc. A very nice suit for—

\$12.50

A large variety of DRESSERS, CHIFFONNIERS, DRESSING TABLES, WASHSTANDS, COMMODES, etc., in all patterns and grades. A GOOD DRESSER, golden finish, for—

\$10.50

## Brass Beds



An exceedingly fine assortment of BRASS BEDS in many very beautiful patterns.

## Cradles and Cots

IN GREAT VARIETY AND STYLE.

OUR ASSORTMENT OF

## Mantel Folding Beds

Is unequalled in the State. We have them

\$13.00 up

A full line of WARDROBES, HALL, WOOL and COTTON MATTRESSES and a very fine stock of COMFORTS, QUILTS, etc.

## Parlor Furniture



We have A SPLENDID LINE OF SUITS in two, three, four and five pieces, upholstered in Silk Tapestry, Velour, Silk Damask, Silk Plush, etc. The frames are in Oak, Mahogany, Gold and Vernis Martin. A beautiful assortment of Music and Parlor Cabinets in Gold, Vernis Martin and Inlaid Mahogany.

Also a fine lot of FANCY STANDS in Gold and Onyx and all kinds of fancy woods, Screens, Easels, Pyro Etched Tabourettes.

A very fine line of LEATHER TURKISH ROCKERS and EAST CHAIRS, LOUNGES and COUCHES.

A full stock of PLAIN and FANCY MIRRORS constantly on hand; also an endless variety

of FANCY ROCKERS and CHAIRS, PEDASTALS, UMBRELLA STANDS. Our line of Rattan and WICKER CHAIRS and FANCY STANDS is complete. Our stock of Terra Cotta Statuary and Ornaments is very beautiful and artistic. We also have a large variety of pictures—copies of works of the great masters.

## Dining Room Furniture



We call particular attention to our stock of SIDEBOARDS, BUFFETS, DINING TABLES, China Cabinets, etc., in Golden Oak, Flemish Oak and Weathered Oak. These goods are in all grades, and are beautifully finished in the very latest styles and patterns.

## Carpets and Draperies



In our Carpet and Drapery Department we carry a very large stock of CARPETS, RUGS and DRAPERIES of all kinds. Note a few prices on carpets:

AXMINSTERS, \$1.25 per yard and up.

VELVETS, \$1.00 per yard and up.

BODY BRUSSELS, \$1.35 per yard and up.

TAPESTRIES, 70c per yard and up.

INGRAINS, 50c per yard and up.

## Rugs

A full line of SMYRNA AXMINSTER and WILTON RUGS and ART SQUARES. An elegant line of LACE CURTAINS of all kinds. Nottingham Laces from—

50c per pair

## Crockery and Glassware



In this department we carry a very fine line of staple and fancy goods. Our prices are placed at the very lowest notch.

We have here a bargain counter upon which will be found some choice articles at astonishingly low prices.

We keep on hand a full line of the latest patterns and styles of WALL PAPER, PICTURE MOUNTING, GRILL, etc., for decorative purposes.

## Office Furniture

A full assortment of ROLL TOP, FLAT TOP and STANDING DESKS, BOOK CASES, FILING CABINETS, WERNICKE ELASTIC BOOK CASES, TYPEWRITERS' DESKS and CHAIRS and everything necessary to properly equip the office.

## Iron Beds

IN ENDLESS VARIETY AND COLOR FROM—

\$3.50 up

## STOVES RANGES and HEATERS

Our line of Ranges, Cook Stoves and HEATERS is of the first quality, and if you contemplate buying one of these you will save money by buying here.

In this department we have a full line of TINWARE, GRANITEWARE and everything necessary for the kitchen.

We are determined to sustain our reputation for reliability and fair dealing.

# H. DINWOODEY FURNITURE CO.