

A Banner Year FOR UTAH Railroads.

The new line will be a boon to the miner one for the railroad of Utah. Never before in the history of the state have the public carriers enjoyed such an epoch of traffic. The mines have been turning out ore by the trainload; stockmen have been clamoring for cars for the past two months in order to send their surplus to the eastern markets; the wool season was productive of a big tonnage, while at the present time the railroads are taxed beyond their capacity to take care of the coal shipments, the sugar beets, the wheat crop and the output from the numerous canning factories.

When it comes to passenger business the same thing holds good. Aside from the great excursions of the year to attend conventions in the West—cheap rates that enabled all to stop over in Salt Lake for 24 hours—there has been a steady immigration of colonists and home seekers to Utah and contiguous states. The good times generally have enabled people to spend money and a great number of them have invested in railroad tickets and come west to spy out the land.

With an extra train service incident to congested traffic, Utah has been exceptionally free from train wrecks—a state of affairs that is a mute testimony to the efficiency and good work of the operating forces of the railroads of this state.

The most important change during the year was essentially the transfer for a consideration of all the Oregon Short Line holdings south of Sandy and west of Buena Vista yards to the San Pedro, Los Angeles & Salt Lake, on June 7. This change was the forerunner of construction by the Salt Lake Route of a trunk line through to the tide waters of San Pedro harbor in southern California. Since then contracts have been let on the work and contractors are at work out of Calientes and Daggett closing up the 300-mile gap.

In addition two more big corporations have taken active initial steps in the direction of early construction in Utah. During the summer months both the Western Pacific and the Denver Northwestern & Pacific have had forces of surveyors in the field in Utah searching for the best route into Salt Lake City. The result is that from present indications the alleged Gould route will come into Salt Lake from San Francisco, via the south end of the Great Salt Lake, while the Moffat line, now being built out of Denver, will either enter Salt Lake valley via Emigration canyon or Provo canyon.

While the above roads are yet on paper there has been close upon \$19,000,000 spent in Utah on construction which has been closed on this year. The famous Ogden-Luett-cut-off promises to be so far completed by the end of next month that it will be possible to haul a train across the Great Salt Sea over the grade and trestle work that is costing the Southern Pacific in the neighborhood of \$15,000,000. Two millions also were set aside by the Oregon Short Line at the commencement of the year for general improvement while on the Rio Grande work has

been pushed in track alignment and the reduction of curvature generally. Prior to the turning over of the Shoshone Line holdings the Leamington cut was completed at the end of May, 1911, since that date the Salt Lake Road has been putting in a number of side tracks and spurs along its system. Work was also recently started on the Copper Belt line in Bingham canyon, which when completed will be an engineering feat without a duplicate in the West and one which will retire the famous Salt Lake & Mercur as the leading scenic proposition to second place in Utah's roadroads. The Union Pacific, too, is spending a big sum straightening out the track through Weber canyon.

Several suburban lines have also been projected and franchises secured by the promoters, but to date no new line worthy of the name has been performed on them.

Briefly summed up the construction in Utah this year has been:
Southern Pacific: the Lucin cut-off
Oregon Short Line: the Leaning cut-off, the putting in of longer tracks, the laying of heavier steel and general ballasting operations.

THE COLORADO MIDLAND RAILROAD
WAY.

The mutual benefits arising between city and state on the one hand and the railroad on the other, did not end with the operation of its line to its eastern connection by the Rio Grande Western. Soon following their great loss, the city tributary to the commerce of Salt Lake and the industrial centers of the state made its appearance and its influence and substantial helps have continued to be felt. The operation of the trains of the Colorado Midland railway from Denver to Salt Lake and Ogden, over the tracks of the Rio Grande Western from Grand Junction to Colorado, has been a great benefit to the state for more than 12 years. This was a measure

Rio Grande Western: the completion of the Jordan Narrows cut; the building of 20 miles of track up Salina canyon, which will be pushed to completion to Green river as soon as the Utah Fuel company secures all the necessary coal lands for the establishment of a new coal camp in Emery county; the commencement of work on the Layton cut-off; the completion of a double track from Salt Lake to Bingham, the putting in of long sidings between Salt Lake and Ogden with the idea of ultimately making that a double track proposition also; the putting down of 80-pound steel across the Green river desert, and some minor improvements in the direction of steel bridges and concrete culverts.

San Pedro, Los Angeles & Salt Lake:
The commencement of construction
below Callientes, and the building of
spurs and sidetracks.

Union Pacific: A general straightening up of the main line from Ogden east to the Wyoming line.

Salt Lake & Ogden: The laying of seven miles of heavy steel.

In addition the railroads of Utah have set aside this year close upon \$3,000,000 for new rolling stock and equipment, orders for which have been placed and the first fruits are now being received.

\$2,000,000 FOR SALT LAKE.

During the past month both E. H. Harriman and George J. Gould have promised to spend collectively the sum of \$2,000,000 in Salt Lake City in improvements which embrace the permanent location here of 1,000 additional

Providing certain franchises and concessions were forthcoming on the part of the citizens Salt Lake was promised two depots, each to cost not less than \$200,000, two new large general shops, roundhouses, coal trestles and other structures which would give work to an army of men.

This week the Oregon Short Line was granted a franchise to close certain streets on the west side and in place furnish viaducts so that the residents west of the streets embraced in the franchise can reach the business section of the city in safety and with dispatch. In return the corporation will erect a handsome depot that will cost close upon \$250,000 across the foot of South Temple street, shops out at North Salt Lake and a number of other improvements that denote that the Oregon Short Line will make Salt Lake its permanent headquarters despite the tri-annual rumor that comes from Omaha and Portland to the contrary.

Assistant General Manager E. E. Calvin on the day following the granting of this franchise to the railroad company announced that preliminary work would be commenced on these improvements within 30 days.

Incidentally prior to securing this franchise the Oregon Short Line spent in the neighborhood of \$400,000 in real estate for trackage facilities and approaches to the projected depot. This money was handed over to the property owners, many of whom turned right around and purchased new homes on the east side, thus circulating the money among the realty men and those who were anxious to turn their holdings into cold cash."

The Rio Grande Western, as stated, promises similar benefits for Salt Lake contingent upon the city giving the company the right to lay a double track along Fourth West street so that it will be able to use the two tracks for its passenger depot which is to be erected at the foot of Third South and Fourth West streets. The company promises to erect a depot that will cost not less than \$200,000 and one which would be a credit to a much larger city than Salt Lake. The matter is at present in the hands of the city council with indications that it will be settled next week.

While there is nothing forthcoming from an official source to warrant the assertion nevertheless it is generally conceded among those who are watching the situation that the Rio Grande depot will be made the union station for the Moffat road and the Western Pacific just as soon as they arrive Salt Lake.

With such an outlook ahead the railroad future of Utah and Salt Lake is a very bright one. Never before in its history has there been so much money sunk in transportation enterprise as never before was business in this fraction been so flourishing and altogether the year now drawing to a close can be said to mark the dawn of a new enterprise and development generally.

panorama as its line in Colorado affords to tourists and travelers, and passing through Evansville, Indiana, there crossing the Ohio river and terminating in the coal and tobacco growing regions at Hopkinsville, Kentucky; and a strong arm of the system reaches southwest from Louisville, uniting with the trunk line at Fulton, Kentucky. And thus this great system of modern railway enterprise is formed; and thus has been given to the south one of its chief elements of strength enabling the yearly thousands of passengers travel

over its line simply to witness and enjoy its marvelous scenery. It was in anticipation of the wonderful western development and the great overflow of transcontinental travel which we witness today that the conception of this road was quickly executed after its beginning, less than 20 years ago. Its trains operate between Denver and Pueblo and from Denver to Ogden. Its tracks

A black and white photograph of a street scene in a town. On the left, there are several buildings, including a prominent one with a balcony. In the background, a large, rounded hill or mountain rises. On the right, a mosque with a dome and a tall minaret is visible, partially obscured by trees. The foreground is a dirt road or square.

THE DESERTED MARKET PLACE MONASTIE

Monastir is the central point in Macedonia, where all the outrages on so-called insurgents have taken place. So many of the inhabitants of the district have fallen victims to the Turkish proposition of elimination that the market place is today practically deserted.

begin at Colorado Springs and by the most direct route practicable to the west, cross the Continental range, descend the western slope to the valley of the Grand river, following that stream to Grand Junction, Colorado, thence the Grand Canyon of the Colorado, and the Grande Western, continue their journey through the splendid fruitlands of western Colorado, through eastern Utah, northwest to Salt Lake and Ogden, and thence to the coast. From all parts of the northwest and the Pacific coast. Coming from Denver to Salt Lake by the Midland, the traveler enjoys a panoramic view of the grandest scenery in the West. At Ogden the train tilts he sits under the shadow of the magnificent Pike's Peak at Colorado Springs, thence beginning the journey westward a rapid transformation of scene of mountain grandeur and beauty is witnessed. The train passes the famous Manitou Cascade, the Park

Green Mountain falls and Woodland park, thus far on the journey only skirting one side of the base of the mountain, and the other side is still mysteriously in view. Thence on the passage is through the lovely South park, to Leadville, to the Great Hageman pass, and through the Bank tunnel at an altitude of 10,943 feet. This is the dividing line of the continent. It states flowing toward to the Atlantic and westward to the Pacific. Here is one of the great wonders of the Rockies. Thence down the Frying Pan and Roaring Fork rivers to the Grand at the famous resort, Glenwood Springs. In the distance is the Hot Springs and twists for 14 miles to reach a point half a mile below. Thence down the valley, passing the coal mines, towns, camps, orchards and farms, through canyons and cliffs and many fascinating sights. In the winds it is way to Grand Junction.

The train service and equipment of the Midland are both of the highest class. Solid through trains are run from Denver and Grand Junction with elegant and luxurious modern passenger coaches, perfect in heating, lighting and ventilation, and chair car, Pullman buffet, observation, are tourist class.

cars, etc. Great attention has been given to make the roadbed one of the smoothest and most comfortable in the world. While much more should be said concerning the excellent passenger service of this road, the fact should not be omitted that in its accommodations for the business traveler, the Colorado freight service is unequaled for promptness and efficiency.

The Colorado Midland tourist cars, of the best obtainable, containing all the accessories necessary to the comfort and convenience of tourists. The Pullman tourist cars, which run between Denver, Salt Lake and Ogden, trains No. 5, westbound, and No. 6, eastbound, are models of elegance, comfort and convenience. The observation end is 16 feet long, fitted with large plate glass windows at sides and rear platform enclosed with brass railing. The Colorado Midland is well represented in Salt Lake by Mr. W. H. Bennett, general agent, Dooly block, 100 N. 3rd St., Peaks, traveling freight and passenger agent, Dooly block, Dooly block. Both gentlemen are exceedingly attentive and accommodating to the public, and render excellent service.

ILLINOIS CENTRAL RAILROAD

The Illinois Central is one of the greatest and most successful railway projects in America. Within the past twenty years its growth has been phenomenal. It has become the greatest and most successful trunk and branch railway lines in the United States while from its starting point at Chicago a mighty arm of the system reaches out westward to Omaha, St. Louis, Kansas City and Denver. Its connections and joint train service shown in the railway traffic of the great northwest and the west from the Lake to the coast. Northwestward from Chicago, trains run to Minneapolis and St. Paul. From St. Paul, the Union Pacific it operates through Pri-

man excursion sleeping cars, personally conducted, between Chicago, San Francisco and Los Angeles without change. From New Orleans, in connection with the Southern Pacific it offers an unexcelled daily service through to the Pacific coast. By this route it runs sleeping cars from Chicago every Wednesday and semi-weekly excursion sleeping cars from Cincinnati every Tuesday and Friday, through to Los Angeles and San Francisco, without change, fast through trains without lay

The original line of the Illinois Central ran direct from Chicago to Cairo. Hence its name. Later an arm of the system reached down from Chicago to St. Louis. This was the foundation upon which a great system has been constructed. Now, two giant highways of traffic and travel, merging here diverging there, so that they ramify the

of the system extends to the southeast, several states named to contribute vast increases to the commonwealth, while the promotion of industrial enterprise is promoted by the development of this section of wonderful wealth. With its numerous connections this road is better much for this great western country in opening up its vast resources and settling the country through which it passes. It is also of great benefit to the South. It is one of the best lines to take from here via Omaha, Chicago and the east. Much in addition to the above is the importance of this great system for handling the freight of this vast region of commerce, but suffice it to say that it is wonderful and one of the great, inspiring milestones in the rolling stock and the employment of thousands of men. Nothing but superlative words could do justice to the superb passenger train service of the

St. Louis & M-rcu: railroad to the greatest gold mining camp in the republic. If you desire to see one of the most stupendous and clever pieces of engineering construction work ever carried out in this country, this railroad, although it only traverses a few miles of country, is well worth the trip. The San Pedro Line at Fairfield, Utah, is a series of "cuts" and fills and reverse curves from one end to the other. In distance it is only about 10 miles, but it consists of 1824 feet, and passes through panoramic scenery that repays the traveler who has journeyed thousands of miles to see it. The distance has not been to Mercur cannot be overestimated. It hauls all the ore to the smelters from Mercur and delivers all the necessities of life to the miners. It is one from our city while it conveys a very large number of passengers interested in the mines as well as an immense number of tourists and

are, the city and County building, Liberty Park and the beautiful suburbs of prominent cities, the Knutsford and Young Salt Lake theater, Brigham Young's grave, official residence of the president of the Mormon Church; and many other residences, on route to Poperton Place, near Douglas, a beautiful park, the state prison, the bustling town of Murray, seven miles distant, Poplar Grove, Agricultural park, the state university grounds, churches, hospital and a large city, the famous "Mormon" Temple and Brigham Young monument, the Tabernacle, Assembly Hall and Brigham Young's residence; the view of the valley from the north bench, the Utah Lithium office, Prospect Hill, grand views of the Wasatch and Ogirich mountains, the great Salt Lake and islands, including the famous vista of 100 miles, and many charming features. It is a note too numerous to mention, in all the system and its operating methods are as near perfection as will be found in any city of the country, exceeding any of the large cities for rapid transit.

The evolution of the moving and storage business in the great cities of our republic has been a steady and healthy one in every progressive and livable city. There are great companies which offer unexcelled service to their patrons, and in a higher degree than most does the Redman Van & Storage Co. of this city, and none have better facilities. The business has the benefit of the experienced management of Mr. Redman, a thoroughly experienced, capable and reliable business man. The office and storage warehouse is at 138 to 138 south West Temple street, phone 555, and here they occupy a fireproof storeroom and have 10,000 to 250 feet in ground area, with separate rooms for the storing of good furniture and pianos. There are various rooms for the storing of household charges for storage are very moderate, while insurance rates are low. The company has a splendid equipment of vans, horses, tackle, etc., and only employ the best men to handle the same. They make a specialty of moving furniture and pianos, as well as of packing and shipping goods, doing all in a first class manner. They will also store goods in vans, and make the most of the charges.

The joint operations of the Utah Fuel company and the Pleasant Valley Coal company have become a matter of industrial concern in this state. It is the largest source of coal and coke production in the state and is steadily growing in importance and employment. The combined output of the coal and coke industry of the Intermountain region and larger than any similar enterprise of the west, excepting that of the great corporation at Pueblo, Colo. The Utah Fuel company alone in 1924 expended \$305,000 for improvements, at the beginning of the present year, further improvements were authorized at an expense of \$105,000. All the mines of the company are equipped with electric lines of the Rio Grande Western railway and supply that railway with the heaviest freight tonnage. The combined output is steadily increasing and the allied industries employ over 2,500 men, the products of whose work are contributory to current revenues of the state, the greatest factor in the state for the distribution of wages except that of the Railways. In twenty years of operation the Pleasant Valley Coal company has advanced from that of a purely local coal mine to that of a mammoth combination of great mines and if maintaining the past rate of increase, the company will be one of the foremost among the leading producers

The officers of the Utah Fuel company are: E. T. Jeffrey, president; Edwin Gould, first vice president; W. C. Williams, president; H. C. Williams, general manager; F. U. Cameron, general superintendent; L. Carpenter, general sales agent; W. H. Myers, sales agent; J. H. McMillan, general agent; J. H. McMillan, general agent at Salt Lake. Of the Pleasant Valley Coal company: President G. W. Kramer; general manager, H. C. Williams, the same Salt Lake state handling the work for the company. The officers of the company are nearly all located in Utah, on the lines of the Rio Grande Western, at Castle Gate (Winter Quarters), Clear Creek, Scottsfield and Sunnyside, and also at the Colorado Fuel and Iron company operating subsidiaries, under the general management of F. N. Cameron, the general superintendent of all the works, the division superintendents being David Crockett, Castle Gate; J. H. Winter, Clear Creek; J. T. Williams, Forrestor, Clear Creek; J. R. Sharp, Sunnyside, and Robt. Howard, Somerset. By the combined efforts of the officers and operating staffs, the names of the companies are known all over the west, and up and down the Pacific coast. Its product is the best in the west, these coals finding their way to the Southern Pacific railway and the ships of the United States navy of the Pacific. The total combined tonnage for 1922 was: Coal, 1,511,211

CITIZENS COAL COMPANY

Foremost among the leaders engaged in the handling of coal on an extensive scale in Salt Lake City, is the Citizens Coal company, which is a consolidation of the interests of the Citizens Coal company and the Wolshtein Coal Co., two old established and reliable institutions. The Citizens Coal company is incorporated under the laws of the state with ample capital, for coal and its products, and its officers and members are well known in the city for their long experience and are thoroughly posted in every detail of the coal trade. They are as follows: M. F. Wolshtein, president; J. R. Ellerbe, vice president; Morris J. V. Hampton, secretary; and H. O'Brien and Geo. E. Bumbridge, directors. The company is a public spirited and progressive institution. They occupy the old Wolshtein Coal yards at 52 and 54 West Second, which are fitted for storage and private switches connecting with the Oregon Shore Line and the Rio Grande Ry., affording the best of transportation facilities for receiving coal direct from the mines. They have a large stock of coal on hand, South, telephone No. 43 and 495. They sell at wholesale and retail and carry all the best coals in the market. The Diamond, Rock Springs, and Black Clear Creek, and the best of the Gas also carry coke and kindling wood. Orders by mail or phone received promptly attention with the usual guarantee of full weight and satisfaction, which has always been done by the

A black and white photograph of a steam locomotive pulling a passenger train. The locomotive is emitting a large plume of smoke. A tall signal post is visible on the left side of the tracks.

CHICAGO & NORTHWESTERN.

with a berth, a card table, and library and observation room. All the conveniences of modern travel are provided on this train, including barber and bath, and a dining car where the periodicals and daily papers published at cities through which the train passes, a telephone for use at terminal stations, and a baggage car well stocked with the latest works on fiction, biography and travel. The electrical equipment is particularly complete, including a system of the modern lighting arrangements, a series of individual reading lamps, one in each berth and one in each observation room. Fans are the electric fans used for the purpose of ventilation, and the small heaters in each compartment and dressing room are of the electric type. The hanging ladies' curling irons. In short, every possible detail of comfort has been taken into consideration in this handsome train. It is scheduled to leave Salt Lake City daily at 12:30 noon, October 18, 7 p. m., arriving at Chicago December 1, 1906. RESTORE

The opposite direction is a heavy commerce is maintained in the manufactured products furnished by the eastern states. This amount has all the more increased in recent years on account of the large number of people now leaving this country via the Pacific coast.

The fast bi-western line also maintains fast daily passenger service via its direct line between Omaha and St. Paul, Minneapolis, connecting with the transcontinental lines for the foreign point, and providing the best of everything en route to St. Paul, Minneapolis, Portland, Ashland and the Lake Superior country.

This great system of over nine thousand miles of railway affords direct communication between the cities of the North and South Dakota, Iowa, Minnesota, northern Michigan, Wisconsin and

Information will be given to all inquirers on application to C. A. Walker, general agent, 206 south Main street,

been put in the overhead line construction. The new line will be 100 ft wide and has been expanded for rolling stock, comprising 17 handsome modern, commodious passenger cars, seating 50 people each. They are built by the Pullman Co., equipped with the Hunter fenders, which are deemed the most perfect of any in use. The new cars have been erected at a cost of \$7,000, on the new system. The Rapid Transit company's car sheds and storage sheds for cars, and the operating building, with its new signaling system, is carried on from the Second street plant. The repair shops have been equipped with all modern machinery, including a large lathe, and a new car cleaning cars, and \$10,000 has been expended in improvements on the existing plant. Travel has greatly increased since the new line was opened, and in consequence the suburbs of the city are rapidly building, an invariable benefit of such public works.

Just over the line, on the Salt Lake street railway reveals many points of beauty and interest, many of them of the same character as those seen at the