

Suddenly, however, in 1907 and 1908 people were driving new-fangled automobiles to southern Utah and community leaders began to catch the vision of attracting tourists to visit Little Zion Canyon (named "Mukuntuweap" when it was made a national monument in 1909). The campaign was supported by J.H. Manderfield, railroad agent and president of the Arrowhead Trail Association, who called for "road conventions" at all the cities along the route from Salt Lake to Los Angeles. Funds were raised for local road projects to expedite the goal of the Arrowhead Trail Association to have a road passable by automobiles for Utah's entire length.

Commercial Club members in Cedar City championed Iron County as the gateway to the scenic beauty of all southern Utah. To accommodate visitors, the club formed a committee in 1917 to begin a 100-room hotel in downtown Cedar City. Unfortunately, within days, the United States entered World War I. At the next Commercial Club meeting, good roads received more attention than the hotel, as roads were essential for war preparedness. A "Road Day" was held on Arbor Day, with citizens working together on the road from Cedar City to Iron Springs. Work on the road up Cedar Canyon also continued on a volunteer basis.

At war's end there was still no railroad spur between Lund and Cedar City. Poor roads joined Cedar City and Parowan with Lund. Enterprising Cedar City and Parowan commercial club members decided that a better highway had to be built, with or without the spur. They obtained a federal appropriation of funds set aside to improve postal roads and used it between 1920 and 1922 to build the Lund Highway. Bypassing Iron Springs, the new road went north through Cedar Valley and intersected with a road from Parowan.

A Railroad Spur at Last!

Even as local contractors were working on the highway, surveyors were busy a few miles to the west surveying a route for the Union Pacific from Lund to Iron Springs and into Cedar City. After years of rumor and false starts, the Union Pacific was serious about building a railroad spur, which it expected would enhance passenger ticket sales and freight profits after the inevitable opening of the iron mines. Carl R. Gray, president of Union Pacific, came to Iron County in March

1922 and again in July 1922 to visit the region's scenic attractions, including Cedar Breaks, Zion Canyon, and the north rim of the Grand Canyon. He said that the unsurpassed scenic attractions of the area and the demand for steel made it so the railroad industry could no longer overlook the vast iron resources of the county.²¹

The Union Pacific placed an advertisement in the 3 November 1922 *Iron County Record* to convince county residents that its plans were in earnest. The ad indicated that \$5 million would be spent in developing the industrial and scenic resources of southern Utah, including construction of branch lines from Fillmore to Delta and Lund to Cedar City, completion of the Cedar City hotel, and construction of hotels at Zion and Bryce canyons. The UP purchased the unfinished El Escalante Hotel for \$80,000. The railroad agreed to spend \$70,000 to purchase track right-of-way within the city limits and property opposite the new hotel where a magnificent depot would rise. In exchange, Cedar's leading citizens, under the auspices of the new chamber of commerce guaranteed right-of-way into Cedar City free of cost to the railroad and right-of-way in the city limits above the \$70,000 offered. Committees were formed to acquire the right-of-way by purchase or donation. Within a few weeks the committees successfully obtained rights-of-way and funds for the project.

The first train into Cedar City on 17 June 1923 came only to Leigh Hill, where Mayor Parley Dalley and other prominent citizens greeted railroad officials. The big ceremony was saved for the visit of the president of the United States, Warren G. Harding, who arrived 27 June 1923 with his wife and a large entourage of government, church, railroad, and civic dignitaries. An estimated 6,000 Iron County citizens gathered to welcome President Harding in downtown Cedar City, and the roadways through Kanarrville and other communities were lined with enthusiastic southern Utahns, waving flags and cheering as the president's convoy traveled to Zion National Park and back that day. That evening, President Harding spoke to the people of Cedar City:

We have had a wonderful day today—wonderful in many ways.
We have come to have a new love for the beautiful. We have found