

look as though that decision would be in the affirmative. If that be correct, Senator Hoar's resolution directing an investigation of the charge of embezzlement against Senator Roach will not be acted upon, nor will the new officers nominated by the Democratic caucus be elected until next fall.

THE TEMPLE ANNEX.

Columns of descriptive matter have been written on the beauties of the temple but comparatively little has been said regarding the handsome structure known as the Annex which stands one hundred feet north of the Temple proper.

It is a beautiful piece of architecture designed by Brother Don Carlos Young, approaching the round Gothic style. It is built of Sanpete sandstone taken from the same quarry from which the stone composing the Manti Temple was taken. It is 93½ feet in length from east to west and seventy-eight feet wide. It consists of one story and a basement. In the basement are the kitchen and store rooms. Above the ground are the offices of the president, chief recorder and clerks, reception rooms, dining room and prayer hall. The latter is thirty-six feet square and the ceiling is thirty-five feet high. The annex will be used as a main entrance to the Temple and is connected with that building by a magnificent corridor twelve feet wide which is brilliantly illuminated two hundred incandescent lights. The estimated cost of the Annex is \$60,000.

The term "Annex" will thus be seen to have another meaning than that of an insignificant and inferior appendage. In this case the natural thought is that the Annex is almost a Temple of itself, so chaste, pure, artistic and elegant are its general design and internal appointments. It is not extravagant to say that nothing in this country of its size and cost surpasses it in unique and pleasing style and excellence of workmanship. It is a real gem, and reflects abundant credit upon, as it will ever constitute a monument to the taste and skill of Architect Young.

ROAD TO THE COAST.

Mr. C. O. Whittemore of this city, who has long been an earnest advocate of the scheme to build a road from the city to the coast, and who has spent much of his time of late at Los Angeles, has submitted the following to the president and board of directors of the Chamber of Commerce:

Gentlemen:—While on my way to Los Angeles in December, 1892, I received at San Francisco a letter from President Donnellan and Secretary Sears of the Salt Lake Chamber of Commerce, requesting me, as member of the Chamber of Commerce committee on projected railways, to devote what time I could spare in the interest of the proposition about which so much has been said and so little accomplished, namely, the building of a railway line from this city to Los Angeles and the Pacific Coast.

In response to this request, I devoted considerable time during my three months' stay in southern California to increasing the interest that I found already existing among all classes of people in this part of the country in regard to this matter, and investigating as to the aid that would be extended from that quarter to such an enterprise.

While I found a great interest manifested by all classes of people in the project, and a great desire existing that the road should be built here without delay, still there seemed to be very little disposition to aid, except with a k, the promotion of this enterprise, which, when accomplished, would aid Salt Lake and Los Angeles more than any fifty things that have ever happened to them. In this particular I was very much struck with the similarity between the people here and there. In my investigation of this project I found in what is designated as southern California proper, which embraces the five southern counties of that state, and which would be tributary to a road built from this city to Los Angeles, a population of about 350,000, occupying a country and owning and cultivating a soil that would furnish its owner with products from which could be realized more money to the acre than any land on the face of the globe.

I found a country whose fruit and vegetable products amounted to nearly \$10,000,000 in 1892. I found a country that is as yet only partially settled, which will in time and which is capable of supporting a population of 2,000,000, and whose products will eventually amount to at least 30,000,000. In addition to this condition of prosperity I found a people who were without coal, iron, copper, lead, silver or any precious metals with which our country abounds; as a consequence, I found a people who manufactured comparatively little, but who depended upon countries east and north of them for almost everything consumed aside from fruits and vegetables; a people who sent away annually \$10,000,000 worth of fruits, vegetables and wines, in return for them receiving groceries, clothing and manufactured products necessary for their daily use. As an actual result of this condition of affairs I found that prices upon all manufactured articles and commodities were much higher than here, and that from \$10 to \$15 was paid for coal consumed, and a very inferior article it was, one ton of Rook Springs or Pleasant Valley coal being equal to about one and a half tons of the coal that they pay \$10 to \$15 for.

As a result of this investigation I naturally became very much impressed with the idea that Southern California was just the country that Salt Lake needs to catch, by building a railway line to it. From many interviews with bankers, merchants, business men, farmers and laboring men, I became further impressed with the fact that Salt Lake City should take a vigorous hold of this railway project and get a line extended into Nevada.

The people of Southern California would come to their assistance and build the west half of the road. I found in Los Angeles a railway corporation in existence known as the Los Angeles Terminal Railway company, which was organized about five

years ago for the purpose of building a line through Los Angeles and the coast to the harbor of San Pedro and to the cities in the vicinity of Los Angeles, in order to be in a position to co-operate with another railway company who should desire to build into that country from the east. This corporation has already expended about \$12,000,000 in securing rights of way through the city and surrounding country and to the harbor, and obtaining suitable harbor facilities, so that this company is in an excellent position to join with a similar corporation at this end and carry this great enterprise to completion.

We are fully acquainted with the great advantages which will accrue in the building of the road; it is useless to say more on this subject. The great question that now presents itself is how can this project be inaugurated so as to insure success? The man or the company of men who will solve this problem are just now in great demand. I understand that the question is to come up for consideration by you to-day. For this reason, I deemed it advisable to make this report to you, trusting that it may aid you in your deliberations upon this all-absorbing subject. In my judgment, however, the present seems a very inopportune time in which to attempt the commencement of this project.

The citizens of Salt Lake have just promised a magnificent bonus to a copper refining company who are to locate here, which has not been paid, and from all present indications will not be raised and paid for several months. To undertake to raise the amount to properly start, or to induce others to start a railway to Deep Creek and to the coast, until the smelter bonus has been disposed of, would be useless, and would certainly result in failure. For this reason it would be much better to allow this question to remain until fall, and then with renewed energy and redoubled efforts, and with no obstacles in the way, again take up the cry of "On to Deep Creek and the Coast!" and let nothing interfere until the object is attained.

Now let us turn our attention in another direction, from which source, if the opportunity presented is acted upon, Salt Lake can receive untold benefit—namely, that of properly placing our city with its wonderful climate and resources before the millions of people who will visit the World's Fair. As I understand it, nothing has as yet been done towards advertising this city, aside from the exhibits that are to be placed in the Utah building.

A Salt Lake or Utah souvenir should be gotten up, handsome enough and valuable enough to be kept by those fortunate enough to receive one; these should be distributed judiciously while the fair is in progress, and from this time until it closes, a competent committee should be established in the Utah headquarters where information of all kinds should be imparted, and people induced to visit this section.

This is a matter of vital importance, and should be taken up by the Chamber of Commerce and Business Men's Association without a moment's further delay. No such opportunity for advertising the resources of this city and country will be presented again in this age.