DESERET EVENING NEWS: THURSDAY, JUNE 18, 1903.

A BIG BANQUET AND COOD TALK.

(Continued from page one.)

briotism in any other locality or state upon this continent, I should be lacking in every instinct of gratitude and ap-preciation if I did not esteem this occa-sion as one of the proudest of my life. NOT A STRANGER.

With the many familiar faces of old friends and others of more recent ac-quantance gathered around this board, I cannot feel that I am a stranger in your midst; therefore, there is no possibility of your entertaining an angel unawares. Moreover, if I be a stranger unawares. Moreover, if 1 be a stranger to some of you tonight, I trust that re-lationship may soon disappear; for 1 have come, at least by proxy, to stay, if you will allow me to do so. I have come to take a part in some of your great industrial enterprises, to help build your cities, develop your mines, encourage the irrigation of your fertile valleys and plains, to bring merchan-dise to your storerooms, fuel to your dise to your storerooms, fuel to your firesides, your factories and smelters; to bring quickly the fruits and flowers of the semi-tropics, fresh and fragrant with the early morning dew, to your ta-bles; and put you in easy reach of the land of sunshine and flowers, and to link you more closely with Los Angeles and the magnificent harbor of San Pedro, upon which the government is spending millions of dollars for its imspending millions of dollars for its im-provement, and which will make it sec-ond to none on the Pacific coast; and to cause you to feel the mighty pulsations of the world's commerce, and its un-ceasing throbs through the great Isth-mian canal that is sure to be con-structed, and to participate in the busy traffic that will revivify the great coast line of the Pacific from South America to the Aleskan sees and reach out upto the Alaskan seas, and reach out up-on the broad Pacific to the numberless ports of the great Orient. This is a brief outline of what I hope to help you

FIRST VISIT TO SALT LAKE.

to accomplish

It will be 40 years next November It will be 40 years next November since I first came to Salt Lake. I hard-ly need tell you that I did not come down from Montana at that time to buy a railroad or to build one. I was a pretty fair mule driver then, at least I got along fairly well with a pair hitched to a three and a quarter wagon; and this with about \$2500 in cold dust and this, with about \$2,500 in gold dust that I had mined the previous summer that I had mined the previous summer in Jeff Davis guich near Bannack, was the total result of my first season's mining in Montana, and comprised all of my worldly possessions. Greenbacks constituted the currency of this valley at that time, and I sold my gold dust at a premium of nearly 300 per cent. I thought I was getting rich very fast that day, but I was nevertheless reluc-tant to part with those yellow nuggets that day, but I was nevertheless refle-tant to part with those yellow nuggets that I had washed out with my own hands. I was acquainted with nearly every one of them in the buckskin purse, and they seemed like old friends to me. I was indeed then a veritable "read hus" "gold bug."

CAME TO SEE "MORMONS."

CAME TO SEE "MORMONS." I came down to see the "Mormons" and have a good time; to buy some goods for shipment to the mines, and in this manner to pass the winter months and make a little money be-sides. In this scheme 1 succeeded be-yond my highest expectations. At that time the business of Salt Lake was principally confined to two blocks on Main street, Jennings on one side and Godbe on the other, had stores at the upper end of these blocks, while Walker Bros. and others were located at the lower end. The Salt Lake House, and the only hotel of any considerable im-portance, a wooden structure, stood portance, a wooden structure, stood near the middle of the block on the east side

FROZEN EGGS.

The beverage used here in those days consisted of a white whisky which they called "valley tan." There were

A DISEASE SCROFULA A DISEASE WE INHERIT. Scrofula manifests itself in many ways. Swelling of the glands of the

neck and throat, Catarrh, weak eyes, white swelling, offensive sores and abscesses, skin eruptions, loss of strength and weakness in muscles and joints, It is a miserable disease and traceable in almost every instance to some

family blood taint. Scrofula is bred in the the seeds are planted in infancy and university bone, is transmitted the seeds are planted in infancy and unless the blood is purged and pu-rified and every atom of the taint removed Scrofthe taint removed Scrof-



Scrofula appeared on the head of my little grandchild when only 18 months old, and spread rapidly over her body. The disease next attacked the eyes and we feared she would lose her sight. Em-inent physicians were consulted, but could do nothing to relieve the little in-nocent. It was then that we decided to try S. S. That medicine at once made a speedy and complete cure. She is now a young lady, and has never had a sign of the disease to return. MS. RUTH BERKLY, a 5th Street.

nla is sure to develop at 150 South 5th Street.

some period in your life. No remedy equals S. S. S. as a cure for Scrofula. It cleanses and builds up the blood, makes it rich and pure, and under the tonic effects of this great Blood Remedy, the general health improves, the digestive organs are

strengthened, and there is a gradual but sure return SSS strengthened, and there is a granter matter in the to health. The deposit of tubercular matter in the joints and glands is carried off as soon as the blood is restored to a normal condition, and the sores, erup-tions, and other symptoms of Scrofula disappear. tions, and other symptoms of Scrofula disappear.

S. S. S. is guaranteed purely vegetable and harmless; an ideal blood purifier and tonic that removes all blood taint and builds up weak constitutions. Our physicians will advise without charge, all who write us about their case. Book mailed free.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

OPEN NEW AREAS.

It will open up new areas of agricul

tural land and new mining districts of great value. It will develop new coal fields and iren deposits. It will afford

the vast population of the great region lying to the north of Salt Lake, includ-ing Idaho, Montana, Washington, the Dakotas and British Columbia, a quick

transit to southern California. The same may be said of Colorado and the

CALIFORNIA CO-OPERATION.

convince you of our sincerity and grati-

gentiemen of wealth and enterprise. R. C. Kerens, who was a pioneer trail blazer on the frontier when many of you were boys: T. E. Gibbon, who fought to a successful termination the newloss of successful termination the

comment of government aid for the im-provement of San Pedro harbor; my

brother, who is devoting all of his ener-gies and ability to the advancement of the enterprise; your distinguished senior senator, Thomas Kearns, and his

Amongst my associates there

entire country lying east of us.

and in this way the "Mormon" people became an essential and potential fac-tor in the development of the great mining districts of the Rocky moun-tains. This has resulted in building up a number of populous and prosperous neighboring states. TRANSCONTINENTAL LINES. Growing out of the same influences, and by reason of the great settlement

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plated.

Growing out of the same influences, and by reason of the early settlement by the "Mormons" of these valleys, there can be no doubt but that the construction of the great Pacific rail-roads in the 60's was advanced by at least a decade of years, and the beneleast a decade of years, and the bene-ficial results of that great transcon-tinental enterprise are beyond the power of human intellect to calculate. This is evidenced by the fact that al-ready there have since been built five other transcontinental highways from ocean to ocean, and others are contem-

MODERN RAILROADS.

In California we have the brightest promise of co-operation and the best wishes of the people in our great enter-prise. From the cordial demonstrations with which I have been honored here tonight I gather that we have the sym-pathy and good-will of the people of Utah. We shall strive to prove our-selves worthy of your friendship and convince you of our sincerity and grati-The construction of the more recent railroads is of such superior type as to low grades, slight curvatures, wide roadbeds, improved ballast, heavy steel, and infinitely better equipment, that to enable the old roads to compete with them they have to be practically rebuilt. This has been done in the case of the Union and Central Pacific systems, and under new and capable management these roads have been wonderfully imthese roads have been wonderfully in-proved. Light grades, heavy rails, huge locomotives, cars of double and triple capacity, which have resulted in the hauling of more than double loads at about the same expense, and improved facilities for comfort in passenger traf-fic, is the order of the day in the new rest of railwoad construction. This in-

era of railroad construction. This in-sures great advantage to new lines in entering the field of competition with a comparatively small funded indebted-ness, with light interest and fixed charges, as well as operating expenses, as compared with the older lines, and particularly those which have been in the hands of receivers, and burdened with all the disadvantages and evils of reconstruction and reorganization. The Sam Pedro, Los Angeles & Sait Lake road will be, in this respect, as radiant road will be, in this respect, as radiant as a new pin. It will be built upon business principles, at the least possi-ble minimum cost, with no rake-off privileges to insiders or to outsiders; hence, it will have only to discharge the interest on a moderate cost, and pay its operating expenses, which will be an easy proposition. From the immense business it will receive from the date of the insugaration of the through line.

still more firmly cemented. HON. R. C. KERENS.

Mr. Kerens said in part; I am grati-

working out the destiny of the might) west, the bonds of friendship may be

The construction of a new line of

look forward to the approach of

Nevada are at this time beyond the power of comprehension, indeed, the imaginative genius of man must be brought to bear and even that cannot

overdo. Nevada as in the past will in future be the treasury box of the na-tion, and its vast area of mountain and

desert will in time be one great mining district, as camp after camp has already dotted the maps as mineral dis-

In the realization of the benefits that we feel sure will follow, the speedy completion of the San Pedro, Los An-

geles & Salt Lake railroad should be as rapid as the determination of Sen-ator Clark and his associates that the road shall be built and trains running

road shall be built and trains running from the City of the Saints to the City of the Angels as quickly as men and money can accomplish the work, and it gives me pleasure to say that there is no longer cause for delay. With ample financial arrangements already con-summated it would be a commercial commercial arrangements already con-

crime to delay on any account the com-pletion of this enterprise, and when the day shall come for the driving of the

day shall come for the driving of the last spike that completes the link. Sait Lake City, Los Angeles, and San Pedro as well, will join in celebrating the event second only to the three days feasting and rejoloing in which all southern California indulged when the first blocks of eternal granite were dropped into the ocean at San Pedro, marking the beginning of a free harbor for a free neonle of which the pecule of

for a free people of which the people of Utah and Nevada, are essentially a

FISHER HARRIS.

Following Mr. Kerens Fisher Harris,

the secretary of the Commercial club, vas introduced and in a very happy vein proceded to expatiate upon the good work that had ben accomplished by the club and stated that in his opin-

ion the club had reached the culmina-tion of its public services when it had

in the city the distinguished guest of the evening. He wished to impress upon his auditors the fact that before 1962 Salt Lake City existed and the State

of l'tah got along without the Com-mercial club, but from now on it would

be impossible to dispense with the club,

The next toast was "Salt Lake City," was given by Franklin S. Rich-He said in part:

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HON. F. S. RICHARDS.

The subject assigned to me

tricts

part

ards.

that is somewhat familiar. While by no means the "oldest inhabitant," the subject and myself have been intimatesubject and myself have been intimate-ly associated for something like half a century. It is, therefore, a fair pre-sumption that each is tolerably well posted as to the goings and comings (to say nothing of the shortcomings) of the other. of the other.

THE BEGINNING.

Salt Lake City had a beginning so humble and unpromising that those who first saw it, even a few years after the commencement, could form but a meager idea of how the situation ap-peared when it was houseless, treeless peared when it was houseless, treeless, streetless, and less a great many other advantages, which it soon after at-tained and has kept on adding to ever-since. How, then, would it be possible for me to convey in words, written or spoken, to those whose acquaintance dates back but a few years—even an spproximate idea of the materials from which the structure we now behold was which the structure we now behold was vrought?

GEOGRAPHICAL CENTER.

It was early predicted that as we were in the geographical center of the intermountain region, we were destined to become a great commrcial center, with railroads radiating in all direcare, which is as invigorating as intel. that of Switzerland and as balmy as Italy, would attract hosts of cople to the valley of the Great Salt Lake.

ADVENT OF RAILROADS.

The first great impetus in the direction of numerical and commercial greatness was when the lighting mes-senger was harnessed and put to ser-vice across the barren and forbidding plains that intervened between us and the rest of the civilized world; the next was signalized when for the hort but incomerthe Wasatch mountains reverberated the Masatch mountains reverberated the harsh shriek of the whistle and the musical notes of the bell of that mighty evangel of civilization and progress, the locomotive. The pace after that was swift and sure. But, like all the other adjuncts of the times, which live by what they feed on, the changed conditions called and still call for change. The revolution that began when electricity banished the pony express and became a triumph when steam set became a triumph when steam set aside the teamster's wagon, will not go backward, but onward, ever on-ward, till our traffic becomes incom-putable and the city itself so populous that seven figures will be needed to state the number of its people.

THE FUTURE.

The antithesis of my theme, and yet its natural adjunct, is that vision of spiendor and comfort and wealth, flanked by the mightlest of oceans on one side and the greatest of mountain ranges on the other-the incomparable city of Los Angeles. Its beauties, at-tractions and advantages need no spe-cial mention here; all present are fam-iliar with them. So far as known, it has but one decided drawback-it is a little too far from Salt Lake. But even little too far from Salt Lake. But even this is soon to be overcome. Thanks to the distinguished guest of the evening the distinguished guest of the evening and his able associates, the steel bands which are to unite the City of the Saints with the City of the Angels-and what union could be more appropriate? -sre being placed in position at a rate which insures to us, in the very near future, a speed of transportation be-tween the two points which will at least cut in two the present time of transit and make us neighbors in deed, as well as in thought and sentiment.

RAILLESS RAILROADS.

senior senator. Thomas Kearos, and his associte. Mr. Keith, and others who have had the courage to stand by me in the building of this great highway' to the Pacific. We have had valuable assistance from my old friend, Mr. Me-Cornick, Senator Smoot, Mr. Whitte-more, Mr. Heath and others. For my-cold and in boball of my associates I more, Mr. Heath and oth 748. For my-self, and in behalf of my associates, I tender you our warmest thanks for the cordial welcome we have received here tonight, and express the fond hope that Wireless telegraphy and horseless Wireless telegraphy and horseless carriages we welcome, but of railiess railroads we want no more, and, thanks to our guest, one of these has been pushed aside to make room for the other kind. Not only will it shorten time and curtail space, but the flight of its trains will be over a country where all seasons are summer and the snow blockade never comes. To our guest, a most cordial greeting: to those who aid him, our kindest regards. May they all live to enjoy the results of their enterprise in the fullest measure and witness the complete fruition of as time grows apace and our interests become more closely linked together in

evening who did not have recourse to

a manuscript. He said: Mr. Toastmaster and Gentlemen of the Commercial Club—It strikes me very forcibly that our toastmaster has taken advantage of me, as this is the first intimation that I have had of be-ing called upon to speak, but who could not talk on an occasion like this? Who could not speak of all our anticipations from the busines and from the invest from the business and from the invest-ments of Senator Clark and the buildments of Senator Clark and the build-ing of the road that he promises be-tween Salt Lake City and Los Angeles, and who could not speak of the love that we have for Utah and her people? And Senator Clark, as much as we love Utah, anyone that tries to help her up we love him. Senator Clark in his speech referred away back in 1863, the first visit to Utah or Salt Lake City. He referred to some of the pioneers that he first visit to Utah or Sait Lake City. He referred to some of the pioneers that he met here at that time, and how he was welcomed here, and I want to say that these pioneers have sons today, and they all welcome you here. Senator Clark, and your associates in this great enterprise that you have undertaken. Success to the road, success to Senator Clark, success to the Commercial club and success to Salt Lake City and all who love her interests.

FRANK KNOX.

Frank Knox, also unprepared, was called upon and in response discussed the "Advantages of the San Pedro Road." He made a very happy hit by asserting that Salt Lake was the ideal site for the erection of mammoth joint railroad shops. At this juncture Judge Powers interrupted with the statement, "Senator Clark says that the shops will be built here," a remark that was re-ceived with here acid ceived with loud acciaim.

GIBBON, THE UNTIRING.

T. E. Gibbon, vice president of the Salt Lake Route, followed and was the last speaker. As a firm believer in Los Angeles and the future before southern Cellication is the second of the wonderful Angeles and the future before southern California he spoke of the wonderful development of that section of the Goiden State. With the building of the road he said that enormous (raffic in road he said that enormous (raffic in cutrus fruits would result. James J. Hill said he would carry a bushel of wheat 6,000 miles to Liverpool for 60 cents. Allowing 30 hushels of wheat to the acre, this would not compare in reve-nue with the tonnage produced in southern California, where one acre of orange groves produces two cars of or anges, each of which brings \$300 to the railroad carrying it.

STAR SPANGLED BANNER.

Mr. Gibbon finally took his seat amld applause and then Judge Powers an-nounced that Senator Clark would lead in singing the "Star Spangled Banner," all present joining in the chorus. This part of the program was a vocal suc-cess, especially as regards the chorus. Following this vocalization Senato Clark in behalf of himself and other chark in benair of himsen and other guests from Montana proposed three cheers and a tiger for the Commercial club and for Salt Lake. These were given with a whoop and with a tiger thrown in by way of a parting send-off. Then the banqueters broke camp at 2.90 a m at 2:20 a. m.

THE CLUB'S GUESTS.

Covers for 300 persons were laid and every seat was occupied. The guests present comprised men from all the

representative walks of life. The full list was as follows: Senator Clark, Gov. Wells, Senator Itst was as follows:
Senator Clark, Gov. Wells, Senator Kearns, Senator Smoot, R. C. Kerens, Perry S. Heath, David Keith, T. E. Gibbon, J. Ross Clark, Joseph Howell, Joseph A. Silver, Fisher Harris, W. A. Nelden, Paul Nelden, L. H. Farnsworth, A. C. Milner, H. G. McMillan, R. E. Wells, M. Sommer, C. F. Fishback, C. E. Loose, J. H. Anderson, George Muel-ler, J. L. Franken, W. F. Druehl, C. O. Whittemore, Dr. Lindsay, A. Under-wood, Charles Clark, Dr. W. L. Renick, D. S. Spencer, P. L. Williams, Dr. G. P. Pfoutz, W. P. Reed, H. S. Daynes, Addison Cain, W. I. Snyder, Bismarck Snyder, A. Richter, E. Bierer, C. W. Bennett, John W. Donnellan, John J. Daly, William Nelson, W. H. Clark, H. P. Myton, C. H. Griffin, M. H. Desky, F. D. Hobbs, L. C. Miller, G. F. Stiehl, A. Fisher, Joseph H. Young, Hoyt Sherman, F. M. Mills, John Dern, W. A. Benerge, J. O. Becher, I. H. White





Columbus, O., for free advice.



Pe-ru-na Renovates, Regulates, Restores.

A Pretty New York Woman's Recovery the Talk of Her Numerous Friends. Mrs. J. E. Finn, 82 East High street,

Buffalo, N. Y., writes: Peruna Medicine Co., Columbus, Ohio,

Gentlemen :- "A few years ago I had to give up social life entirely, as my health was completely broken down. The doctor advised a complete rest for a year. As this was out of the question for a time, I began to look for some other means of restoring my health.

"I had often heard of Peruna as an excellent tonic, so I bought a botthe to see what it would do for me, and it certainly took hold of my system and rejuvenated me, and in less than two months I was in perfect health, and now when I feel worn out or tired a dose or two of Peruna is all that I need."-Mrs. 7. E. Finn.

America is the land of nervous women. The great majority of nervous women are so because they are suffering from some form of female disease. By far the greatest number of female troubles are caused directly by catarrh. These women despair of recovery. Female trouble is so common, so prevalent, that they accept it as almost inevitable. The greatest obstacle in the way of recovery is that they do not understand that it is catarrh which is the source of their illness. In female complaint, Address Dr. Hartman, President ninety-nine cases out of one hundred of The Hartman Sanitarium, are nothing but estarth. Peruna cures catarrh wherever located.



and has been made under his per-Chart Hitchin. sonal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children-Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhœa and Wind



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they called valley tan. There were three of us together, each having his own team. My mules were branded "B. H.," and had done good service, no doubt, on Ben Holladay's overland stage line. We bought some produce and started back to the mines. My carand started back to the mines. My car-go consisted principally of dried fruit, butter and eggs. The eggs, of course, froze solid on the way back as the mer-cury fell several times to 40 and 50 de-grees below zero. Nevertheless, they were in great demand when we arrived at Bannock, in the middle of January, the dema dema they after at fannock, in the middle of January, at \$3 per dozen. They were used, after being thawed out in cold water, for making "Tom and Jerry." That trip was what they would call nowadays, in national capital parlance, a "strenuous"

SHOVELED SNOW LONG AGO.

I remember we were five days crossing the range from Malad to March valley. We shoveled snow all day, moved our wagons up little by lit-tle, and took our animals back to camp every night. In Marsh valley we found very little snow and when we reached Snake river there was none at all; but we encountered the same difficultiese on the Pleasant valley range on the main divide. As I recollect the experience of that trip, I tackled the difficulties it that trip, I tackled the difficulties it presented with the same determination, and had the same hope of success, as when later I got it into my head that there ought to be a raffroad built from Salt Lake City to Los Angeles, and started out to build it. I had a little snow to shovel on that route, but in due course all contentions were smoothed out, and now everything is "as merry as a marriage bell."

"as merry as a marriage bell." In 1863 it took me 24 days to put "hen fruit" from Utah into the "Tom and Jerry" punchowls of Bannock. but it will not be long until we will put the luscious fruits of southern Cal-ifornia on your breakfast tables in 24

A RAILROAD CENTER,

Ever since that early day I have been a frequent visitor to your city, and have seen it expand and develop to its present magnificent proportions until now it has become a railroad center. and is destined to be the leading com-mercial metropolis of all the great intermountain region.

TRIBUTE TO "MORMONS."

In this connection I cannot refrain from expressing my admiration for the enterprise and sagacity of the "Mor-mon" people, which prompted them to select this wild and fascinating region. as a suitable location in which to es-tablish their homes apart from the world, where they might abide in peace and, without molestation, enjoy their religious faith. Their advent to this beautiful valley was followed closely by the marvelous discoveries of gold in California, which induced a throng of emigrants to set out on the overland journey toward the golden shores of the They were confronted with unild difficulties and dangers, which their inexperience and inadequate equipment ill prepared them to endure. They found here facilities for rest and ex-

change of their foot-sore animals for fresh ones and new supplies, that en-abled thousands of them to reach the goal of their ambition and realize the wildest dreams and hopes that had at-tracted them to the great Eldorado of the West; otherwise, many of them must have succumbed to the perils of the desert.

Likewise, at a later date, when the tide of immigration turned backward loward the interior and set in from ev-ery direction toward Nevada, Idaho and Montana, on account of the wonderful discoveries of precious metals in those territories, the rapid development of all this intermountain region was made possible by reason of its easy access to this city as a base of cheap supplies,

the inauguration of the through line, and at no distant date thereafter, its common stock, which will be the only stock issued, should be paying satisfactory dividends.

WHAT SAN PEDRO IS DOING.

has taken in what now promises to be a splendid fulfilment of the undertak-Gentlemen, I am happy to inform you that we are making rapid progress in this great enterprise. Within a few weeks the bridge across the Santa Ana river near Riverside will be completed. transportation from this inter-mountain region with Salt Lake as the terminal We will then run our trains from San Pedro harbor into Riverside, a distance of about \$3 miles. This bridge, 1,000 feet point to the Pacific ocean at San Pedro was no small enterprise; its magnitude is fully justified by the opening of a new avenue of trade and commerce, the development of a practically unknown of about 33 miles. This bridge, 1,000 feet in length and 60 feet high, will com-prise eight full spans, and is being built entirely of concrete. It will be a model of architectural beauty, and the finest concrete bridge in the world. From Riverside or Colton to Daggett we have completed arrangements for sect on that promises to be a mighty empire in extent and wealth, linking with bands of steel three great states of the Union, bringing into closer rela-tionship and bonds of friendship and temporary trackage over the Santa Fe system until our main line is completed. kinsmanship of trade in the exchange of products and commodities. Shall we From Daggett to Callentes, a distance of 300 miles, contracts will be let within that time when daily intercourse with

a few days to cover the entire distance We have purchased 30,000 tons of rails that time when daily intercourse with our neighbors in southern California will be a pleasing realization?, An in-cident once occurred, in the opening of the Coton Belt line of railway in the Mississippi valley, which linked the city of St. Louis with a thousand miles or more of Texas, the speaker on that oc-casion solid. "St Louis will marry a part of which are already delivered, and we are now negotiating for the balance necessary to build the line. That part of the Oregon Short Line south of this city we have purchased from that company and will take it over asion said: "St. Louis sons will marry In a few days when the necessary for our daughters and our Texas boys will marry your St. Louis girls." The malities have been completed. The road from Leamington to Calientes will be from Learnington to Calleates will be rebuilt and laid with 75-pound steel. All difficulties that confronted us have been cleared away. "No pent-up Utica contracts our powers." The smiling valleys of Utuh, the great American desert, the golden orchards of Califor-nia and the broad Pacific occan will otton Belt road was a very popular ine of travel. May this be duplicated with our brethren of Los Angeles. The possibilities of the new line in de-veloping the hidden wealth of Utah and

all be ours

BRANCH ROADS.

The main line must be as straight as we can possibly make it, and wherever

"THE DUSTY MILLER"

And White Bread

Most millers are bitter enemies of Most miners are other enemies of Grape-Nuts for business reasons, for Grape-Nuts food is largely replacing white bread for Grape-Nuts con-tains the whole of the health giving grains while the patent white flour in universal use today is made with the most healthful part of the wheat left

A miller of Newark, Ohio, who has studied the subject, says of Grape-Nuts: "I began by using the food once a day, then twice a day and for the last 6 months three times a day and I con-fidently affirm that I have received more real substantial benefit from the use of Grape-Nuts than from all the other things I have tried. My trouble

was indigestion and kidney disease. "I began to receive relief at once and as I am a practical millwright and mill-er as well I can see and understand the philosophy of such a nutriment as Grape-Nuts and why its use gives us such good results. The continued use of patent flour bread will produce Injury sooner or later, because the true life-sustaining and life-giving elements of the wheat berry are eliminated in the manufacture of patent flour. "My unasked-for advice to all is

use daily a nutriment like Grape-Nuts that retains all the vitality of the grain. For this very reason there is more di-rect virtue in the daily use of Grape-Nuts than in all the medicinal tonics in the world that crowd to overflowing the shelves of drug stores. "The restaurant where I take my meals keeps Grape-Nuts on hand to ac-

commodate me and others who eat to live and enjoy life and health." Name urnished by Postum Co., Battle Creek,

Mich. Grape-Nuts can be served in a vari-ety of ways-from plain breakfast food to the novel and delicious Grape-Nuts Ice Cream. See the little recipe book

banquet to the honored guest of the evening, Senator Clark, and I rejoice witness the complete fruition and the union between the inland sea and with all assembled in extending to him the fullest measure of credit for the determined and business like part he the Pacific ocean.

HON. W. S. MCCORNICK. "The Commercial Utah" was respond-

"The Commercial Utah" was respond-ed to by Hon, W. S. McCornick, who spoke for 40 minutes and during the process thoroughly canvassed the local commercial situation. He spoke at length upon the desires of Salt Lake and Los Angeles and predicted an early realization of them. Much had been done in the past, he declared, in the di-rection of the development of the state, and then went on to say: "But were the possibilities infinitely greater than the widest imagination or most ardent the wildest imagination or most ardent desire could paint, still they were worthless unless put within the reach of populations whose need is as great as our desire to part with them. All must measurably remain as the coal and iron fields of Iron county-known to exist in quantities unrivaled in the world and capable of a production that fancy even cannot exaggerate-yet, valueless wanting cheap transportation. "You well know with what fears our citizens have watched rival efforts for the past two years toward the realiza-tion of their hopes-when the key that was to give open door to many of the treasures long locked in should be found, and the wide territory to be traversed in Nevada should be made to yield its now dead or dormant wealth. Clearly the hour had arrived, yet even then untoward events seemed destined to bring about a more protracted delay, or a permanent dissolution of all our hopes because of antagonistic interests. But, given the occasion for vast industrial development, such as rail connection between Utah and southern Cali fornia, with all that it means; given also a condition when each natural, commercial and industrial force con-spires to its demand, and the man to do the work will as surely appear as he appears when social upheavals make appears when social upheavals make necessary the coming of the master mind that is to guide the destinies of the men of his time until calm is re-stored, and events pursue their course within defined and accepted channels." He concluded with a review of the San Pedro harbor possibilities and the debt due to Sanator Clark in his work debt due to Senator Clark in his worl of development and the making possi ble inter-state commerce over a short and direct route.

SENATOR SMOOT.

At this point Senator Reed Smoot was. called upon without previous notice and W. H he was one of the few speakers of the man.



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