

## APPREHENSION OF CONSERVATION

(Continued from page one.)

### BETTER WATERWAYS DESIRABLE

From every standpoint it is desirable for the nation to join in improving the greatest system of river highways within its borders, a system second only in importance to the highways afforded by the Great Lakes; the highways of the Mississippi and its great tributaries, such as the Missouri and Ohio. This river system traverses too many states to render it possible to leave merely to the states the task of fitting it for the greatest use of which it is capable. It is emphatically a national task, for this great river system is itself one of our chief national assets. Within the last few years there has been an awakening in this country to the need of both conservation and the development of our national resources under the supervision and by the aid of the federal government. This is especially true of all that concerns our running waters. On the mountains from which the springs start we are now endeavoring to preserve the forests which regulate the water supply and prevent too startling variations between droughts and freshets. Below the mountains, in the high dry regions of the western plains, we endeavor to secure the proper utilization of the waters for irrigation. This is at the sources of the streams. Farther down, where they become navigable, our aim must be to try to develop a policy which shall secure the utmost advantage from the navigable waters. Finally, on the lower courses of the Mississippi, the nation should do its full share in the work of levee building; and, incidentally to its purpose of serving navigation, it should also prevent the ruin of alluvial bottoms by floods. Our knowledge is not sufficiently far advanced to enable me to speak definitely as to the plans which should be adopted, but let me say one word of warning. The danger of entering on any such scheme lies in the adoption of impossible and undesirable plans, plans the adoption of which means an outlay of money extravagant beyond all proportion to the results which, though feasible, are not, relatively to other plans, an importance which warrant their adoption. It will not be easy to secure the people like our own to the adoption of such a policy as that I hope to see adopted; and even if we begin to follow out such a policy it certainly will be a perilous one if it is found to entail needless extravagance and to be tainted with jobbery. The interests of the nation as a whole must be always the first consideration.

### A NATIONAL MOVEMENT.

This is properly a national movement, because all interstate and foreign commerce, and the improvements and methods of carrying it on, are subjects for national action. Moreover, while of course the matter of improvement of the Mississippi river and its tributaries is one which especially concerns the great middle portion of our country, the region between the Alleghenies and the Rockies, yet it is of concern to the rest of the country also, for it can not too often be said that whatever is beneficial to one part of our country is ultimately beneficial to the whole. Exactly as it is a good thing for the interior of our country that the seaports on the Atlantic and the Pacific and the Gulf should be safe and commodious, so it is in the interest of the dwellers on the coast that the interior should possess ample facilities for the transportation of its products. Our interests are all closely interwoven, and in the long run it will be found that we go up or go down together.

### PANAMA CANAL.

Take, for instance, the Panama canal. If the Mississippi is restored to its former place of importance as a highway of commerce, then the building of the Panama canal will be felt as an immediate advantage to the business of every city and country district in the Mississippi valley. I think that the building of that canal will be of especial advantage to the states that lie along the Pacific and the states that lie along the Gulf, and yet, after all, I feel that the advantage will be shared in an only less degree by the states of the interior and of the Atlantic coast. In other words, it is a thoroughly national work, undertaken for and redounding to the advantage of all of us—to the advantage of the nation as a whole. Therefore I am glad to be able to report to you how well we are doing with the canal. There is bound to be a certain amount of experience, a certain amount of feeling out way, in a task so gigantic—a task greater than any of its kind that has ever hitherto been undertaken in the whole history of mankind; but the success so far has been astonishing, and we have not met with a single one of the serious drawbacks which I freely confess I expected we should find from time to time encounter. We, in the first place, laid the foundation of the work by securing the most favorable possible conditions as regard the health, comfort, and safety of the men who were to do it; and now the canal zone is in point of health better off than the average district of the same size at home. Then we went at the problem of the actual digging and dam building. For over a year past we have been engaged in making the dirt fly in good earnest, and the output of the giant steam shovels has steadily increased. It is now rainy season, when work is most difficult on the isthmus, yet in the month of August last we excavated over a million and two thousand cubic yards of earth and rock, a greater amount than in any previous month. If we are able to keep up substantially the rate of progress that now obtains we shall finish the actual digging within five or six years; though when we come to the great question of locks, while there is no question as to the work being feasible, there are several elements entering into the time problem which make it unwise at present to hazard a prophecy in reference thereto.

### NAVY MUST BE GREAT.

Now, gentlemen, this leads me up to another matter for national consideration and that is our navy. The navy is not primarily important only to the coast regions. It is every bit as much the concern of the farmer who dwells a thousand miles from the water as it is of the fisherman who makes his living on the ocean. For it is the concern of every American who knows what the meaning of the word patriotism is. This country is definitely committed to certain fundamental policies—to the Monroe doctrine, for instance, and to the duty not only of building, but when it is built, of policing and defending the Panama canal. We have definitely taken our place among the great world powers, and it would be a sign of ignominious weakness, having taken such a step, to shrink from the responsibilities which it entails. We are willing to abandon this place, to abandon our influence upon the Monroe doctrine, to give up the Panama canal, and to become a weak and timid nation, we must steadily build up and maintain a great fighting navy. Our navy is already so efficient as to be

## Distress After Eating.

Do You Ever Feel As Though You Had Swallowed A Brick, Instead of a Meal?

That heavy, bloated, stuffed-up, lead-like feeling which you often experience after eating a meal is positive proof that something is wrong with your digestive organs. They are becoming weak and ragged out. There is a lack of gastric and other digestive juices. The food does not properly digest, and it forms a heavy mass on your stomach, so that nearly every meal causes you mental and physical distress.

If you are in this condition, it means that you have dyspepsia in some form, though you do not realize it. Now is the time to check it, for if you don't it will surely develop into worse forms of dyspepsia and other stomach troubles, which may have serious results, both to you and to the nation. It is an injury to you and an injury to the nation. The heart, liver and kidneys become sluggish. The blood becomes impure. The nerves become inactive. The blood loses its vitality.

Don't take any more food, scientific method of restoring your stomach to its healthy, normal state, is to use Stuart's Dyspepsia Tablets, which will act as a substitute for the food you have not digested. Your stomach is much needed rest.

Stuart's Dyspepsia Tablets have stood the test for years. They are given to them and have been cured. Physicians all over the United States recommend them. They contain fruit and vegetable essences, pure, concentrated tincture of hyaloid, golden color, and pure, assailable, potent. These combined ingredients will digest the coarsest kind of food and do the work just as well as any good stomach, healthy stomach.

Don't take any more food. Ask your physician, your druggist or any of your friends to give you Stuart's Dyspepsia Tablets. But don't expect them to have to take their word for it. Find out for yourself. Get a free sample package, and try them. That is the surest way to learn the truth. Then, if you are satisfied, you can go to your nearest druggist and get a dozen box. All druggists sell them.

Write us for a free sample today. Address: A. Stuart Co., 124 Stuart Bldg., Marshall, Mich.

a matter of just pride to every American.

### WARSHIPS TO PACIFIC.

So long as our navy is no larger than at present, it must be considered as an elementary principle that the bulk of our fleet must always be kept together. We must have a coast line which can be transferred without difficulty from one part of our coast to the other; but before that can be done, it is built to be transferred to the Pacific. California, Oregon, and Washington are a coast line which is our coast line. Just as emphatically as the coast line of New York and Maine, of Louisiana and Texas, our coast line is going to be our own waters in the Pacific, and after a stay there it will return to its own home waters in the Atlantic. The best place for a naval officer to learn the duties of his profession is to perform them, and only by actually putting through a voyage of this nature, a voyage longer than any ever before undertaken by a large fleet of any nation, can we learn the value of what is necessary for us to know as to our naval needs and precise our officers and enlisted men in the high seas of their profession. Among all our citizens there is no body of men equal in size to whom we owe quite as much as to the officers and enlisted men of the army and navy of the United States, and I bespeak from you the fullest and heartiest support, in the name of our nation and of our flag, for the services to which these men belong.

### CONTROL OF CORPORATIONS.

In conclusion I wish to say a word to this body, containing as it does so many business men, upon what is presently a business proposition, and that is the proper national supervision and control of corporations. At the meeting of the American Bar Association in this last August, Judge Charles E. Amundson, of North Dakota, read a paper on the nation and the Constitution so admirable that it is deserving of very wide study; for what he said was, as all studies of law in its highest form ought to be, a contribution to the jurisprudence as it should be understood not only by judges but by legislators, not only by those who interpret and decide the law, but by those who make it and who administer or execute it. He quoted from the late Justice Miller of the supreme court, to show that even in the interpretation of the Constitution by the highest authority of the land, the successive decisions must be tested by the way they work in actual application to the national life; the court adding to the thought and study the results of experience and observation until the true solution is evolved by a process both of inclusion and exclusion. Said Justice Miller: "The meaning of the constitution is to be sought as much in the national life as in the dictionary;" for, as has been well said, government purely out of a law library can never be really good government.

### INTERPRETING CONSTITUTION.

Now that the questions of government are becoming so largely economic, the majority of our so-called constitutional cases now come from the interpretation of the instrument itself, but upon the construction, the right apprehension of the living conditions to which it is to be applied. The Constitution is not a dead thing which is always has been; but it can only be interpreted as the interests of the whole people demand, if interpreted as a living organism, designed to meet the conditions of life and not of death. In other words, if interpreted as Marshall interpreted it, as Wilson declared it should be interpreted, the Marshall theory, the theory of life and not of death, allows for the nation, that is to the people as a whole, when once it finds a subject within the national cognizance, the widest and freest choice of methods for national control, and sustaining every exercise of national power which has any reasonable relation to national objects. The negation of this theory means, for instance, that the people of this country will be left helpless to control the huge corporations which now dominate our industrial life, and that they will have their interests unprotected to work their desires unchecked, and such a decision would in the end be as disastrous for them as for us. If the theory of the Marshall school prevails, then an immense field of national power, now unused, will be developed, which will be adequate for dealing with many, if not all, of the economic problems which are now before the nation, and which threaten the end of a constant oscillation between economic tyranny and economic chaos. Our industrial, and therefore our social, future as a nation depends upon our settling this question.

### CONSTITUTION IS UNCHANGED.

The Constitution is unchanged and unchangeable save by amendment in due form. But the conditions to which it is to be applied have undergone a change which is almost a transformation. The result is that many subjects formerly under the control of the states have come under the control of the nation. As one of the justices of the supreme court has recently said, "The growth of national power under our Constitution, which marks merely the great objects of national concern, is to be measured by the number of subjects not by the geographical enlargement of its boundaries, but by the increase of its population." A hundred years ago there were, except the

commerce which crawled along our waterways, practically no interstate commerce. Now, by the railroad, the mails, the telegraph, and the telephone an immense part of our commerce is interstate. By the transformation it has effected, the power of the state and come under the power of the nation. Therefore there has been a great practical change in the exercise of the national power under the acts of Congress, over interstate commerce, while on the other hand there has been no noticeable change in the exercise of the national power to regulate interstate commerce with foreign nations, and with the Indian tribes. The change as regards interstate commerce has been, not in the Constitution, but in the business of the people to which it is to be applied. Our economic and social future depends in a very large part upon how the interstate commerce power of the nation is interpreted.

### POWER OVER COMMERCE.

I believe that the nation has the whole government power over interstate commerce. And the extent of its discretion in dealing with that subject of course under the express limits prescribed in the Constitution for the exercise of all power, such as instance, the national power "due process of law" shall not be denied. The nation has no direct power over purely intrastate business, even where it is conducted by the same agencies, which interstate commerce. The courts must determine what is national and what is state commerce. The same reasoning which sustained the power of Congress to incorporate the United States bank tends to sustain the power to incorporate an interstate railroad, or any other corporation conducting an interstate business.

### DUAL FORM OF GOVERNMENT.

There are difficulties arising from our dual form of government. If they prove to be insuperable resort must be had to the power of amendment. Let us first try to meet them by an exercise of all the powers of the national government, which in the Marshall spirit of broad interpretation can be found in the Constitution as it is. They are of vast extent. The chief economic question of the day in this country is to provide a sovereign for the great corporations engaged in interstate business; that is, for the railroads and the interstate industrial corporations. At the moment our prime concern is with the railroads. When railroads were first built they were purely local in character. Their boundaries were not extensive even with the boundaries of one state. They usually covered but two or three counties. All this has now changed. At present five great systems embody nearly four-fifths of the total mileage of the country. All the most important railroads are no longer state roads, but instruments of interstate commerce. Probably 85 per cent of their business is interstate. It is the nation alone which can, with wisdom, justice, and effectiveness exercise over these interstate railroads the thorough and complete supervision which should be exercised. It is the chief, and probably the chief, of the domestic causes for the adoption of the Constitution was the need to confer upon the nation exclusive control over interstate commerce. But this grant of power is worthless unless it is held to confer thoroughgoing and complete control over the railroads and the instrumentalities of interstate commerce—the interstate railroads.

### BITTERNESS OF RAILROADS.

The railroads themselves have been exceedingly shortsighted in the rampant bitterness which they have shown against the resumption by the nation of this long-neglected power. Great capitalists, who pride themselves upon their extreme conservatism, often believe they are acting in the interests of property when following a course so shortsighted as to be really an assault upon property. They have shown extreme unwisdom in their violent opposition to assumption of complete control over the railroads by the federal government. The American people will not tolerate the happy-go-lucky system of no control over the great interstate railroads, with the insolent and manifold abuses which have so generally accompanied it. The control must exist somewhere; and unless it is by thoroughgoing and radical law placed upon the statute books of the nation, it will be exercised in ever-increasing measure by the several states. The same considerations which made the case of North Dakota seem to me imperative that the nation should have complete control of interstate commerce apply with peculiar force to the control of interstate railroads at the present day, and the arguments of Madison of Virginia, Pickens of South Carolina, and Hamilton and Jay of New York, in their essays apply now as they applied 120 years ago.

### THEORY OF CONSTITUTION.

The national convention which framed the Constitution, and in which almost all the most eminent of the first generation of American statesmen sat, embodied the theory of the instrument in a resolution, to the effect that the national government should have power in cases where the separate states were incompetent to act with full efficiency, and where the harmony of the United States would be interrupted by the exercise of such individual legislation. "The interstate railroad situation is exactly a case in point. There will, of course, be local matters affecting railroads which can best be dealt with by local authority, but as national commerce and a big interstate railroad ought to be completely subject to national authority. Only thus can we secure their complete subjection to, and control by, the single sovereign representing the whole people, and capable both of protecting the public and of seeing that the railroads neither inflict nor endure injustice.

### INDUSTRIAL CORPORATIONS.

Personally I firmly believe that there should be national legislation to control all industrial corporations doing an interstate business, including the control of the output of their securities, but as to these the necessity for federal control is less urgent and immediate than in the case with the railroads. Many of the abuses connected with these corporations will probably tend to disappear now that the government—the public—is gradually getting the upper hand as regards putting a stop to the rebates and special privileges which some of these corporations have enjoyed at the hands of the common carriers. But ultimately it will be found that the complete control of these corporations is a matter of national importance. These corporations have enjoyed at the hands of the common carriers. But ultimately it will be found that the complete control of these corporations is a matter of national importance. These corporations have enjoyed at the hands of the common carriers. But ultimately it will be found that the complete control of these corporations is a matter of national importance.

### TRUSSES.

Does your truss fit perfectly. If not, get one that does. It will save you a great deal of trouble and make matters much worse by wearing an ill fitting truss. We have a large stock and can, without delay, furnish you with the most complicated truss.

### GODBE-PITTS DRUG CO.

Phones No. 140.

interstate business. That hostility seems to use ludicrous in its lack of warrant. In like manner, gentlemen, our descendants will regard with wonder the present opposition to giving the national government adequate power to control those corporations, which it alone can fully, and yet wisely, safely, and justly control. Remember also that to regulate the formation of these corporations offers one of the most direct and efficient methods of regulating their activities.

### FACING THE FACTS.

I am not pleading for an extension of constitutional power. I am pleading that constitutional power which already exists shall be applied to new conditions which did not exist when the Constitution went into being. I ask that the national powers already conferred upon the national government by the Constitution shall be so used as to bring national commerce and industry effectively under the authority of the federal government and thereby avert industrial chaos. My plea is not to bring about a condition of centralization. It is that the government shall recognize a condition of centralization in a field where it already exists. When the national banking law was passed it represented in reality no centralization, but recognition of the fact that the country had so far advanced that the currency was already a matter of national concern and must be dealt with by the central authority at Washington. So it is with interstate industrialism and especially with the matter of interstate railroad operation today. Centralization has already taken place in the world of commerce and industry. All I ask is that the national government look this fact in the face, accept it as a fact, and fit itself accordingly for a policy of supervision and control over this centralized commerce and industry.



**DR. T. FELIX COURAUD'S**  
**ORIENTAL TOILET POWDER**  
AN IDEAL, ANTIPEPTIC TOILET POWDER FOR INFANTS AND ADULTS.  
This is an exquisitely perfumed, antipeptic toilet powder. It is a household necessity for the nursery and toilet. It keeps the complexion clear and preserves the velvety texture of your skin. It should be used freely after bathing, giving a delightful and refreshing effect.  
Prepared by  
**FRED. T. HOPKINS, N. Y. City.**  
Proprietor of  
**COURAUD'S ORIENTAL CREAM.**  
For sale by  
**WILLES-HORNE DRUG CO.,**  
No. 8 Main St. By the Monument,  
SALT LAKE CITY.

**PLENTY OF MONEY**

to be made in the purchase of UNION PACIFIC R. R. LANDS.  
200,000 acres in UTAH and WYOMING to be closed out this month.  
350,000 acres sold during September.  
Low prices. Easy 10-year payments.  
One-tenth down.

**Particulars of Union Pacific R. R. Land Agency**  
22 Newell Block. 15 West Second South St.

## PIANOS!!

### The Chamberlain Music Co.

51-53 Main Street, Offer BIG BARGAINS IN NEW AND SECOND - HAND PIANOS.

Second-Hand Upright Pianos from \$75.00 up.  
New Pianos that are fully guaranteed from \$225.00 up.  
Second-Hand Organs for \$10.00, \$12.00, \$15.00, \$18.00.  
New Organs in all kinds of cases \$40.00 up.

The Chamberlain Music Co. guarantee every instrument they sell.  
**NO MISREPRESENTATIONS. PRICES RIGHT AND TERMS EASY. LIBERAL DISCOUNTS FOR CASH.**

The right place to buy popular Sheet Music. A brand new line.

**THE CHAMBERLAIN MUSIC CO.,**  
51-53 MAIN STREET.

## They Speak for Themselves



Style 35  
**AUTOMATIC LIFT VIBRATOR OR ROTARY SHUTTLE.**



Style 27  
**BALL BEARINGS VIBRATOR OR ROTARY SHUTTLE.**

**PLEASED TO HAVE YOU CALL.**  
**WHITE SEWING MACHINE CO.** 29 WEST FIRST SOUTH STREET



## Barton's

**WE are making a special effort THIS WEEK to convince you that our FALL and WINTER Clothing for Men, Young Men, and Boys is sure to please you in fashion, fabric, price and fit.**

Call and get our Lowest Prices to Conference Buyers.

**SUITS \$11.00, \$12.50, \$15.00, \$16.50, \$18.00, \$20.00, \$25.00 to \$40.00**  
**TOP COATS \$9.00, \$12.50, \$15.00, \$18.00, \$20.00, up to \$35.00**

Our Furnishings, Underwear, Hats, etc., are here in the latest and best materials. Take advantage of these prices by coming early.

## BARTON & CO.,

Popular Clothiers  
45-47 Main Street

## FOLEY'S KIDNEY CURE

Cures Backache  
Corrects Irregularities  
Do not risk having Bright's Disease or Diabetes

Will cure any case of Kidney or Bladder Disease not beyond the reach of medicine. No medicine can do more.

**FOR SALE BY F. J. HILL DRUG COMPANY, SALT LAKE CITY.**

**PROBATE AND GUARDIANSHIP NOTICES.**  
Consult County Clerk or respective attorneys for further information.

**IN THE DISTRICT COURT, PROBATE DIVISION, IN AND FOR SALT LAKE COUNTY, STATE OF UTAH.**  
The petition of Robert H. Sandway, administrator of the estate of John Sandway, deceased, praying for the settlement of final account of said administration and for the distribution of the real and personal estate of said deceased, was filed for hearing on Saturday, the 2nd day of October, A. D. 1901, at 10 o'clock A. M., at the County Court House, in the Court Room of said Court, in Salt Lake City, Salt Lake County, Utah.

Witness: The Clerk of said Court, the seal thereof affixed this 24th day of September, A. D. 1901.  
(Seal J. A. D. 1901)  
J. A. D. 1901  
By W. H. Farnsworth, Deputy Clerk.  
Adam A. Duncan, Attorney for Petitioner.

**NOTICE.**  
Notice is hereby given that a special stockholders' meeting of the stockholders of the Murray City Building Company, is called and will be held at the office of the said company at the State Bank Building, Salt Lake City, Utah, on Saturday, the 2nd day of October, A. D. 1901, at 10 o'clock A. M., for the purpose of considering and voting upon the proposition of amending articles of incorporation of said company, so as to increase the capital stock of the said company, and to change the name of the said company to the Murray City Building Company, and in the manner permitted by law.

I, G. BURTON,  
President Murray Building Company.  
HENRY T. McEWAN, Secretary.  
Dated Sept. 2, 1901.

**NOTICE TO CONTRACTORS.**  
Sealed proposals will be received for the construction and setting in place of eight steel cages with coals, etc., complete, in the Murray City Jail, according to plans furnished by the architect, J. A. D. 1901, at 10 o'clock A. M., at the County Court House, in the Court Room of said Court, in Salt Lake City, Utah, on Saturday, the 2nd day of October, A. D. 1901, at 10 o'clock A. M., for the purpose of amending articles of incorporation of said company, so as to increase the capital stock of the said company, and to change the name of the said company to the Murray City Building Company, and in the manner permitted by law.

Witness: The Clerk of said Court, the seal thereof affixed this 24th day of September, A. D. 1901.  
(Seal J. A. D. 1901)  
J. A. D. 1901  
By W. H. Farnsworth, Deputy Clerk.  
Adam A. Duncan, Attorney for Petitioner.

### NOTICE OF SALE OF REAL ESTATE.

The undersigned will sell at private sale, the real property hereinafter described, or any part thereof, situated in Salt Lake County, State of Utah, on or after the 5th day of October, 1901, at 10 o'clock A. M., and written bids will be received at the office of Brigham Clegg, 411 Auerbach Block, Salt Lake City, Utah. Terms of sale are cash, on confirmation of sale.

Said property to be sold described as follows: Commencing at a point five (5) rods east of the northwest corner of lot three, block sixteen, section one, town and range, Salt Lake City Survey, and running thence south seventy-two and one-half (72 1/2) feet; thence east thirty and one-fourth (30 1/4) feet; thence west seventy-two and one-half (72 1/2) feet; thence north forty-three and one-fourth (43 1/4) feet, to beginning situated in Salt Lake County, State of Utah.

Commencing at a point two rods north of the southeast corner of lot seven, block twenty-three (23), plat "B," Salt Lake City Survey, and running thence north two and one-half (2 1/2) rods; thence west nine (9) rods; thence south two and one-half (2 1/2) rods; thence east nine (9) rods, to the beginning situated on Bridgeport Street, Salt Lake City and County, State of Utah.

Commencing at the southwest corner of lot six (6), block sixteen, five-acre plat "A," Big Field Survey, and running thence north two and one-half (2 1/2) rods; thence east fifty-five and nine-tenths (55 9/10) feet; thence north one hundred and ninety-five (195) feet; thence south eight (8) rods; thence east 25.75 feet; south 37.5 feet; east 13.45 feet; south 53 feet; north 53 feet, to beginning situated in Salt Lake City and County, Utah.

All of lot eight, block eleven, section sixteen, township one south, range one east, Salt Lake Meridian, situated in Salt Lake County, Utah, and containing 24.47 acres.

Lots numbered eleven, twelve, thirteen, fourteen, fifteen and sixteen, Salt Lake County, Utah, and in block number two in Delong's second Addition, being a subdivision of lot five, in block sixteen, two-acre plat "A," Big Field Survey, according to the recorded plat now on file in the recorder's office of Salt Lake County, Utah.

CAROLINE BRIGGS,  
BENJAMIN T. BRIGGS,  
Administrators of the Estate of James Briggs, Deceased.  
Dated Sept. 2, 1901.  
Brigham Clegg, Attorney for Estate.



**J.F. BOES**  
MFG. JEWELER  
229 SOUTH MAIN STREET  
SALT LAKE CITY, UTAH.

If it's made of Gold we make it

**CLAYTON MUSIC COMPANY**  
Utah's Leading Music House  
109-11-13 MAIN STREET.

**GLISSMEYER & CO., Tailors**  
221 So. W. Temple. Bell 5610 k.  
Suits made to order at reasonable prices, wide ranging prices. Fit or no fit.  
**FIRST CLASS WORKMANSHIP**



**TROY LAUNDRY**  
"THE LAUNDRY OF QUALITY"  
10th Phone 192. Main St. 81  
SALT LAKE CITY

**Leysen Time**  
Phone 63 for the Correct Time  
Leysen's