

GREEN RIVER A GREAT SUCCESS

Legislators and Their Friends
Enjoy Balm Climate and
Hospitality.

THE PEOPLE WANT A BRIDGE

The Need for the Structure Is Set
Before the Lawmakers in a Man-
ner Not to Be Misunderstood.

That the members of the legislative committee who visited Green River, Saturday, were impressed with the necessity for building a bridge across that most mighty of Utah streams, there can be no gainsaying. Since the year 1847, when the pioneers first found their way across the barren reaches of western sand and desert, the fact that the traveler who would make his way from the east to the coast by any other route than that traveled by the original pioneers, must cross first the barrier of water known as the Green River ere he could gain access to the western coast was known—not only in 1847, but is just as much a fact today, 61 years afterwards, as it was then.

In all these years there has been built no bridge across Green River. Pioneering, as that mighty stream does, one of the three escapes for the eternal snows of the everlasting Rockies from the top of the mountains to the sea—the Green, the Snake and the Missouri rivers—the Green river has perhaps been more neglected, while giving more to the settler of the desert wastes of the great inland empire through which it flows than any other stream on the face of the American continent.

Railroads have been built, and streams have been bridged and bridges constructed in the pioneering of the western country, but from the Yellowstone on the north, to the Grand canyon of the Colorado on the south, travelers seeking their way westward from Denver or any central point in the east to any central point in the west, have been compelled to travel during the winter season when the water was low, or make far detours to the north or south in order to reach their western destination, for the reason that Green River could not be forded at this season of the year. Thousands of settlers and thrifty home makers have sought other sections with their wealth-making power, for the reason that they could not ford Green river, and were thus turned away from a country whose fertility, climate and general excellence as a home location cannot be surpassed in the intermountain region.

FROM WINTER TO SPRING.

What the legislative party saw on that trip to Green river was a surprise for them. Leaving Salt Lake in the throes of the hard grip of wintry snows and frost, the lawmakers awakened in the Green River valley to see men and teams busy plowing and leveling the light, sandy loam preparatory to planting the fruit trees and spring crops. They saw no snow covering the ground, like they had left the night before; they saw no gripping clasp of winter such as the northern portions of the state experience at this time of year; but found instead, a mild, balmy atmosphere where men in their white sleeves were engaged in cultivating the soil, and where thousands of acres of fine, healthy, ripening apples and peaches, were swelling with ruddy red and green color, almost ready to burst forth in bud and leaf, secure from the wild blasts of wintry wind prevalent in the greater portion of the state of which this section is an exceptionally favored part.

True it was, that during the day, while the party was out on an inspection tour of the valley, a blizzard of snow and sleet blew up, and clouds gathered hiding from view that magnificent range of palisaded mountains surrounding the valley which looks like a succession of ancient fortresses and castles of solid steel, and clouds, but notwithstanding this brief storm the afternoon sun drove away the clouds and left the beautiful valley basking in all its fertility and grandeur, before the marvelling gaze of the men of the north who had known nothing like this in all their experience.

The trip was made at the invitation of the people of Green River valley, who believed that the legislators of the state, could they see the conditions as they actually exist, and realize the needs of the people, that the question of a bridge across the Green river at the point of greatest focus of population would be only a matter of a favorable vote upon proposition when it should be made in the halls of legislation. There were present of the legislative party, Chairman Hines, Thornley, Smith, McRae, King, and Haycock of the house committee on highways and bridges, and Vice Chairman Funk and members Hanson, Davis, Holt and Hodges of the house committee on appropriations. From the senate there were present Alonso Brinkhoff, chairman, and Mr. Reely of the senate committee on highways and bridges.

WARMLY RECEIVED.

A number of the members were accompanied by their wives, as were some of the newspaper men and officers of the house and senate who went with the trip.

The party was received in rural fashion by committees representing the commercial bodies and people of Green River, and Elgin, the two towns fronting on opposite sides of the stream by which it is proposed to build the bridge. The committee on arrangements consisted of W. W. Jones, E. D. Roberts and J. H. Brice. The committee on reception was E. A. Merrill, A. D. Lewis, O. E. Coleman, Mayor Rod McDonald and E. A. Bricker. The official end of the work for the Green River people was done when Mayor Messers, Karl Schabinger, and E. J. Cook.

The "east side" or Elgin, were Messrs. W. C. McIntosh, Joseph W. Hammond, R. W. Dufford and G. J. Maris. The latter gentleman acted as hostmaster at a delightful banquet served in the historic dining room of the old Palmer hotel, one of the railroad landmarks of the section built in 1857. The banquet was a masterpiece of the cuisine art and was thoroughly enjoyed by the legislative guests and local people present. The next was spread at the conclusion of the trip through the valley, southeast eight miles to the site of the proposed bridge dam and works, where the people are putting in to raise the waters of Green River from 42 to 50 feet that the thousands of acres of fruit-bearing soil might receive of the life-giving fluid.

Administrator Maris welcomed the legislative party and introduced Mayor Rod McDonald as first speaker. Mr. McDonald made a brief speech of welcome and said that Green River was destined to become the second city in Utah in years to come, being only surpassed in possibilities by the capital of the state itself—Salt Lake City. He spoke of the need of a bridge over



BAKING POWDER

The most highly refined and healthful of baking powders. Its constant use in almost every American household, its sales all over the world, attest its wonderful popularity and usefulness.

Green river, which he said had been forced by settlers and travelers over the main highway between Denver and Salt Lake since the arrival of the first pioneers in 1847. Not one bridge, Mr. McDonald declared, had been built over the Green river in all those years, and in view of the rapid development of that part of the state in later years, he thought the section was entitled to so much consideration from the legislature of the state, that a bridge should be given them. They asked nothing else, and wanted nothing else; but they did want a bridge, and the purpose of his present occasion was to convince the legislators that they needed it.

LEGISLATORS SPEAK.

Among the speakers in response, Representative Nelson and Senator Brinkhoff, of Emery county, Senator Reely, of Sanpete county, Representative J. N. Davis of Uintah county, E. B. Hammond of Grand county, Judges of Rich county, McRae of Salt Lake county, Hanson of Benneville county and Pope of Wasatch county, all of whom expressed the liveliest interest in the growing section bordering the Green river and pledged their most earnest efforts to secure for the residents of that section a bridge during the present session.

When the feast was at its height, a levy of beautiful maidens from Emery and Grand counties filled into the dining hall, bearing banners expressive of the desire of the people for a bridge over the Green river and surrounded by the banner in red, "Boast for Utah" in the lead, and when the center of the hall had been reached, the young ladies struck up the song, to the tune of "Tra-la, the Boys Are Marching," the following timely verses:

"Oh, the day will come at last when the glorious river is heard
That the legislature passed the bill secure,
And the governor's pen in hand has inscribed the needed word,
That will progress and prosperity assure."

Chorus:
On, on, on, success comes marching,
Making green the desert gray,
And the bridge there in our dream,
Spans from shore to shore the stream
Opens wide the gate to progress' future way.

Oh, the ferry cable's weak and the risk of fording strong,
And the railroad bridge is not a prime-time way;
And the towboat's spring a leak—for a better way;
And a wagon bridge we need this very day.

"Oh, the day will come at last when the fording will be past,
And soon we'll have a bridge across the stream,
Oh, you men from S. E. City, on us Elginites take pity
And you'll find the way we'll treat you is no dream."

A TOWN OF INTEREST.

Green River is pre-eminently a fruit growing section. Experienced horticulturists from Grand Junction and Palisades, Colorado, and from further east have disposed of their holdings in those other olive fruit growing regions and brought their all to Green River, upon finding that the soil and climatic conditions here were better than anywhere else in the west. The soil is a light gray loam, liberally intermixed with sand. There is no element of clay in its composition, and it does not bake. The country is said to be peculiarly free from noxious weeds, the only native shrub with which the planter has to contend being now and then a bunch of greasewood. The slope from the mountains to the river in the center of the valley is gradual, giving thorough drainage, and protected, as the entire valley is, from the biting frosty winds of the higher country east and west by a range of towering mountains, and with a record of 90 per cent sunshine during the growing season of the year, conditions for raising the choicest apples, peaches and pears in the world seem unsurpassed.

A matter of fact, what fruit has already been given in Green River has found a ready market across the seas, the irrigated sandy soil rendering the fruit firm as well as of splendid flavor. Both sides of the river the slopes of the valley are perfectly adapted to horticulture. The river divides the counties of Grand and Emery—each one an empire in itself. A bridge across the stream would unite the interests of two counties, and bring the homeseekers of the east into closer touch with the fertile valleys of Utah.

After the banquet the legislative party was conducted to the site of the proposed bridge, just north of the railroad bridge across the Green. As the stream is navigable, the bridge would have to be somewhat higher than otherwise, it would take two piers besides the piers at the ends, the entire length being about 600 feet. The estimated cost of the bridge is about \$10,000, of which amount the committee are willing to put up the difference between that and \$25,000, which they ask the state to give. While the party was viewing the site, a party of girls from Green River crossed the railroad bridge in order to get to their homes in Grand county, had a train come along they would have been compelled to climb out on the rock piers until it should pass, as the railroad bridge was not wide enough to permit them to stand on the structure while the train was passing.

THE NEED EMPHASIZED.

An instance happened to show how badly the community needs the bridge. J. A. Johnson, chairman of the board of commissioners of Grand county crossed the railroad bridge the night before in order to be on hand Saturday morning to welcome the legislative guests. The ferry boat was leaking and it was almost impossible to use it. After arriving at Green River he received a telephone message that his son had fallen and broken his leg. The father went out into the night and again crossed the river by way of the railroad bridge. In the darkness he missed his footing, falling onto the steel work and broke his own arm, and was thus unable to be with the party during the visit.

The people of Green River and Elgin are sincere and industrious. They are in the valley to stay, and their ambition is to make the place blossom as the rose. They have already planted thousands of acres of orchard, and are building comfortable homes. They are on the main highway of transportation, and as the section be-

comes known and as the years go by, the valley of the Green is destined to become one of the greatest spots of the state. The people of the valley are all fairly well to do, and are progressive home builders. They are cosmopolitan as to creed, and live together unitedly with the common object of building up the country. They have only one church building, but all denominations and creeds assemble in the sacred edifice at their own times and to attend all services and all are made welcome.

The party returned to the hotel, and was photographed before boarding the train for the return trip. The brass band, which had done heroic service in welcoming the party in the morning, and the orchestra, which delighted the music lovers with its music during the banquet, were on hand to give the legislators a parting tune. The Grande train No. 3, then hove in sight, stopped long enough to pick up the two Fairbanks containing the legislative party, and with waving of hats and playing of hands the train pulled out after a most delightful day in Green River.

Herry Cushing, traveling passenger agent of the Denver & Rio Grande, was the host for the railroad, and did everything possible for the comfort of his guests. The train passed the Soldier Summit in three feet of snow at a height of more than 7,000 feet, and arrived in Salt Lake where the party remained in their berths until morning, when they sought their homes.

Do you use an atomizer in treating Nasal Catarrh? If so you will appreciate Ely's Liquid Cream Balm, the quickest and surest remedy for this disease. In all curative properties it is identical with the "old Cream Balm," which is so famous and so successful in treating Catarrh, Hay Fever and Cold in the head. There is relief in the first dash of spray upon the heated sensitive air-passages. All druggists sell, including sprayer tube, or mailed by Ely Bros., 56 Warren St., New York.

CONSERVATION PROGRAM

Utah Society of Engineers to Meet
Friday Evening for Notable
Discussion.

The Utah Society of Engineers will hold an unusually interesting meeting next Friday evening in Library hall to consider the conservation of the natural resources of the intermountain region. Resolutions to attend have been extended to Senator Smoot, ex-Gov. Cutler, Gov. Spry, and Gov. Brady of Idaho. The program as at present arranged will be as follows:

Introductory remarks Joseph F. Merrill, B. S., Ph. D., director State School of Mines
Forestry Clyde Leavitt, district forester United States forestry service
Water Power Paul N. Krum, State Engineer
Irrigation John A. Whitcomb, A. M., Ph. D., president State Agricultural College
Lands William D. Livingston, general manager Irrigated Lands Co.
Mineral Resources Robert H. Bradford, Ph. D., State university
Fuel Supply Daniel Harrington
Water Power from the Sandpoint of the Small User Leonard Wilson and E. C. Lackner.

INVITES ALL GOVERNORS.

Grand Army Encampment to Seek
Presence of Executives of All States.

Every state west of the Missouri river may be represented at the Grand Army encampment in Salt Lake next summer, in the person of each state's governor. Col. F. M. Sterrett, executive director of the encampment, has written letters to these governors, inviting them to attend. The letter which is signed by Mayor Bransford, Fisher Harris and Col. Sterrett, reads as follows:

"We have the honor to inform your excellency that the forty-third national encampment of the Grand Army of the Republic will be held in the city of Salt Lake, beginning August 9, and closing August 14, 1909. We write now for the purpose of extending your excellency a most cordial invitation to be present here on Wednesday, August 11, 1909, and in answer to the invitation in-chief of the Grand Army of the Republic in reviewing the parade of the veterans of the Civil war.

"If you are sending you this invitation at this early date for the reason that if you have not now, you will soon receive an invitation from the board of governors of the seventeenth national irrigation congress to attend its meeting in Spokane, Washington, the date of which is identical with that of the Grand Army encampment. We are, of course, familiar with the importance to future development of the work of the National Irrigation congress, but we respectfully submit for your excellency's consideration that upon this particular occasion our obligation is first to the Grand Army of the Republic, which made the west as it stands today, possible.

"It is barely possible, however, that the date for the holding of the irrigation congress may be changed, and a suggestion to that effect has been made to be official. In all probability, no future encampment of the Grand Army of the Republic will ever again be held in any city west of the Missouri river."

A COMMON COLD.

We claim that it catching cold could be avoided some of the most dangerous and fatal diseases would never be heard of. A cold often turns a culture bed for germs of infectious diseases. Consumption, pneumonia, diphtheria, scarlet fever, and the most dangerous and fatal diseases, are of this class. The culture bed turned by the cold favors the development of the germs of these diseases, that would not otherwise find a home. There is little danger, however, if any of these diseases being contracted when a good expectorant cough medicine like Chamberlain's Cough Remedy is used. It cleans out the culture beds that favor the development of the germs of these diseases. That is why this remedy has proved so universally successful in preventing pneumonia and it not only cures your cold quickly, but minimizes the risk of contracting these dangerous diseases. For sale by all druggists.

DIVES TO DEATH BENEATH TRAIN

Demented Drug Fiend Takes His
Own Life at Payette
Station.

HAD JUMPED FROM WINDOW

Leaping From Hotel Castaneda, He
Creates Sensation in Mad Run
Through Streets of Town.

(Special to the "News")
Payette, Idaho, Feb. 14.—As Oregon Short Line passenger train No. 6, was pulling out of this station at 2:35 this afternoon, the passengers were horrified to see a demented man deliberately jump under the moving train to be crushed to death under the wheels a second later. A number of persons witnessed the awful act. The train stopped within a few car lengths of the place where the man leapt to his death, and the remains, badly mutilated, were picked up. Death had been instantaneous.

The body was identified as that of a man by the name of Richard Moore, also known as Richard Almer. He was a morphia fiend and this morning he jumped from the second story of the hotel Castaneda in this place. He then started to run through the streets, shouting and defying people to come near him, keeping them off with rocks. The city marshal chased the man for several hours, finally capturing him, and had him in charge of the city station. When the train pulled out the fellow made a sudden dash, and breaking away from his keepers, dove headlong under the moving train.

The remains are in charge of the city marshal, as there are no county officials at Payette.

NEW SANTA FE BRANCH.

President Ripley Gives Out Statement
In Regard to Line.

San Diego, Cal., Feb. 14.—President E. P. Ripley of the Santa Fe, who has arrived here from Santa Barbara, gave out a brief statement in reference to the Santa Fe branch line from Arizona into California by way of Parker. The bridge at the latter point over the Colorado is now completed, but the track on the California side is yet to be laid. The road will not turn south on the Imperial country but will run northwest to connect with the main line at Bernal. The advantage of the new road will be its low grades. It will be used as a substitute for the main line for part of the traffic.

EARNINGS FALL OFF.

For Half Year Period D. and R. G. is \$500,000 Short.

Denver, Feb. 15.—The semi-annual statement of the Denver & Rio Grande railroad for the half-year ending Dec. 31, 1908, showed a falling off in earnings of \$500,000 from the earnings of the similar period of 1907.

HARRIMAN SUIT RESUMED.

Cleveland, O., Feb. 12.—The taking of testimony in the government's suit under the Sherman anti-trust law to dissolve the merger of the Union Pacific and the Southern Pacific subsidiary railways in which E. H. Harriman, Henry C. Folger, H. H. Rogers and Kuhn, Loeb & Company are also defendants, was resumed here today.

The evidence taken here is similar to that recently taken in New York, Pittsburgh and Cincinnati. Prominent railroad men and big shippers have been subpoenaed.

Several traffic managers, representing large shippers, were examined. The testimony was all to the same point, indicating that there was no competition between the Union and the Southern Pacific railway companies for freight traffic to the Pacific coast points. It was testified that both roads were jointly represented by the same agent in the Cleveland territory, who solicited business impartially for both lines.

LANDSLIDES ON S. P.

Santa Barbara, Cal., Feb. 12.—The entire passenger equipment of the Southern Pacific coast line was stalled in Santa Barbara last night and more than 500 passengers were cared for at the local hotels at the expense of the company. Early today, however, the tracks were cleared of landslides and all washouts were repaired. Six trains from the north were held here until 10 o'clock this morning, when they departed for the south at 10-minute intervals. One northbound train held here yesterday left at 8 o'clock last night and succeeded in getting through, but a small slide at Carpinteria stopped succeeding trains. Traffic this morning, however, is maintained uninterruptedly in both directions. The weather is clear and the storm is apparently over.

ELKS' EXCURSION RATES.

Los Angeles, Feb. 12.—Details of the Elks' excursion rates to Los Angeles for the convention this summer, were given out today. The tickets will be on sale in the east from June 24 to July 10. Tickets will be good for the return trip until Oct. 31. The rates will be \$2.50 round trip, \$15.00 from St. Louis, and \$5.00 from Kansas City to Los Angeles and return. To return by way of Portland will be \$15 extra.

MIDLAND OFFICIAL RESIGNS.

Colorado Springs, Colo., Feb. 12.—J. C. Vining, general superintendent of the Colorado Midland, has tendered his resignation to the directors of the road. He will be succeeded by S. B. Miller.

SUKE AND RAIL.

General Superintendent, Davis of the Short Line is on a two weeks' business trip into Idaho and Wyoming.

E. B. Irwin, traveling passenger agent of the San Pedro, is back from Los Angeles, where he spent with the annual session of the Elks' excursion.

General Passenger Agent D. E. Burley of the Short Line returned Saturday from a two weeks' trip to Chicago, in attendance on a meeting of the Transcontinental Passenger association.

The Railroad Red Book for the current season has just been received at the D. & R. G. office in this city. It gives the latest time tables and general information about the Denver & Rio Grande and its connections. There are maps and illustrations that make the publication very valuable.

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New stock--new styles--new patterns--beautiful hosiery. Values 50 cents to \$1.25--almost the entire line composed of the higher values **35c**

Keith-O'Brien Company maintains a New York office. It is under the direction of an able buyer who also represents a half dozen other big houses—Minneapolis, Cleveland, Buffalo, Providence, and so on. This buyer is at the head of an organized force of sub-buyers. This corps of resident buyers co-operate with our own buyers, about 14 in number, who visit the marts twice a year.

The New York organization found a factory lot—traveling men's samples and the season's preliminary run.

The entire lot amounted to about 25,000 pairs—divided among the stores referred to.

The purchase price—cash down—was low enough to justify us in selling the hose to our trade at a bargain.

They are spring hose—bright and dainty quality hose—the same hose which influenced us in buying our regular spring stock, which we will soon open to the trade.

The hose are finely woven and in every sense are high-grade, durable goods.

We are glad to introduce the season BY APPLYING THE LASH TO THESE SAMPLES—for they will create desire for more like them, which our regular stock will supply.

Black—Embroidered and plain gauze
light black lace; black lace in boot or all over
black with white stripes.

BROWN—In plain gauze, lace ankle, all-over and the embroidered boot.

PLAIDS of all kinds

No seconds—high grade in every respect.

FANCY ROUGH BAGDAD SILKS

Knowing that silks of the Pongee family will be in great demand for spring wear, Tuesday morning we will place on sale ten pieces of check and plaid effects in white, natural and tan grounds in an all-silk fabric; 27 inches wide, worth 85c. Sale Tuesday **55c**

Twenty pieces 34 inches wide, genuine Chinese Pongee, positively all-silk, the kind that looks better after washing than before. Suitable for waists, dresses, underwear, etc. Tuesday, a yard **\$1.19**