

the coming spring and summer will see wonders wrought in this direction.

This means not alone that Salt Lake is to have better street car facilities, but it demonstrates that Mr. Harriman, who is regarded as possessing the greatest railway man of the age, has unbounded faith in the future greatness of Zion, and is not afraid to make vast investments here.

There are many signs that the control of the local street railway situation by Mr. Harriman means ultimately the construction of a system of interurban railroads connecting Salt Lake with nearby cities—Ogden on the north, with a possibility of extension to Logan and Cache valley, and Provo on the south. Thus far these interurban projects are confined to rumors; but those rumors come from Harriman sources, and, to anyone acquainted with conditions in Utah, it is easy to foresee that, within a few short years, Salt Lake is certain to be connected with these neighboring cities by means of electric lines. If Mr. Harriman does not take advantage of this opportunity, others will; and Mr. Harriman, having taken the initial plunge, is not the man to turn backward. His willingness to invest millions in Salt Lake is, in large measure, responsible for the present activity in real estate circles here, and has obliterated any doubts that might have existed hitherto concerning the future.

But little is heard nowadays of the Moffat road, which is projected to connect Salt Lake and Denver; but it is known that construction is being pushed from the eastern end of the road, and that over 100 miles of track have already been built from that end.

Traffic, both freight and passenger, has so increased on the roads running in and out of Salt Lake in the past few years, that the car shortage question has become a most serious one; but all of the roads have placed immediate rush orders for increased motive power and equipment generally. The condition in this respect is the same as it is the country over, of course, and relief will come but gradually. The car shortage has been felt in many ways in Utah, and the victims range from the farmers to the consumers of coal in the cities and towns. The roads, however, look for relief in another season, and believe that they will thus be able to relieve the one serious drawback in the Utah railroad situation.

HIS PLEDGE.

She gazed upon him with a sigh;
'Twas seven years since they had parted,
She proudly bidding him good-bye,
He turning from her, broken-hearted.
She vividly recalled the place
And each sad word that he had spoken;
Hot tears had trickled down his face,
Her own heart had been nearly broken.

Without her he had sadly said
That life would be a burden to him;
She had supposed that he was dead,
For he had left the haunts which knew him.
He'd said that he must pine away
Because she would not let him claim her;
Her conscience since that dismal day
Had often roused itself to blame her.

She gazed upon him with a sigh
Who once had left her broken-hearted.
He had not gone away to die,
As he had promised when they parted.
He had not pined; 'twas plain to see,
And as he stood there smiling at 'er
She murmured to herself: "Ah, he,
He's gone and got a whole lot fatter!"

—S. E. Kaiser in Chicago Record-Herald.

The Year in Utah Politically

The close of the year finds the Republican party, so-called, strongly entrenched in Utah. With the exception of the city administration of Salt Lake, which is in the hands of the American or Gentile party, the government of every city, town and county in the state is in the hands of the Republican party, of which Apostle Reed Smoot of the Mormon church is the undisputed leader. Ogden, true, has a Gentile Democratic mayor, but the balance of the city government there is in the hands of the Republicans.

Apostle Smoot's leadership dates from 1902, when he seized the reins of the party organization, and was able to force his election to the United States senate. The election was protested against by nineteen leading Gentiles of Utah, on the ground that it was brought about by the active interference of the Mormon church in politics, and the question of Senator Smoot's right to hold his seat is still unsettled in the senate.

One of the direct results of his election to the senate was the organization in 1904 of the American party, which launched a state ticket that year, as well as a ticket in Salt Lake county. Defeated then, the American party came up smiling a year later, and captured the city ad-

ministration of Salt Lake, including all the elective officers and a majority of the council.

This year the American party placed a county ticket in the field again. This ticket swept the city, but the practically solid Mormon vote in the rural districts of the county overwhelmed it, and it was defeated. To elect the Republican ticket, however, the Mormon church virtually obliterated the Democratic party both in the county and state.

Mormon Democrats by hundreds were "moved over" into the Republican party. The defeat of the Democracy was so overwhelming that the party will have but seven members of the lower house of the coming legislature, and no members of the state senate. Leading Democrats are now considering seriously the advisability of disbanding their party both in county and state as a protest against church interference. Practically all the Gentile Democrats have gone over to the American party as a result of the election last November.

The only political event of importance during the coming year will be the biennial municipal election in Salt Lake City, which will be held next November. At this distance it looks as

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