

A BIG BANQUET AND GOOD TALK.

(Continued from page one.)

brofism in any other locality or state upon this continent, I should be lacking in every instinct of gratitude and appreciation if I did not esteem this occasion as one of the proudest of my life.

NOT A STRANGER. With the many familiar faces of old friends and others of more recent acquaintance gathered around this board, I cannot feel that I am a stranger to your midst therefore, there is no possibility of your entertaining an angel unaware. Moreover, if I be a stranger to some of you tonight, I trust that relationship may soon disappear, for I 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 merchandise to your storehouses, fuel to your firesides, your factories and your farms; to bring quickly the fruits and flowers of the semi-tropics, fresh and fragrant with the early morning dew, to your tables; 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 improvement, and which will make it not only one of the Pacific coast, but to cause you to feel the mighty pulsations of the world's commerce, and its unceasing throbs through the great Isthmian canal that is sure to be constructed, and to participate in the busy traffic that will revivify the great coast line of the Pacific from South America to the Alaskan seas, and reach out upon the broad Pacific to the markets of the great Orient. This is a brief outline of what I hope to help you to accomplish.

FIRST VISIT TO SALT LAKE. It will be 40 years next November since I first came to Salt Lake. I hardly need tell you that I did not come down from Montana at that time to buy a railroad or to build one, but a pretty fair and well-to-do man, with a long family well with a pair hitched to a three and a quarter wagon; and this, with about \$2,500 in gold dust that I had mined the previous summer in Jeff Davis creek 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 reluctant 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 "gold bug."

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 this manner to pass the winter months and make a little money besides. In this scheme I succeeded beyond my highest expectations. At that time the best of the country 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 importance, 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 call "valley brand." There were two of us together, each having his own team. My mules were branded "B. H.," and had done good service, no doubt on Ken Holladay's mine, and I started back to the mines. My cargo consisted principally of dried fruit, butter and eggs. The eggs, of course, were frozen solid on the way back, and they fell several times to 40 and 50 degrees below zero. Nevertheless, they were in great demand when we arrived at Bannack, in the middle of January, and they were used, after being thawed at 40 degrees, for making "Tom and Jerry." That trip was what they would call nowadays, in national capital parlance, a "strenuous" one.

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

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 commercial metropolis of all the great intermountain region.

TRIBUTE TO "MORMONS." In this connection I cannot refrain from expressing my admiration for the enterprise and industry of the "Mormon" people, which prompted them to select this wild and fascinating region as a suitable location in which to establish their homes apart from the world, where they might live 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 Pacific. They were confronted with untold difficulties and dangers, which their experience and inadequate equipment ill prepared them to endure. They found here facilities for rest and exchange of their foot-sore animals for fresh ones and new supplies, that enabled thousands of them to reach the goal of their ambition and realize the wildest dreams and hopes that had attracted them to the great Eldorado of the West; otherwise, many of them must have succumbed to the perils of the desert.

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 bone, is transmitted from parent to child, the seeds are planted in infancy and unless the blood is purged and purified and every atom of the taint removed Scrofula is sure to develop at some period in your life.



Scrofula appeared on the head of my little grandchild who was 18 months old. It spread rapidly over her body. The disease next attacked the eyes and the mother would lose her sight. Five different physicians were consulted, but could do nothing to relieve the little innocent. It was then that we decided to try the Swift Specific. She is now a speedy and complete cure. She is now a young lady, and has never had a sign of the disease to return. MRS. RUTH BERKLY, Salt Lake, Utah.

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 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, eruptions, 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.

and in this way the "Mormon" people became an essential and potential factor in the development of the great mining districts of the Rocky mountains. This has resulted in building up a number of populous and prosperous neighboring states.

TRANSCONTINENTAL LINES. Growing out of the same influences, and as a result of the early settlement by the "Mormons" of these valleys, there can be no doubt but that the principles of the great Pacific railroads in the 40's were advanced by at least a decade or more, and the beneficial results of that great transcontinental enterprise are beyond the power of human intellect to calculate. This is evidenced by the fact that at least five railroads have since been built over other transcontinental highways from ocean to ocean, and others are contemplated.

MODERN RAILROADS. The construction of the more recent railroads is of such superior type as to provide, slight curvatures, wide roadbeds, improved ballast, heavy rails and infinitely better equipment, that 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 the new and capable management these roads have been wonderfully improved. Light grades, heavy rails, huge R. C. Kerens, who was a pioneer trail 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 traffic, is the order of the day in the new era of railroad construction. This is the result of the early settlement by the "Mormons" of these valleys, and the result of the early settlement by the "Mormons" of these valleys, and the result of the early settlement by the "Mormons" of these valleys.

WHAT SAN PEDRO IS DOING. 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. We will then run our trains from San Pedro harbor into Riverside, a distance of about 33 miles. This bridge, 1,300 feet in length and 60 feet high, will comprise 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 Daguerre we have completed arrangements for temporary trackage over the Santa Fe system until our main line is completed. From Daguerre to Calientes, a distance of 200 miles, contracts will be let within a few days to cover the entire distance. We have purchased 30,000 tons of rails, 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 in a few days when the necessary formalities have been completed. The road from Leamington to Calientes will be rebuilt and laid with 75-pound steel rails. All difficulties that confront us have been cleared away. "No pent-up" Utah contracts our powers." The smiling valleys of Utah, the great American desert, the golden orchards of California and the broad Pacific ocean will 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 Grape-Nuts for business reasons, for Grape-Nuts is and is largely replacing white bread for Grape-Nuts contains 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 out. A miller of Newark, Ohio, who has studied the subject, says of Grape-Nuts: "I began by using the food one day, then twice a day and for the last 6 months three times a day and I confidently 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 miller 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 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 to use daily a nutriment like Grape-Nuts for the reason that it contains all the vitality of the grain. For this very reason there is more direct 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 accommodate me and others who eat to live and enjoy life and health. Name and price by Postum Co., Battle Creek, Mich. Grape-Nuts can be served in a variety of ways—from plain breakfast food to the most delicious Grape-Nut in each package.

FISHER HARRIS. Following Mr. Kerens Fisher Harris, the secretary of the Commercial Club, yet proceeded to expatiate upon the good work that had been accomplished by the club and stated that in his opinion the club had reached the culmination of its public services, and that in the city the distinguished guest of the evening, he wished to impress upon his auditors the fact that before 1862 Salt Lake City had existed, and the Salt Lake Club, along with the Commercial Club, but from now on it would be impossible to disperse with the club.

HON. F. S. RICHARDS. The next toast was "Salt Lake City," which was given by Franklin S. Richards. He said in part: The subject assigned to me is one

that is somewhat familiar. While by no means the "oldest inhabitant," the subject and myself have been intimately associated for something like half a century. It is, therefore, a fair presumption that each is tolerably well posted as to the goings and comings 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 appeared when it was houseless, treeless, streetless, and less a great many other advantages, which it soon after attained, and has kept 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 approximate idea of the materials from which the structure we now behold was wrought?

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 commercial center, with railroads radiating in all directions, and that our situation, which is that of Switzerland and as balmy as Italy, would attract hosts of people 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 lightning message was hurried across the wide view across the barren and forbidding plains that intervened between us and the rest of the civilized world; the next was signalled when, for the first time, 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 electric railways were first introduced, and became a triumph when steam set aside the teamster's wagon, will not go backward, but onward, ever onward, till our traffic becomes impalpable, 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 splendid and comfortable wealth, which by the mightiest of oceans on one side and the greatest of mountain ranges on the other—the incomparable city of Los Angeles. Its beauty, attractions and grandeur need no special mention here; all present are familiar with them. So far as known, it has but one decided drawback—it is a little too far from Salt Lake, and this is soon to be overcome. Thanks to the distinguished guest of the evening and his able associates, the steel bands which are to unite the City of the Provo and the City of the Los Angeles—S. S. S. being placed in position at a rate which insures to us, in the very near future, a speed of transportation between the two cities which will be as quick as in two the present time of transit and make us neighbors in deed, as well as in thought and sentiment.

RAILLESS RAILROADS. Wireless telegraphy and horseless carriages we welcome, but of railless roads we have no use. We are, however, to our guest, one of these who have been pushed aside to make room for the other kind. Not only will it shorten time and curtail space, but the flight of the wings will be 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 in his work. May they all live to enjoy the results of their enterprise in the fullest measure and witness the complete fruition of the union between the inland sea and the Pacific ocean.

HON. W. S. MCCORMICK. "The Commercial Utah" was responded to by Hon. W. S. McCormick, who spoke for 40 minutes and during the process thoroughly canvassed the local conditions of the Pacific coast, and 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 direction of the project, and he stated, and then went on to say: "But were the possibilities infinitely greater than the wildest imagination or most ardent desire could paint, still the reality of bringing this vast territory to the feet 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 country—known to our countrymen, but unknown to the world and capable of a production that fancy even cannot exaggerate—yet, valueless wanting cheap transportation. You well know what that fears our citizens have watched their efforts of the past two years toward the realization of their hopes—when the key that was to give open door to many of the treasures long locked in should have been turned, and the 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 very serious delay, or a permanent dissolution of all our hopes because of antagonistic interests. But, given the occasion for vast industrial development, such as rail connections between the States of California, Nevada, 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 districts.

SENATOR SMOOT. At this point Senator Reed Smoot was called upon without protest, and he was one of the few speakers of the

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 being called upon to speak, but who could not talk on an occasion like this? Who could not speak of all our anticipations from the business and from the investments of Senator Clark and the building of the road that he promises between 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 1862, the first visit to Utah or Salt Lake City. He referred to some of the pioneers that met here at that time, and how he would like to see them here, and how he would like to see them here, and how he would like to see them here.

FRANK KNOX. Frank Knox, 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 received with loud acclaim.

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 a strong supporter of the California, he spoke of the wonderful development of that section of the Golden State. With the building of the road he said that enormous traffic in citrus fruits would result. James J. Hill said he would carry a bushel of wheat to Liverpool for 60 cents. Allowing 30 bushels of wheat to the acre, this would compare in revenue with the wheat crop of California, and become a triumph when steam set aside the teamster's wagon, will not go backward, but onward, ever onward, till our traffic becomes impalpable, and the city itself so populous that seven figures will be needed to state the number of its people.

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 Kearns, Senator Smoot, R. C. Kerens, Perry S. Heath, David Keith, T. E. Gibbon, J. Ross Clark, Joseph Howell, Joseph A. Silver, Fisher Harris, J. S. Richards, Joseph H. Lindquist, A. Underwood, Charles Clark, Dr. W. L. Renick, D. S. Spencer, P. L. Williams, Dr. G. P. Proulx, W. P. Reed, H. E. Dwyne, Addison Cain, W. I. Snider, Blamie Snyser, A. R. Brier, 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, E. S. Richards, A. Fisher, Joseph H. Young, Hoyt Sherman, F. M. Mills, John Dera, W. A. Sherman, J. O. Reber, J. H. White, Wm. Prackwinck, W. C. Hall, J. R. T. B. Beaty, M. L. Ritchie, W. O. Mezza, M. H. Sowers, J. Geoghegan, J. L. Wilson, S. Weitz, C. K. Southworth, Kenneth Kerr, C. F. Decker, George A. Storrs, F. E. Baxter, A. O. Woodcock, Joseph Strayer, B. D. Smith, E. Hitchcock, W. Penrose, W. N. Williams, J. H. Smith, C. P. Mason, J. Moritz, J. K. Shaw, J. E. Caine, Moshah Evans, C. A. Quigley, T. R. Jones, D. S. Murray, J. S. Gardner, George W. B. Bickel, H. Ferguson, Joseph Lipmann, A. J. Davis, Thomas Weir, F. J. Westcott, J. V. Coughlan, A. C. Strobel, C. L. Chester, C. S. Kinney, M. B. Whitney, H. S. Hutchins, E. W. Sheip, F. S. Richards, C. A. Terry, A. A. King, W. H. King, L. L. Verrill, I. A. Clayton, R. J. Shields, E. F. Freudenthal, W. H. Hutchinson, J. H. Johnson, A. H. Tarbet, Lewis T. Nathan, Daniel H. Jacobs, E. B. Smith, R. S. Wells, E. C. Littell, H. L. Green, Rev. T. W. Pinkerton, John S. Critchlow, Rev. W. M. Paden, James T. Goodwin, C. N. Strevell, James H. Paterson, C. S. Pulver, E. O. Howard, Russell Tracy, Samuel C. Ehling, P. T. Huddart, H. M. Dinwoodey, H. H. Tracey, W. P. Cooper, John M. Doull, George W. Topf, P. J. Moran, Fred A. Dale, Frank G. W. A. Strimberg, Thomas W. Finucane, W. P. Noble, R. G. Smith, George P. Holman, E. W. Packard, S. B. Miller, T. R. Black, Theodore Bruback, M. H. McCarty, O. W. Powers, J. E. Grant, M. S. Allen, E. F. Colborn, N. Treweek, W. B. Lanins, George D. Alder, W. F. Adams, James A. Miner, C. M. Neuhansen, H. R. Eldredge, J. W. Langley, F. C. Schramm, W. V. Wilson, W. J. Jacobs, J. D. Wood, Rawlins Fred J. Kiesel, William Gismann, L. U. Shurtliff, George Y. Wallace, John J. Judson, W. J. Thomas, James E. Gallagher, E. W. Clark, W. S. McCormick, Lawrence Harry Williams, Read, Charles G. Ferrell, Joseph P. Smith, John Q. Cannon, E. E. Hoffman, N. H. Gramling, A. Scott Chapman, Isaac Barton, George W. Goddard, Ray Savage, Joseph T. Richards, Nele Paulson, Robert Forrester, Edward B. Jones, Charles H. Gage, Jay T. Harris, James A. Foley, R. H. Browne, James N. Ferguson, E. L. Carpenter, George T. Odell, P. J. Quigley, J. M. Moore, J. D. Wood, A. E. Kimball, W. V. Miller, Dr. J. S. Gordon, P. L. Griffin, William Igleheart, Frank Knox, Dr. S. C. Baldwin, Dr. J. S. Richards, George H. Wood, J. W. Houston, W. A. Ramsey, J. E. Ulrich, W. B. Stanley, R. J. Hyatt, H. C. Hoffman.

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