OPPOSITION IS STILL STRONG

Roosevelt's Advocacy of Ship Subsidy Not Likely to Force It Through.

MIDDLE WEST IS OPPOSED

CRACK OF PARTY WHIP HAS NO TERRORS.

Washington, D. C., Feb. 24.—One of the struggles that will enliven the closing days of this congress will be over a measure of general legislation upon which the wishes of the Roosevelt administration are intensely centered. This bill is also of wider than national interest; it is of international importance. Commonly known as the "ship subsidy bill," its formal description indicates its transatlantic interest. Its title is "An act to promote the national defense, to create a naval reserve, to establish American ocean mail lines to foreign markets and to promote commerce."

This bill has passed the senate in one form but has been reported out of committee to the house of representatives in an altogether different form yet in one designed to accomplish the same purpose. The amended bill provides for four new lines of American mail steamships through mail subsidies. It also provides mail subsidies for three existing lines across the Pacific, two to the Orient and one to Australia. All of the ships, save the two that are to run between some port in the Gulf of Mexico and the Isthmus of Panama at twelve knots' speed, must be of sixteen knots' speed. Alternative provision is made for monthly and for fortnightly service.

Not Many Ships Required.

The proposed line from an Atlantic port to Argentina will probably require five ships and the proposed line to Brazil will require four ships, if a fortnightly service is rendered. The other new line, that from Pacific ports to Panama, Peru and Chile will require five ships, if the service is fortnightly. It is probable that six new ships will be needed to meet the speed requirements on the line from Puget Sound to the Orient. There is a chance that the two Great Northern steamships, Dakota and Minnesota, may be keyed up to attain the required speed of sixteen knots, although the ships are rated at fourteen knots.

The line from San Francisco to the Orient will require at least one and possibly two additional ships to perform the full service; and it is likely that the line to Australia will be augmented by one new ship, if the amended bill passes as it now stands. The new ships of sixteen knots' speed required will be, therefore, from twenty-two to twenty-three, besides two new ships of fourteen knots for the new line to the Isthmus of Panama from the Gulf of Mexico.

Must Be Built in United States.

All of these new steamships to earn the mail subsidy for postal service must be built in the United States, on designs approved by the navy department with a view to their use as auxiliary cruisers or transports by the government in time of war. Of their crews an increasing proportion—one-half after five years—must be American citizens; and they are required to carry a certain number of American boys as cadets.

The United States will require from these ships all services which are rendered by British ocean mail steamers to their government. The proposed law would award postal contracts to the lowest responsible bidder, as does the British government. Just as British steamers must be built under admiralty inspection and subject to admiralty approval, so the American steamships, before being accepted, must be tested and approved by a board of naval officers.

The provision in the bill for naval reserves was framed by the general board of the navy, of which Admiral Dewey is president. The formation of such a reserve has been advocated by President Roosevelt, Rear Admiral Luce and Captain Mahan. The design is to give to the United States a body of men thoroughly inured to the seas, ready to step at once on ship board in case of war and fit for any cruise in any clime between the Arctic and the equator.

Compensation Proposed.

The compensation provided in the bill for carrying ocean mail corresponds closely to the rates of payment for similar service by the British, the German and the French governments. The duration of contracts proposed in this bill is ten years. The usual duration of European ocean mail contracts is from ten to twenty years. For example, the new contract of the Cunard company with the British government runs for twenty years.

If this measure is enacted and the maximum postal service required is rendered, there will follow a maximum annual payment to these lines of $3,750,000. This will probably look to foreign ship owners like a large amount of money to expend, under a ten years' contract, for no more than thirty steamships, even of the speed specified. The amended bill refuses to recognize the principle of subsidies to cargo vessels. This is the change in the bill as it passed the senate that has hit most severely the shipping interests that have been advocating conspicuously subsidy legislation. As it passed the senate a year ago, the bill provided not only for mail lines, of less speed and more cargo capacity than the pending bill requires, but it also provided a flat subsidy of $5 per ton per annum for cargo carriers in the foreign trade. It was calculated that the last feature would increase the shipping under the American flag in the foreign trade 2,000,000 tons, eventually, whereas the house bill will not add over 150,000 tons of new steamships to the American register. When it is considered that between 6,000,000 and 7,000,000 tons of ships are now required for the foreign carrying of the United States the addition or subtraction of 150,000 tons under any particular flag does not appear, in a broad sense, very formidable.

Will Not Help Trade.

Students of the effects of this measure do not calculate that the additional or substituted trans-Pacific steamships required will add materially to the trade between the United States and the Orient. But they claim that the effect of its passage will be to keep under the American flag ships that are now, without the aid provided for in this bill, steadily losing money and likely to be taken off the route at any time. It is admitted that the best American line to the Orient from Pacific ports (the Pacific mail line) has not paid a dollar of dividend upon its stock for seven years. It is a fact not generally known that the steamships Mongolia and Manchuria of this line, sister ships of 13,000 tons gross register, and built in 1903, are not owned by the steamship company, but are owned by the Union Pacific Railroad company, which owns the Southern Pacific Railroad company, the latter owning a majority of the stock of the Pacific mail line. It is asserted that the ships of the Boston Steamship company and the two Great Northern railroad ships, running from Puget Sound to the Orient, are operating at a loss. The Great Northern ships are in competition with a subsidized Japanese line of three steamships, receiving $300,000 a year. The Pacific mail ships are in competition with a line of three Japanese ships that receive nearly $600,000 a year subsidy, and for which line there are now building in Japan two turbine steamships of 13,000 tons each.

Two Former Failures.

Those who would encourage the American merchant marine by this legislation center their greatest hope of profitable results in the proposed lines to South America. Twice lines to Brazil have been subsidized by the United States and twice they have failed; in the first instance it is said because the ships were not large enough and in the second instance because they were too large for the trade. It is Secretary of State Root's tour of South America and his glowing accounts as to trade possibilities if swift lines of American steamships are established rendering direct and frequent service, and the fact that the president, with characteristic enthusiasm has made these views his own, that have concentrated attention especially upon the provisions in the bill for new lines from Atlantic ports to Brazil and to Argentina and from Pacific ports to Peru and Chile.

Claims of Subsidy Advocates.

These are the three lines that deserve the attention of British and European shipping interests. If these new lines increase trade between the United States and Brazil, Argentina, Uruguay, Peru and Chile, doubtless to some degree they will carry the present trade between those South American republics and European countries. There are some, however, who believe that the traffic that will be carried over the new lines will be created by them and will not cut seriously, and perhaps not perceptibly, into the trade of South America with Europe. More enthusiastic prophets here profess to foresee a large diversion of both travel and trade from South American countries to the United States, in place of that which has grown to such large proportions with Europe. These prophets believe that it is only necessary to make business men in South America realize the extent and variety of industries of the United States and observe the quality and the prices at which their products can be placed in South America, to foster a great and profitable trade. The chief obstacle to trade between the United States and South America originates in the lack of direct and frequent sailings of steamships with modern fittings and conveniences. This has made it necessary for transportation in both directions between the United States and the east and west coast of South America to take the route by way of Europe. Consequently many South American buyers content themselves with visits to the markets of Europe and the United Kingdom and do not take the trouble to cross the Atlantic to the United States, knowing that they will have to repeat that voyage to return home. This situation would be altered greatly by the establishment of the direct ocean mail lines.

Middle West Opposed.

It can be said that not only President Roosevelt but every member of his cabinet who is officially interested in the development of foreign commerce, especially with the southern continent, enthusiastically favors this shipping bill. The president and Secretary of State Root are known to have argued earnestly with Speaker Cannon, who hitherto has opposed ship subsidies, and in consequence his attitude has been greatly modified.

The opposition to this bill in the house of representatives is more geographical than political. The members from the southern states, being Democratic and largely opposed, in theory at least, to the doctrine of legislative encouragement of industries, including the carrying trade, are opposed almost to a man to this bill. But the opposition is almost equally pronounced among members from the middle west, including the great states of Michigan, Indiana, Wisconsin, Minnesota, Iowa, Nebraska, Kansas and the two Dakotas. Even with the influence of the president and in a less degree that of the speaker in favor of the bill, it has been found difficult to enlist more than a small minority of the Republican members from these states in its support. Even though wedded to the protective system, these middle western Republicans balk at extending it to American shipping in the foreign trade, although they acquiesce in the prohibitive protection against any foreign shipping that has been extended uninterruptedly for ninety years in American shipping in the coastwise trade.

Public Not Interested.

At the very outset of its history, the United States began to protect its shipping by discriminating tariff and tonnage dues, a policy pursued in a steadily diminishing degree until the repeal of the British navigation laws in 1850. Then subsidies for a few lines were tried, for a few years, causing a mushroom growth of American steam shipping, that was strangled by the withdrawal of the subsidies, immediately preceding the civil war. Since the war there has been but little public interest in American shipping, the country being occupied with the more attractive and far more profitable development of its railroads and interior resources. Fitful efforts made at times to stimulate special lines with subsidies failed. American ships had reached a total of 2,500,000 tons in the foreign trade in 1861, when they carried 65 per cent of the imports and exports of the country. They have fallen as low as 700,000 tons and the proportion of the trade carried has been under 8 per cent. Today less than a million tons of shipping under American register carry but 12 per cent of American foreign commerce.

Some Figures Given.

The value of the seaborne foreign trade of the United States during the last fiscal year was $200,000,000 greater than in the preceding fiscal year. The total value of the imports and exports of the United States in the last fiscal year was in round figures $3,000,000,000, of which American ships carried a total of $322,000,000. So, it has been pointed out if American ships had held last year the carrying they performed in the preceding year, and had absorbed the increased seaborne commerce, there would have been needed an addition of 94 per cent to the tonnage under American register. The purpose of this comparison, which is cited by advocates of subsidy legislation, is to show that even if the United States should extend liberal aid to its shipping in foreign trade the resultant growth of tonnage would entirely fail to meet the growth of trade; and consequently would not be likely to lessen the employment of existing foreign tonnage. The proposed legislation is an extension of the limited subsidy bill that was passed in 1891. Then, as now, the bill had passed the senate providing liberal subsidies for cargo carriers, but that feature was eliminated in the house of representatives and the provision for mail lines was reduced one-third of the amount. During the twenty-four years preceding 1891, or from 1866 to 1890, the steam shipping under American register had remained nearly stationary at about 200,000 tons. Since the passage of the subsidy bill of 1891 American steam tonnage has trebled, being now about 600,000. The five lines of American steamships operating under it receive about $1,500,000 a year in mail subsidies.

Sea Postage Receipts.

The receipts by the United States from sea postage exceeded by $3,000,000 a year the amount expended for ocean mail transportation. Advocates of the pending bill assert that before the maximum service which it contemplates can be rendered, the revenue from sea postage by that time will more than reach the maximum compensation expended. This is of necessity a calculation more or less conjectural, but it is used with some effect upon representatives who hesitate to commit the government to the policy of increasing expenditures for ocean mail service.

The policy of free ships has from time to time been urged upon the American people, as a means by which to build up their shipping in the foreign trade, but the doctrine has made little headway, as it is contrary to the Republican doctrine of protection. Even the Democrats, between 1893 and 1895, when their party had control of both congress and the executive, failed in an effort to pass a free ship bill. This is, in part, because of the higher cost of operation of American ships under the American flag; a differential factor which has caused certain American owners of foreign ships under foreign flags to declare that without aid from the government to overcome this difference in cost of operation, they would not place their ships under American registry, even if permitted.

Willie wailed and Winnie wheezed, while Wintry winds whined weirdly. Willie wriggled while Winnie wheezed wretchedly. Wisdom whispers, winter winds work wheezes. Wherefore we write, "Use Kennedy's Laxative Cough Syrup." Nothing else so good. Sold by Charles Van Dyke, 280 Main street.

Don't forget about the Rose Sale at Vogeler's today.

SECRET SOCIETIES.

Woodmen of the World.

Friday Salt Lake Woodmen go to Bingham to install a new camp there. The last of the series of entertainments will be given next Wednesday.

Camp No. 406 held a rousing meeting Thursday night. Several transfers were acted upon. The new officers have taken a firm hold. Several members from Colorado, Wyoming and Idaho were present and greeted with camp honors. The Thespian club is going to Seattle next July to attend the head camp session.

Degree of Pocahontas.

Waneta council No. 1 met Monday evening in Red Men hall, 222½ South State street, all the members present, and all seemed well pleased with their new lodge room. The lodge will be held again tonight at 8 o'clock.

Fraternal Brotherhood.

The members of Utah lodge No. 365 of the Fraternal Brotherhood very appropriately celebrated Washington's birthday last Friday evening by giving a splendid literary and musical program in Eagles' hall. Those who took part in the program were Bryant S. Young, Miss Laura Hadley, Miss Isabell Higgins, Mrs. Deacon, J. W. Hyde and H. S. Harper. Following the program dancing was indulged in and refreshments were served in the banquet hall.

Foresters of America.

Court Salt Lake No. 1 held their regular meeting in the K. of C. hall, 21 West First South street, last Wednesday evening. There was a good attendance and all officers were present. One new member was initiated and one new application for membership was received and acted upon. Court Salt Lake No. 1 has decided to give a social in the K. of C. hall in the near future. The court adjourned to meet the first Wednesday in March.

I. O. O. F.

Salt Lake lodge held a business meeting last Friday night. Degree work was given. The active work of its members will give the staff work for many weeks.

Canton Colfax No. 1, Patriarch Militant, will hold a cantonment tomorrow evening, at which time it is expected that there will be two candidates for initiation into the degree of chivalry.

Oquirrh encampment No. 1 has a regular meeting tomorrow evening and it is desired that the attendance will be a general one.

Golden Rule encampment No. 2 held a busy session last Tuesday, the patriarchs having to confer the first and second degrees on a large number of candidates, who will be ready for the third degree at the first meeting in March.

G. A. R.

Veterans and their friends enjoyed the camp fire given under the auspices of McKean post and McKean corps on Saturday night. The committee of arrangement prepared the following program, which was ably and attractively rendered: Baritone solo, Howard Don duet, violin and flute, Walter and Fred Von Elox; recitation, Ruby Lane; duet, guitar and banjo, Messrs. Harper and Hyde; vocal solo, Miss Hadley; reading, Mrs. Hines; remarks, Department Commander B. M. Sperry; "Marching Through Georgia," audience; selection, Professor Von Bon; martial music on fife, Comrade Ramsay. The refreshments in the banquet hall were excellent.

The ladies of Reynolds circle No. 1, G. A. R., will meet Tuesday at 2 p. m. in Odd Felolws' hall. Old comrades cordially invited.

Women of Woodcraft.

The grand rally given by the Women of Woodcraft last Tuesday evening was a grand success. The prize given by the grand circle for the largest attendance from out of town was won by the Ogden circle and the pin given to the one member getting in the most applications was won by an Ogden woman. But there was no prize offered or given to any team doing the best floor work, as was erroneously stated.

On the evening of February 22 there was a most sociable gathering of women of Woodcraft and Loyal Americans at the home of Mr. and Mrs. Harold Sleater on Second West street, the occasion being the celebration of the birthday of Mr. Sleater and Mrs. M. E. Conley. The evening was spent in merry making. Refreshments were sedved.

Woodbine circle No. 41 met on Monday evening, February 18. Grand Manager Clara Z. Hillix, Grand Organizer Sumner and Special Grand Deputies Ella M. Porter and Jennie L. Green were welcomed to the camp fire and given the grand circle honors. We had with us also several members from Ogden, Silver Maple and Salt Lake circles, who were given the circle honors. The grand officers commended the work in the order and especially Captain Evans and his guards.

K. O. T. M.

On Wednesday evening last Utonian tent No. 12 held a large and enthusiastic meeting. Several applications for membership were received. Next Wednesday evening the tent will entrtain mmbers and their friends with cards at their hall in I. O. O. F. temple. Music will be rendered by a boy orchestra. After prizes are awarded, refreshments will be served in the banquet hall.

Royal Neighbors.

Regular meeting of S. L. Valley camp No. 3072 was held last Thursday evening. Next Thursday evening, February 28, the neighbors cordially invite all their friends to join them in a card social to be given in I. O. O. F. hall at 8 o'clock. Beginning March 1, meetings will be held the first and third Thursday of each month.

TO SLEEP WELL.

There is a Way and There's a Reason.

Sleep is "Tired Nature's Sweet Restorer," it builds up and repairs the wear and tear of the day's work. Without sleep the human machine soon wears out.

A N. Y. City lady writes: "My husband and I were inveterate coffee drinkers, both of us being so very fond of the beverage that we continued it long after we discovered that it was the cause of much suffering from sleepless nights and nervous exhaustion. We tried to give it up, first by reducing our allowance to one cup a day; then we managed to give it up altogether for a few days. But the craving returned and we went back to the coffee and the sleeplessness and nervous trouble.

"Then, reading the advertisement of Postum Food Coffee, I bought a package and began to use it. My husband was skeptical and refused to try it. However, he noticed that I was sleeping better, and one morning declared that he envied me my sound slumber. I told him I believed it was Postum that was helping me, and poured him out a cup to taste. He drank two cups and left his coffee untasted, and from that time has used Postum exclusively, and he cannot praise the miraculous power of Postum Food Coffee too highly. It has not only brought us sound, refreshing sleep, and taken away our nervous exhaustion, but we have found that usually all the breakfast we need can be made on Grape-Nuts and Postum Food Coffee. We have been following this simple morning diet for some time, and feel the best beneficial results from so doing. I shall be glad to verify these statements at any time, as we both feel that you are doing a lot of good in explaining to people the effects of coffee and how to easily be rid of them." Name given by Postum Co., Battle Creek, Mich. "There's a Reason."

HOARSE COUGHS STUFFY COLDS

QUICKLY CURED BY

Foley's Honey and Tar

There is no case on record of a cold resulting in Pneumonia, or other serious lung trouble, after **Foley's Honey and Tar** had been taken.

It will cure the most obstinate racking cough, and heals and strengthens the lungs.

Foley's Honey and Tar has cured many cases of incipient Consumption and even in the last stages will always give comfort and relief.

Foley's Honey and Tar gives quick relief to Asthma sufferers, as it relieves the difficult breathing at once.

Remember the name—**Foley's Honey and Tar**—and refuse substitutes that cost **you the same** as the genuine. Do not take chances with some unknown preparation.

Contains no opiates.

Cured of Terrible Cough on Lungs.

N. Jackson of Danville, Ill., writes: "My daughter had a severe attack of La Grippe and a terrible cough on her lungs. We tried a great many remedies without relief. She tried Foley's Honey and Tar, which cured her. She has never been troubled with a cough since."

Consumption Cured.

Foley & Co., Chicago. Dana, Ind.

Gentlemen:—Foley's Honey and Tar cured me of Consumption after I had suffered two years and was almost desperate. Three physicians failed to give me any relief and the last one said he could do me no good. I tried almost every medicine I heard tell of without benefit, until Foley's Honey and Tar was recommended to me. Its effect right from the start was magical. I improved steadily from the first dose and am now sound and well, and think Foley's Honey and Tar is a God-send to people with Throat and Lung Trouble. Yours very truly,

MRS. MARY AMBROSE.

Three sizes—25c, 50c, $1.00.

The 50 cent size contains two and one-half times as much as the small size and the $1.00 bottle almost six times as much.

SOLD AND RECOMMENDED BY
F. J. HILL DRUG CO.
"The Never Substitutors"

RICHFIELD BOY RUN OVER.

Little Kenneth Ericksen Has Close Call for His Life.

Richfield, Feb. 24.—Kenneth, the 10-year-old son of Mr. and Mrs. Charles Ericksen, met with a serious mishap Friday afternoon. For several hours he was unconscious and was not expected by the attending physician to ever regain consciousness again. He was with an outfit at the sand beds north of this city helping load sand, when the team was started to make room for the next one. The boy made an attempt to jump onto the wagon by stepping onto the brake block, missed his footing and fell under the wagon. One hind wheel of the loaded wagon passed over his chest. He was picked up in an unconscious condition and at once taken home. It was found that two of his ribs were dislocated and he was hurt internally. At last reports he was improving.

George Boyle was riding a spirited horse Thursday afternoon, when the headpiece of the bridle broke and at once the animal began to buck and jump, and soon dislodged Boyle from the saddle. He was thrown to the ground, lighting on his face. He knew nothing from the time he struck the ground until he was taken home and his injuries dressed.

Yesterday morning the mail was made up for the last time in the old building which is a few doors south of Center street on Main street, where it has been located for the past six years. The new quarters are the best that the department has ever occupied in Richfield. The building is new and large, well lighted and provided with all the modern conveniences. The boxes are arranged on both sides of a partition, with the general delivery and money order windows in front. The building was erected by the Richfield Commercial & Savings bank and during the summer the same bank will erect a new three-story bank building just south of the postoffice.

All headaches go
When you grow wiser
And learn to use
An "Early Riser."

DeWitt's Little Early Risers, safe, sure pills. Sold by Charles Van Dyke, 280 Main street.

METEOROLOGICAL REPORT.

Yesterday's Record at the Local Office of the Weather Bureau.

Maximum temperature, 54 degrees; minimum temperature, 34 degrees; mean temperature, 44 degrees, which is 8 degrees above normal; accumulated excess of temperature since the first of the month, 283 degrees; accumulated excess of temperature since Jan. 1, 379 degrees. Relative humidity, 39 at 6 p. m. Total precipitation from 6 p. m. to 6 p. m., none; accumulated excess of precipitation since the first of the month, 1.48 inches; accumulated excess of precipitation since Jan. 1, 1.82 inches.

Hunyadi János

The Best Natural Laxative Water for sluggish bowels. Brings relief in the natural easy way. Speedy, sure and gentle. Try a bottle—and drink half a glass on arising, before breakfast, for

CONSTIPATION

The buyer who seeks experience may seek it anywhere;

But the buyer who heeds experience buys the Remington.

Remington
Typewriter Company
New York and Everywhere

Remington Typewriter Co., 172 South West Temple Street, Salt Lake City, Utah.

GARDNER DAILY STORE NEWS

A Word With Particular Men

We have just received and have placed on display the most complete, varied and elegant line of Top Coats ever shown in Salt Lake.

Pretty strong statement, perhaps, but we invite you to judge by comparison. You have our word for it, the patterns are the most attractive creations of the 1907 season.

The fabrics embrace unfinished Cheviots and Clay Worsteds, Vicunas, Tweeds and tan and gray Coverts in various effects.

This line is priced at $18, $20, $25 and $30.

Other good ones, $10, $12 and $15.

ONE PRICE. **J. P. GARDNER** 130-138 MAIN ST.

THE QUALITY STORE

KRYPTOK

The Invisible Bifocal; no cement; no patch. Two sights in one.

TORISCUS

The Columbian Special Lens. Hollow Ground.

WE ARE SOLE AGENTS.
STORES AT
Denver. Omaha. Kansas City. Portland. Dallas.

COLUMBIAN OPTICAL CO. **259 South Main**

DIAMONDS

Sold with a written guarantee to refund the full amount paid for them at the expiration of three years, which means you can wear

Diamonds Three Years for Nothing

Reference: Walker Brothers, Bankers.

I. SIEGEL Jeweler and Diamond Broker, 175 So. Main

THE POPULAR PRICE JEWELRY HOUSE.

Kaplan and His Men Cleaning the Public Schools of Salt Lake City.

WHEN IT COMES TO

Wall Paper or Fresco Cleaning

We Can't Be Beat.

Eleventh year in business, third year in Salt Lake.

Kaplan House Cleaning Co.,
Office, 134 E. Second South.
'Phones, Bell 1863, Ind. 1766.

LEY'S CAFE

A SQUARE MEAL AND A SQUARE DEAL

224 South State.

CLAYTON MUSIC CO.

Leading Music Dealers,

119-11-13 South Main St.,

SALT LAKE CITY.

It Heals Without A Scar.

The great magnetized, soothing and healing liniment—KING CACTUS OIL never leaves a scar.

Prof. Dean's King Cactus Oil

Speedily cures cuts, sprains, bruises, old sores, swellings, frost bites, chapped hands, **barbed wire cuts on animals**, harness and saddle galls, mange, itch, and **all hurts of man or beast.**

At druggists in 15c, 50c and $1 bottles, $3 and $5 decorated cans, or sent prepaid by the manufacturers, **OLNEY & McDAID, Clinton, Iowa,** if your druggist cannot supply.

For sale by

SCHRAMM'S DRUG STORE
Where the Cars Stop.
Salt Lake City.

"Drunkenness"

Cigarette and Tobacco Habits Cured by

TRIB

There are many people who have taken "cures" for liquor and tobacco "habits" who will at once tell you that they did not receive a cure. These people and many others would take "TRIB" if they knew how easy it is to receive a cure with "TRIB." If they knew what a wonderful improvement "TRIB" makes upon the general health, if they knew how many people have been cured and restored to their rightful possessions in life by its use, if they knew the new life "TRIB" is giving mothers, fathers, wives, sisters, brothers and friends of people taking it, if they knew that "TRIB" is the one cure that cures with no bad "after effects." Why not start now and lay aside these "habits" and fit yourself for this short life?

We will give you an absolute guarantee to cure you with each treatment of "TRIB." It's our way of doing business. Price $12.50.

F. C. Schramm,

Cor. 1st So. and Main Sts., "where the cars stop."

Sole Agents.

ATTENTION!! LIFE INSURANCE MEN

If you want to make quick money by handling the best selling proposition on the market, apply to

Smith & Mason, Mgrs.

THE COLORADO NATIONAL LIFE ASSURANCE,
Walker Bank Building,
Salt Lake City.

Sale Shaving Outfits

Razors, best imported makes, $1.00 to $6.50 each; Strops, 25c up; Brushes, Hones and Mugs, a great assortment; Soaps, Powders and Creams that make your skin clean, snow white and soft as velvet. Come in and get a bargain.

Both 'phones 457. Remember the number.

44 MAIN STREET

Anstee-Brice Drug Co.

Salt Lake must be growing if the number of fine signs I am turning out is an indication.

I WILL Guarantee

HAMLIN PAINTS WILL PAY.

A BEAUTIFUL FACE.

Send stamp for Particulars and Testimonials of the remedy that clears the Complexion, removes Skin Imperfections, makes New Blood and improves the Health. If you take

BEAUTYSKIN

beneficial results are guaranteed or money refunded.

CHICHESTER CHEMICAL CO.
Madison Place, Philadelphia, Pa.

"THE LAGOON ROAD."

Salt Lake and Ogden Railway Co.

Simon Bamberger, Pres. & Gen'l Mgr.

Time Table in Effect Sept. 4, 1906.

LEAVE SALT LAKE—5:50 and 9:00 a. m., 1:30, 4:30 and 6:30 p. m.
LEAVE LAYTON FOR SALT LAKE—7:00 and 10:15 a. m., 2:45, 6:00 and 7:45 p. m.

DRUNKENNESS CURED

A positive and permanent cure for drunkenness and drug addictions. Branch-Parent House Dwight, Ill. Correspondence confidential.

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