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## The Greater Salt Lake

SALT LAKE presents a winsome spectacle nowadays to the thoughtful but eager visitor. Under the soft haze by day, the hunters' moon and stars by night, the most instant impression is of irrepressible progress. New structures in every stage being hurried forward; streets transformed everywhere; business being rushed along all lines; everywhere men hurrying—all the sights and sounds that are seen and heard when the lethargy of the village is cast off, and the exultant onward, upward sweep of the city begins. As the year draws near its close, the tremendous work that it has accomplished becomes more and more apparent. It has been a great year. Looking at the city today and remembering what it was only three years ago, the change is most striking. And it has only just begun, unless a reaction comes to make it what it was so long. We do not believe that the most intense opponent, among the masses of the people, to the party in power, would listen to that return for a moment, for when the cry of "Bout face and forward march!" was sounded three years ago, it meant that old methods were to be given up, the old stagnation was to be pushed aside—that Salt Lake City was coming into its own. The songs of progress are in the air, and will not be stilled; rather, it is to swell into one deep diapason to ring in the Greater Salt Lake that is to be.

## Thanksgiving

THE harvests are fine; the mines are yielding superbly; the city is growing magnificently; business along all lines is good; everything points to continued prosperity; there is no reason why the men of Utah should not be grateful for blessings received, for the well founded hope of more blessings in the future. Every man who can should eat his own turkey next Thursday; every man who is able to buy two turkeys should see that his less fortunate neighbor does not miss his turkey. Thanksgiving Day is hallowed; it should be rightly appreciated and observed.

## The Commercial Club Building

IF ANYONE does not think that the new Commercial Club building is going to be a pretentious affair, let such a one go down and see the excavation for it, and the preliminary work of putting in the cement foundations. It is 75 by 109 feet, and when that gets above the ground six stories it is going to look like quite an immense affair.

The club expects to spend \$250,000 in its construction, and then Salt Lake will have as fine a club building as there is in the United States. In itself it will be an immense advertisement for Salt Lake and for Utah. Men will wonder when they look at it how, out of these desert hills, there can be money enough gleaned to create such a structure as that, and they will realize, many of them for the first time, that the barren mountain, that is threaded with gold and silver and lead and copper, has more treasure in it than vast acres of fruitful fields. It is most proper that on the ground floor there is going to be a magnificent display of Utah minerals, for they are what have made the transformation of

Utah. Without them Utah would be one great stock range.

The composition of the club is mostly of business men, and when we come to read over the names we realize that at least fifteen-twentieths of all the property in this state is represented in the club. It is to be the nucleus of great enterprises, and it is to be the meeting place of the great forces that carry on the industries of this region, and the club building will not only exalt the city, but the state.

Men from the east will come, and in wonder will say: "How could it be possible in a little city like this to build such a structure?" And put within that structure there will be the proofs of how it was possible and what opportunities still await the eager, the industrious, and the enterprising men of the world who want to improve their fortunes.

In the big cities clubs are formed with nothing behind them except to make a rendezvous for men of a certain class. Thus, there is the Union club and the Iroquois club in Chicago. One can understand by the names that they are both political, one is Republican and the other is rock-ribbed Democracy; but this club really represents the progress of Utah, and anyone that has anything which promises to be of benefit to the state can always get a hearing in the Commercial Club, whether it be in mining, in horticulture, in agriculture, in business, in manufacturing, or whether the object simply is to exalt the manhood and womanhood of Utah.

The average man in Salt Lake does not begin to appreciate how proud he will be of the Commercial Club building when it is finished. The average man in Utah, outside of this city, has no conception of the forces that are at work to create the club and to carry on its work; for it is more than a social club; it is more than a club of any clan. It is not established to further any special cause or industry, but to be the nucleus of progress in the whole state of Utah.

We hope the Board of Governors will be guided right in selecting the proper material for the outside of the club. It is to be down close to the Newhouse buildings, and if, in selecting material a contrast is decided upon, then the artists should be called in to give an idea of the colors, so that in the outside effect the Newhouse structures will not be swearing at the club, the club will not be swearing back at the great Newhouse buildings. We hope the managers will be slow in selecting that material, and that no selection will be made until every field is exhausted. There are two or three marble mines in this state which, if they can be found in place, ought to make the veneer for the Commercial Club. Most of the rocks in the Wasatch range have been shivered by the forces that worked when they were being created, or since then, but if one of our marble deposits can be found intact, then that should be, on the outside, at least, a structure of marble.

We expect that a year from today the structure itself will be a delight to the city and to the state, and such an ornament, carrying within it so much instruction, that it will be a resort for all eastern people coming here to spy out the land and to see what can be gained from it.

There must be no mistake made in the selection of the material, and when the club shall be finished it ought to be the unanimous opinion that it is really the finest structure which any club in the United States has dedicated to its own uses.

## Railroad Discrimination

SALT LAKE has always been discriminated against by the railroads. In railroad phraseology, "it is not a competitive point." There have to be concessions to seaport cities, for there are no fetters on old ocean, and it can bear freight cheaply. So there are points in the interior that by means of river or lakes or canals, can get their freight cheaply if the railroads will not transport them at fair rates. For a quarter of a century after the continental roads were built, San Francisco was able to milk the whole interior to Salt Lake, and from Ogden east everything was made to serve Omaha, for the directors had large interests in those cities, and they did not hesitate to divert the roads from their legal status as common carriers, and use them to enhance the possessions of a few owners and managers.

Thirty years ago a carload of freight could be shipped from Chicago to Sacramento for less than half what it cost to bring it across the continent into within 150 miles of Sacramento, and there divert it over the Virginia and Truckee road 50 miles to Virginia City. This has been the history of nearly all roads in this country, and it is most astonishing that the managers have not seen that it is a policy as mistaken from a business standpoint, as it has always been illegal.

It is this discrimination that has awakened the steadily growing demand for Government ownership of roads; it has caused unnumbered suits to be brought against the roads; it has caused so many scandals that it is now difficult for the roads to borrow the needed funds to go on with needed improvements. It has prevented the building up of many great cities which, save for the unfair discrimination, would now be giving the roads more business than a thousand miles of ordinary country. There is another practice on the part of nearly all roads which should be stopped by stringent laws, that practice which forbids an individual selling a ticket which he does not desire to use. If a man buys a sack of flour, or a suit of clothes, or anything else save a railroad ticket, the merchant does not stipulate that he shall himself eat the flour or wear the clothes; he does what he pleases with both. But he must use the railroad ticket himself, and if, when half his contemplated journey is over, he decides that he will go no farther, he must not sell his railroad ticket, and he loses what the remnant of the ticket is worth. This is denying the citizen of his property without due process of law. And this comes from a common carrier which, by the very terms of its charter is bound to treat all men fairly.

And the practice is as short-sighted as it is illegal, for should railroad tickets be sold as groceries are, very many more tickets would be bought. Their acts have in the past caused all the bitterness against railroads, for when a road charges \$300 to haul a car 2,500 miles, but if a hundred and fifty miles from its destination, it