

The History of

"Salvator"

In the year 1651, the dark days of medieval times, the Paulaner monks, with the aid and under the protection of the reigning prince, built a magnificent brewery, the product of which soon became famous and rapidly outclassed all other beverages.

It was freely served at the anniversary of Franz von Paula, the founder of the order, who was venerated by the Paulaners as their holy father and patron saint, and from whom the celebrated brew derived its name of "SANKTVATER-BIER," which in time became corrupted into "SALVATOR." This remarkable brew became so sought after that it was the custom of the monks to send a hogshead to the Court at Easter time.

This beer has been on tap for a limited time every year during the Easter and spring season at the "Heidelberg." So limited is the supply that the management was able to secure only thirty half barrels.

The "Heidelberg"

KARL H. MAYER, Prop.

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THE SANDERS-GRANGER FLORAL CO.
Both Phones 2815.
280 So. Main St. Van Dyke Drug Store.

representing all the different makes of that car, on their sales room floor. The company received a carload of Buicks at their Boise, Idaho, agency, this week. Harry Elliott, one of the most popular and competent garage men and drivers Salt Lake has known since its first automobile shop, has entered the employ of the Randall-Dodd company and is now in Boise delivering Buicks received by the company this week. Frank Libbey, well known locally, is also with the Randall-Dodd company as a demonstrator and driver. One of the 17 Buicks received at Boise this week will be delivered to the Mackay & Central Idaho Stage Company for stage service in that section.

Manager Raymond of the Auto Exchange Friday received a carload of Jacksons and the cars arrived in beautiful shape. Walter Scott takes delivery on one of the model H 4-cylinder cars, and A. D. Green of Preston, Idaho, takes a similar Jackson. A model E 7-passenger 4-cylinder car goes to George Y. Wallace of Salt Lake, and Dr. C. T. Gibson takes delivery on a model F 2-cylinder runabout, these four cars completing the carload received. "We're having the busiest week in the history of our business," declared Manager Raymond Thursday, "and the 1909 Jacksons are giving better satisfaction than ever."

Manager Reed of the automobile department of Studebaker Bros. Company will have two carloads of E. M. F's. in about the 20th of the month, as they left Detroit Wednesday of this week.

Three thousand miles without once having to open the hood on the road is another Studebaker record, according to G. E. Tarbell of New York City, who three months ago purchased a Studebaker "40" touring car from the New York branch of the Studebaker concern.

The handsome, rangy Chalmers-Detroit thirty Runabout which has been expected by the Botterill Company for several weeks arrived Friday. The car is a beauty, and is the fastest thing in a \$1,500 class yet brought into town. It is built on exactly the same lines as the Chalmers-Detroit-40 that has been on the Botterill sales floor for a week or so, and a block away you can't tell the "30" and the "40" apart. The car is of a long-snouted variety and is one of four the Botterill people will be able to get this year.

The renting end of the automobile business will undoubtedly prove to be as important a phase of the situation locally as will be experienced this year by owners and dealers. The G. A. R. Encampment combined with the regular tourist travel means half a million visitors in the city for a stay of from two days to two weeks between this date and October 1st. Already the garages about town who make a specialty of renting cars are up to their necks in business. Last Saturday, on the occasion of the inspection of the High School cadets by Admiral Evans, it was impossible to secure an automobile in town after 2:30 in the afternoon.

TOOELE WILL BE A REAL ONE.

With the actual beginning of construction of the big smelting plant of the International Smelting & Refining company at Pine Canyon, Tooele feels that it is approaching the period of transition from a country town to an industrial city.

Next week—Arbor day, Thursday, to be exact—is expected to mark the actual beginning of the new Tooele. On that day, the new subdivision will be formally opened, and thereafter things will hum in Tooele as well as at the smelter site and on the railroad connecting the San Pedro with the smelter.

To house the hundreds of smelter and railroad employes and to provide sites for the varied business houses that a city such as the new enterprise will develop, special preparation became

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