DESERET EVENING NEWS: MONDAY, JANUARY 29, 1906.



Western Pacific and Rio Grande Western Get Concessions From the City.

ATTEMPT TO AMEND FAILS.

gio Grande Must Build Subway or Elevated Footway for Foot Passengers-Arbitration Clause.

At a special meeting of the city council on Saturday afternoon the Western Pacific and Rio Grande Westen franchises were both passed with only the few amendments as agreed upon at the meeting Thursday night. An opinion was received by the council from City Atty, Hiles in which he wommended that both companies be ampelled to furnish bonds in the sum of \$1,000,000 to protect the city against damages caused by the closing of streets by the companies and the construction and operation of the tracks as proposed.

Atty. Waldemar Van Cott stated that Alty, build would cost the companies such a bond would cost the companies 18,000 a year and, as they were held mable under the statutes for any damhable under the statutes for any dam-ages caused by them, the companies could not accept a franchise requiring a bond as suggested by the city at-terney. The suggestion in regard to the bond did not meet with much favor hence an amendment containing such a provision was not adopted.

AMENDMENT RULED OUT.

Wells and Holley made quite a fight favor of the property owners when e Western Pacific franchise was considered. Holicy offered an amendment that the company be compelled to purthat the strip of land between its tracks and South Temple street from sixth to Ninth West street, but the amendment was ruled out of order by President Davis. The ordinance then passed with only one negative vote, that of Holley. Following are perions of the franchises showing the route of the railroads over the the city, the Rio Grande Western being given first:

PROVISIONS OF FRANCHISE.

"Section 1. That the franchise hereofore granted to the Salt Lake & Fort Douglas Railway company and its sucsors and assigns to construct and eperate a line of railroad in Fourth West street, from Eighth South street to Fifth North street, and thence northresterly across streets of the city to

westerly across streets of the city to Nuch North street, with side and switch tracks and connections, (pro-vided, there shall be no side or switch tracks between North Temple and Fifth North streets), and to which franchise nd right of way the Rio Grande Westm Railway company has become the assignee and successor in interest of the grantee, is hereby confirmed and granted to the last-named company, its cessors and assigns, but under and subject to the limitation that such ack from the south side of North emple street to the north side of Flifth orth street shall be laid and mainined on the west side of the track of the Oregon Short Line Railroad com-

said part of Third South street and on the west half of blocks 47 and 62, plat A, Suit Lake City survey, and on the east side of Fourth West street between points 410 feet north of the north line of Second South street, and 410 feet south of the south side of Fourth South street, with as many main, side, switch and connecting tracks as may be required for ingress and egress of trains to and from said passenger depot, and for the convenient use and accommo-dation thereof, including the right to lay, maintain and use such side, switch and connecting tracks as may be neces-sary, across Second South and Fourth sary, across Second South and Fourth South streets, near their connection with Fourth West street, provided, that at no time shall the grantee here-

in allow any rallway coaches or other rolling stock to remain standing on said Second South street or Fourth South street

"A franchise and right of way is also hersby granted to such grantee, its successors and assigns, to construct, maintain and operate an additional standard gage main track, with side and switch tracks, cross-overs and connections, from Second South street to the north limits of Salt Lake City, such track to lie on the west side of and to be parallel with the main track of such grantee through Salt Lake City; provided that works

provided, that such grantee shall move its present track so as to make the center line of Sixth West street, so fa: as practicable, an equal distance from the centers of such two main warks. MUST BUILD SUBWAY.

"Such rallway company shall build

and maintain a subway or an elevated footway or bridge to accommodate foot passengers passing east and west alone Third South street between some convenient point in Fourth West street and another convenient point between Third and Fourth West streets, the same to be over, through or around the proposed passenger station of tich rallway company, and over the tracks used in connection therewith.

"Sec. 4. That the easterly half of Fourth West street between the south side of Second South and the north the sidewalk, and also Third South street, including the sidewalks, between Third and Fourth West streets for a Third and Fourth West streets for a distance of 16 rods east of the west boundary of blocks 47 and 62, plat "A," Salt Lake City survey, be and the same are hereby vacated as public streets and closed to public use and travel, and the exclusive right to occupy and use the same for railroad and depot purposes is hereby granted to the Rio Grande Western Bailway compared. Grande Western Railway company, its successors and assigns: provided, now ever, that streets not less than 66 feet in width be made and provided 1 y 1) grantee over the lands belonging to and lying easterly of and adjoining th said depot buildings, and extending from Third South street southerly to Fourth South street and northeri Third South street to Second street, the same to be dedicated to 11 public use and to be maintained by the city as public streets dur's the

period of this franchise, and so long as the said passenger deput shall be maintained and operated. "Provided, the Utah Light & Barlway in lieu of its franchise on the portion

of Third South street so closed, i hereby granted a franchise for a dot ble track on said two new streets to b opened north and south, the same to be for the same length of time and on the same conditions as the transmis, now enjoyed by such street nulway TERMS OF FRANCHISE.

Sec. 5. During the term of this franchise the said grantee shall be sub-ject to the following conditions, viz.: "First-That said railway tracks

tracks shall be laid upon and conform to the established grade of the several streets upon which they may be laid, and is said grade is afterwards changed by order of the city council, the grantee shall at its own expense, change the tracks so as to conform to the same, and shall between Ninth South and Fifth North streets keep the road ballasted with gravel to within two inches of the top of the ralls streets along which the rallway tracks ore built shall be paved, then, said grantee, its successors and assigns, shall pave between the rails and for a space of two feet outside of said rel, with the same material as that used in the street pavement; but the provisions above contained in reference to balasting and paving shall not be deemed to include the portions of streets which are herein vacated as public streets. "Second-That said grantee shall gravel and maintain in good condition at the established grade the streets, ex-clusive of the sidewalks along which the tracks run, subject to the approval of the supervisor of streets. "Third-Said grantee shall put in and

street, shall be graded and graveled, by and at the expense of said grantee, sub-to the approval of the city engineer and supervisor of streets of said gran-tor; provided, that in the grading and graveling of said streets said grantor shall roll the said street by and at its own cost and expense. Section 7-The depot or passenger station herein referred to, and which the grantes herein is proposing to con-struct shall cost when completed not

less than \$200,000. WESTERN PACIFIC FRANCHISE. The route of the Western Pacific is as

follows: "Commencing on Fourth West street, a little south of First South street, and thence curving to the left and running a little north of the center of block \$1. a little north of the center of block S1. plat A: blocks 49, 50, 51, 52 and part of 53, plat C, all in Salt Lake City sur-vey, and thence curving slightly to the left ond crossing the Jordan river a little north of First South street, and thence across First South street, and thence alightly southwesterly to the western houndary of Salt Lake City.

western boundary of Salt Lake City. "A franchise and right of way is also hereby granted to such grantee, its successors and assigns, to con-struct, maintain and operate connections to the north and operate contact tions to the north and south with the tracks of the Rio Grande Western Railway company on Sixth West street; also the right to construct, maintain and operate two connecting

tracks from the main tracks of the Rio Grande Western Railway company on Sixth West street, one curving to the left and entering the northwest portion of block 49, plat C. Sait Lake City sur-yey, and the other curving to the right and entering the northwest portion of and entering the southwest portion of such block. "First-That co far as said railway

Tracks shal be across public streets, the same shall conform to the establihed grade of the streets which they cross; and if said grade is afterward changed by order of the city council, the grantee shall at its own expense change the tracks so as to conform to the estab-lished grade. Whenever any of the streets across which such railway tracks are built shall be paved, then said grantee, its successors and assigns, shall neve between the suits and form shall pave between the rails and for space of two feet outside of each rall with the same material as that used

in the street pavement. 'Second-That said grantee shall gravel and maintain in good condition at the established grade, the width of the track and ties across streets, including sidewalks, subject to the approval of the supervisor of streets. Third-Said grantee shall put in and

maintain such crossings where the line of railway tracks intersects the streets f said city as shall from time to time e required by the city council.

"Fourth-The tracks shall be laid and the road operated so as to cause no un-necessary impadiment to the common nd ordinary use of said streets which tey cross, except as herein provided. "Fifth-That said grantee, its suc saors and assigns, shall lay and maincessors and assigns, shall by and hence tain sufficient boxes or pipes to con-vey all the water required to flow over the streets crossed by said railway tracks, the same to be of such dimen-sions as will permit the free passage of all water ordinarily flowing in or acros such streets, including all streets crossed as well us those not crossed, and where ald boxes or pipes are laid along the lines of streets now existing but which may be hereafter closed un-der the terms of this franchise, as shall be used of the pipes of the pipe of the pipe. be used and occupied by the grantee, its successors or assigns."

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Rev. Carlisle P. B. Martin. L.L.D. Rev. Carlisle P. B. Martin, L.L.D. Of Waverly, Texas, writes: "Of a morn-ing, when first arising, I often find a trou-blescme collection of phlegm which pro-duces a cough and is very hard to dis-lodge; but a small quantity of Ballard's Horehound Syrup will at once dislodge it, and the trouble is over, I know of no medicine that is equal to it, and it is so pleasant to take. I can most cordially recommend it to all persons needing a medicine for throat or lung trouble." Se bee and \$1.00. Sold by Z. C. M. I. Drug Dept., H2-114 Main Street, B

PREST. TYREE SPEAKS ON LIFE INSURANCE.

applications, and it must have

service this institution gives to human

he next two years.

foreseen.

Last Tuesday evening in San Fran- 1 risco at a reception held to celebrate the opening of an office of the Continental Life Insurance and Investment company, President Tyree, W. S. McCorolek and F. C. Jensen, Mt. Pleasant, Utah, members of the directory, were in attendance.

Following is a report of President lyree's speech on the ocasion:

On behalf of the officers and directors of the Continental Life Insurance and Investment Company, I welcome you to this reception given on the occasion of the company establishing a general office in this city. The object of such a reception, as you well know, is to meet socially and get better acquainted with each other.

We have invited the stockholders, officers and directors, the policyholders in and around San Francisco, and the agents who have been working in this territory and those who have recently some here to connect themselves with the company in this field.

I wish to give this evening, some remarks upon the subject "The Continental Life, Why Organized and for What Does it Stand," but before doing so I would like to offer some comments upon the subject of life insurance in general, which will probably prove of interest, and will furnish some rea-sons why we meet this evening as persons interested in the success of this ew western company. The insurance department of the state

of New York was organized in 1859. At hat time 14 of the leading companies ity. I say emphatically, that despite the the United States had in force out \$140,000,000 of insurance, assets of the f \$20,000,000, and surplus of \$5,000,000, On Dec. 31 last, 42 companies making report to this department, showed inizations. surance in force of over \$12,000,000,000, assets of more than \$2,000,000,000, and surplus of over \$350,000,000. The in-crease of the assets of companies dur-ing this period was 12,000 per cent, and the increase in surplus nearly 7,000 per cent. To give you an idea of what this means as compared with other lines of business. I will say that the increase in the assets of all the railroads in the United States during the same period was only 1,100 per cent, and the entire material wealth of the United States during the same period had increased to only about 500 per cent. The percentage of increase of life insurance during this period has been 10 times greater than that of our rall-rcads, and 20 times greater than that of the material wealth of the country. There has not been a single failure there has not over a single failure of an old line insurance company dur-ing the past 10 years, but according to the reports of the commercial agencies, there have been more than 120,000 commercial failures, with lia-bilities of over \$1,500,000,000; there has been during the same needed more than surance company is absolutely ne sary on account of the nature of een during the same period more than 1,000 bank failures in the United States with liabilities of over \$250,000,000, and more than 150 railroad receiverships involving 20,000 miles of railroad, and stock and bond issues of more than \$1,000,000,000 These statements are given you to

show that we are interested in a line of business that is the safest, and

of business that is the serest, and managed with more care than any other of the large business enterprises in organized society. This statement is of special import-ance, in view of the fact that the public mind is in danger of being grossly mis-led in the opinion it is forming of life insurance. It is true, and always will be as long as human nature is what it the companies, and thereby protect the policy holder, and this form of a policy has certainly met with approval of the public, for the reason that since the deferred dividend policy was placed upon the market the amount of insur-ance sold has greatly increased. And I will state further that companies writing the deferred policies, write most of the business done in the Unite as long as human nature is what it gement of the husi ness has not altogether been perfect, and that the recent investigations and dislosures in connection with the large closures in connection with the large eastern companies have shown good reasons for severe criticism, and there is no disposition in any quarter, so far as I know, to shield the persons guilty of these offenses, but, as a re-sult of these investigations I prophesy that there will not be one single service that there will not be one single receiv-er appointed for any life insurance com-pany. You will agree that it is much pany. You will agree that it is much better to have an investigator than a receiver. We must not then allow our-selves, because of the disclosures that have been made of individual short-comings and of certain practices which cannot meet with approval, to condemn without reserve the most beneficent in-stitution in collision for an stitution in civilized society. Let us keep clearly in mind this distinction, that it is not the subject of life in-surance that is being investigated or is on trial, but the misdeeds of indi-viduals connected with the institutions. During the recent period of in-vestigation and public comment, much has been said that was good, and much more has been said that was had. There are those who desire to take advantage of the situation, to bring themselves before the public in magazines and newspapers, and pose as authori-ties on life insurance. Careful read-ing of many of these articles by any one at all familiar with the subject, will disclose a vast amount of ignor-ance. I make these remarks, not with any desire to shield what was wrong in the conduct of these companies, but to call attention to the fact that the press and various state legislatures and officials are likely to go to the other extreme. I think that out of all these discussions good will certainly come although for the time being a great deal of damage has been done on account of the sweeping criticism, caus-ing the surrender of many policies in nearly every company doing business at the present time. There is a great difference between tearing down and building up. have all noticed that when any struc ture-a building for example, is being torn down, any ordinary workmen may be employed to do the greater part of it, but when a building is to be constructed, skilled men, experienced in their work, are required. It is very easy to criticize, but much more enced in difficult to suggest a remedy. These remarks apply to officers, directors and stockholders in individual companies as well as to the public attitude toward the subject of life insurance in general. There is a distinction between con-ducting the business of a life insurance company and that of a savings bank, with which it is often compared, or with that of commercial banking. the case of a savings bank espec no particular effort is made to ge deposits except by ordinary advertis-ing. In fact, it is considered bad taste ing. In fact, if is considered bad taste upon the part of bank officers to di-rectly solicit business. The depositors bring their money to the bank; all they expect is the return of the money to-gether with a stipulated amount of in-terest at a designated time. The life insurance company proposes to do outle insurance company proposes to do quite a different thing for its depositor or policyholder. Bear in mind, that all policyholder. Bear in mind, that all forms of policies have a date of maturity, just the same as deposits in a savings bank, but the insurance company, in addition to paying the amount of deposits with the ordinary rate of interest of the savings hank at stinn. Interest of the savings bank at stipu-lated periods, agrees to pay a guaran-teed amount upon the death of the deposittor. The essential feature of an insurance contract is the provision for a stated amount to be paid in the event of the death of the depositor, or at certain other designated periods PANY. mentioned in the contract. Human nature is such that but few men will make provisions for the maintenance of those dependent upon them after their death, without being urged to do so by some one soliciting the busi-

ital stock of the company, and dis-cussing its plans of organization. Cer-tainly the field was already covered by many excellent companies organized in the cast, and some lew smaller ones in the middle west and the coast, and so-licitors for these companies were and ace to be found in every noak and cor-ner of every western state and terri-tory. The reasons we gave to the pubness. It is not so with material things that they are handling from day to day, such as the protection of buildlie for organizing this company, were mainly two, lowit:

First—From an economic standpoint, the west, including the mountain and Pacific states, should have one large ings, live stock, grain fields and other assets, by fire insurance, or even the provision of making deposits of even the provision of making deposits of cash in banks for interest earnings. A life insurance company cannot, therefore, exist without the active solicitor. If a insurance compay that would fur-nish as good, if not better, insurance contracts to the public, and instead of sending premiums collected for such insurance to the money centers of the east, they would be invested in securi-ties here at home. A writer in a recent magazine article

A writer in a recent magazine article states "that to conduct the business of life insurance successfully, requires neither energy nor initiative." Prob-ably the most of you, if not all, are insured. I should like to have each one of you ask yourself if you would be carrying the policies you now have, had it not been for the energy and ini-tiative of the agents who secured your applications, and it must have oc-Lies here at home. I think the recent criticism which has had the most telling effect, is the one which states that the New York compa-nies are too large-too unwieldly-that which states that the New York compa-nies are too large-too unwieldly-that their business has become of such mag-hitude that it is almost impossible for any set of officers to give personal at-tention to its details, and to keep its funds carefully invested in the best class of securities. Also that the ac-cumulation of such a vast amount of money, a large portion of which must always be held in a cash reserve, at-fords temptation for speculation. In fact, we believe that all the abuses which have recently been disclosed, are the result of these conditions. One fa-miliar with the financial and the in-surance press of the country, cannot fail to notice that the newer and smal-ler companies are being given more con-sideration, and the public is advised that better returns can be secured on policies in these companies than in the older and larger ones, which have curred to you that back of the agents there was energy to help keep film at vork, and initiative that brought out he modern contract that you buy to-The work of the life insurance agent is a high calling, because he "compels" men to provide for their own after they are dead and gone. I know of no other work in which men are now engaged that is more commendable, and I think there is no more useful citizen than the man who gives up his life to in-fluencing men to do their duties to their families. I speak of the work of the agent from the fact that some critics agent from the fact that barrance companies of American life insurance companies do state that the English companies do older and larger ones, which have amassed such vast amounts of money do not solicit insurance, and therefore conduct their business with less ex-

and business details. Our presentation then to the public was along the line that it was not necconduct their business with less ex-pense and with better results to the public. I wish to emphasize the fact, that if life insurance is a beneficient institution, then the more people that can be induced to provide for the benefits thereunder, the greater excise this institution income to be a set of the y that an insurance of be established in N City, Chicago, Boston or essary com many York NF 10 Louis, in order to insure its success an safety, and that it was not necessary for the people of the coast and for the people of the coast and intermountain states to send \$10,-000,000 or \$15,000,000 annually mistakes that have been made, the American Life Insurance companies 000,000 or \$15,000,000 annually in excess of death losses and other exhave been and are the institutions which have done more good to the masses of the people of the United penses, to the cast to be invested in securities, which will promote the industrial development of that particu-lar section of the country. We believe that the west affords as safe securi-ties, with better rates of interest, than can be obtained in the east. States, than all other financial organ-

Izations. The extent to which life insurances would be taken without agents may be inferred in the business of the old Equitable Assurance Society of Lon-Second-We also claim that a new company, has the advantage of an old company, from the fact that it cau avoid some of the mistakes that have adultable Assurance Society of Lon-don, organized in 1762, whose business was conducted without agents for a period of 143 years. It has insurance at the present time of about \$35.000,000, not much more than one of your small en made, and certainly has as ar asset, the experience of other compan-es to guide the conduct of its affairs, California companies which has been in existence only five years, and not any more than the Continental Life expects to have upon its books within the ways two process both as to its organization and the pol contracts which are offered to the

We have constantly kept in mind this There is another phase of the sub-ject which I wish to mention and that is the criticism by the public of the vast amount of assets and the surplus earnings accumulated by life insurmain central thought-not to build up local company anywhere, in Lake City, in Montana, or in Francisco, but a large western life Sat surance company that could be looked upon as distinctively western, large in ance companies. They forget that the upon as distinctively western, large in its scope, and appealing to people in the various sections of the western states. With that idea in view from the beginning, we solicited stockholders over as wide a scope of the country as was possible, in the time we had at our disposal before completing the orllabilities increase in proportion to the assets, and that a surplus in a life inthe contracts made with policy holders These contracts do not mature, as a rule, for a term of years, and therefore our disposal before completing the or It is essential for the companies to hold surplus funds to meet emergen-cles that may arise which cannot be ranization.

This movement of establishing a gen-eral office in San Francisco at this time, from which the general business of the company can and will be con-ducted, as well as from the general home office in Salt Lake City, is but in keeping with this original idea of 1 wish to say that the policy of writing deferred dividends was enterd into by the American Life Insurance companies for the very purpose of accu-mulating this surplus to strengthen the companies, and thereby protect the making a western company, and bring-ing into its fold as much influence from as many sources as possible. I realize that there is some objection, and that there are difficulties in wielding and moulding an organization on this plan so as to get the best effective results, but so far, no one will dispute that our success has been phenomenal. We have enlisted as stockholders, directors and olicy holders some of the best men to found in the wes the plan has met with their approval and the company is receiving, and we hope will continue to receive the apal of the public Salt Lake City as the

come office of the company, not on oc

INVESTMENT COMPANY.

We selected

ance company, and to interest vitally as many men as possible in every/invest-ment the company has to offer to the public, namely, its capital stock, its policy contract, and a participation in an investment of the general agents renewal commissions cupitalized for this purpose through the stock offered by the western securities company. The result of the first opportunity given, is a large number of original stockholders in the company; second, there will be a parger number of per-sons who are both stockholders and policyholders, and third, there will be a large number of investors in the cap-ital stock of the western securities

tal slock of the western securities ompany, which is a capitalization of ital stock of

company, which is a capitalization of the renewal interest that has heretofore gone to the general managers of agen-cies. We pay no renewal commissiona to agents, but pay salaries instead, commensurate with the ability of the manager and the responsibility of the position. The vast sums of money in the form of renewal commissions, which exceed in the agreement and due need exceed in the argregate all first-year commissions, are capitalized through the organization of the Western Securthe organization of the Western Secur-ities company, and a profitable invest-ment thereby afforded to our policy-holders and to the general public. This brings in close sympathy with the Continental Life a larger number of Continental Life a larger number of men who are interested in its success. A third feature, and not the least im-portant is the policy contract we ef-fer to the public. Without going into details, we believe we have made the most ither the success. most liberal contract that can be offered, consistent with safety. We have incorporated all the destrable features, contained in the policies of have incorporated all the destrable features, contained in the policies of the leading insurance companies, and we offer to the public the best results of the experience of the past.

TO CONCLUDE.

First: The CONTINENTAL LIFE INSURANCE AND INVESTMENT COMPANY is an organization which includes in its scope the western field, a plan and purpose to build up an extensive business by modern methods of organization and modern life insurance.

Second: The company stands for onesty and integrity in its business transactions, with nothing to conceal regarding its policy contracts from the public. Its management alms to be ag-gressive, but conservative in expendi-tures, and it intends to present its claims for public patronage without un-due cheap advertising. It proposes to be open, frank and sincere with its policy-holders and stockholders, having noth-ing to conceal that is of vital impor-tance to either.

I cannot close these remarks without calling attention to the fact that a comcalling attention to the fact that a com-pany is made up of its policyholders, its stockholders, its directors and offi-cers, and that the executive officers must have the support and assistance of all these in order to be successful; but after all the officers can say or do, the directors or the stockholders, or even the neglexholders may ray as to them. the policyholders may say or do, there yet remains the great factor-the LIFE INSURANCE SOLICIthe LIFE INSURANCE SOLACI-TOR. Business does not come to the office, the officers do not write insurance personally. The soli-citor then, is the man to whom we must look for the business which will build up this company, and make it one of the great factors of western civiliza-tion.

tion. We have present with us tonight some of our field forces, and some of the men who do the actual work for the com-pany. On behalf of these gentlemen, many of them strangers in the city, I should like to ask the most considerate courtesy and attention from the stock-holders and directors. They will need suggestions and letters of introduction, and while they will not encroach upon your time more than is absolutely nec-essary. I ask that you give them such consideration as the importance of their work demands. work demands. I thank you for your attendance this

evening, and for your kind attention.

A Jamaican Lady Speaks Highly of

e further right of way is hereby granted to the Rio Grande Western Rafiway company, its successors and assigns, to lay, maintain and operate on the west side of the right of way above afirmed and granted, with side and switch tracks, crosscovers and connections, an additional standard gaug standard gauge nain track on Fourth West street from main track on Fourth West street from Eighth South street to the south side of North Temple street. "A franchise and right of way is also hereby granted to the Rio Grande

Western Railway company, its success-ors and assigns, to construct, maintain and operate an additional standard suge track across the streets of said city from the north side of Fifth North street, on Fourth West street, north-westerly across the streets of the city westerly across the streets of the city to Ninth North street, and from the last named point a main standard gauge double-track line across the streets of the city northwesterly to a ion with such company's main connection with such company's math-line as now located, at or near Lincoln avenue, in Superior addition to Salt Lake City. A franchise and further right of way is hereby granted to said grantee, its successors and assigns, to ay, maintain y, maintain and operate between ourth and Fifth North streets, on Fourth and Fifth North streets, of Fourth West street, a crossover track to connect with the tracks of the Ore-ran Short Line Railroad company. "A franchise is also granted to such A frenchise is also granted to such grantee to procure the right to use the incks of the Oregon Short Line Rail-road company on Fourth West street from the south side of North Temple street to the north side of Fifth North treet.

ARBITRATION CLAUSE.

"That the Bio Grande Western Railway company shall arbitrate all dam-ages caused on said Fourth West street reason of laying any track. Any reason of laying any select one impetent and disinterested arbitrator. person so shall make like select and the two shall the majority award shall proceedings shall be acfinal- ri ording to I statutes of Utah on ar-Section

A franchise and right of granted to the R'o Railway company, its rande W. nd assigns. n and o with necessar/ sil 3W/17 crosscovers and tracks. on Fourth West street oad to said street nor n o on Fourth West street to Tenth South street diverge southwaster tion with its main the any point barree Eighth and h South streets, and streets in the city on the vergence and to the line Section

A franchise and right of ereby granted to the Rio signs, to construct in d South street, between street and a line north cross Third South street, of the east side of Fourth nd son h feet one West street in said city, a passenger depot, with approaches and accessories required, and to muintain and use said built sildings and their approaches and ac-semmodations as a passenger depot: and also to construct, maintain and operate in said city railroad tracks in



maintain such crossing: where the line of railway tracks intersect the streets of said city as shall from time to time be required by the city council. "Fourth-The tracks shall be laid and the road operated so as to cause no

unnecessary impediment to the common and ordinary use of said streets upon which they are laid, except as hereinbe fore provided. "Fifth-That said grantee, its suc

cessors and asisgns, shall lay and main-tain sufficient boxes or pipes to con-vey all the water required to flow along vey all the water required to flow along the said streets crossed by said rullway tracks, the same to be of such dimen-sions as will permit the free passage of all water ordinarily flowing in or along such streets, including all streets crossed as well as those not crossed, and where said boxes or pipes are laid along the lines of streets now existing, but which may hereafter be closed un-der the terms of this tranchise. The said grantee, its successors and assigns said grantee, its successors and assigns, shall, during the life of this franchise, maintain and keep said boxes or piper in repair, over, through or under those portions of such streets closed under the

terms of this franchise as shall be used terms of this franchise as shall be used and occupied by the grantee, its suc-cessors and assigns. "Sixth—That said grantee, its suc-cessors or assigns, hereby waive the right and privilege to ever protest against the paying, or other public im-provements, of such two new streets to be occupied north and such as a feet by the street by

be opened north and south as aforesaid. VACATION OF STREET.

Section 6 .- That the east half of Sixth West street between the south side or Sixth South street and the north side Ninth South street, including sidewalks, and also the west half of Fifth West and also the west half of Fifth West street between the south side of Sec-ond South street and the north side of Ninth South street, including sidewalks (excluding in both cases east and west street intersections now legally open, and Woodbine avenue, between center of Vine street and south side of Ninth South street, and all that part of Rose. Myrtle, Vine, Evergreen and streets, and Remington avenue, as IV as all alleyways, lying west of a line 25 feet easterly of and parallel to the cen-

Grande Western Rallway company as it may be located from a point on Fourth West street and Eighth South street and southwesterly to a connection with its main track as provided in section 2 hereof, and all that part of Fifth West street produced southerly from Ninth South street to the north from Ninth South street to the north side of an alley running east and west in block 2. Remington Park subdivision (including all sidewalks), be and the same are hereby vacated as public streets and closed to public use and travei and the exclusive right to occupy and use the subset of the salks of machine and use the same for railroad machine shope and depot purposes is hereby granted to the Rio Grande Western Railway company, its successors and assigns. Provided; Fifth West street, from Second South to Ninth South and Sixth West street between Sixth South and Ninth South streets shall be opened their full width whenever said

NEW LIBRARY BOOKS.

The following 40 books will be added o the public library Monday morning, Jan. 28: BIOGRAPHY. Barrows-Life of Henry Ward

French-Life of Abraham Lincoln. Gardiner-Life of Oliver Cromwell. Grimke-Life of Charles Sumner. Grimke-Life of William Lloyd Gar--Life of Thomas Moore.

Holland Life of Frederick Douglass. Kennedy-Life of John Greenleaf Whittier. Margoliouth-Life of Mohammed. Peck-Life of William H. Prescott.

Sanborn-Memoirs of Pliny Earle, M. Sanborn-Life of Dr. S. G. Howe.

Stanwood-James G. Blaine. Carey-Twelve Notable Good Women. Doumie-Contemporary French Nov-National Academy of Sciences-Bio-

Ober-Herces of American History. Van Dyke-Renascence Portraits.

MISCELLANEOUS. Erni-Mineralogy Simplified.

Dowson-Poems. Gillette-Handbook of Cost Data. Hayden-Chats on Old Furniture. Heller-Studies in Modern German Aterature.

-Comparative Religion Klein-In the Land of the Strenuous Life

Reid-Principles of Heredity. Smith-Masters of Old Age Stimson-Right Life and How to Live

T. B.-Upton Letters, Wilds-Intentions.

U. S. GEOGRAPHICAL SURVEY PROFESSIONAL PAPERS.

Alden-Delaven Lobe of the Lake higan Glacier. Darton-Geology and Underground Water resources of the Central Great Plains.

Girty-Carboniferous Formations and Faunas of Colorado. Irving-Economic Resources of the

Northern Black Hills. Mendenhall-Geology of the Centray Copper Region, Alaska. Ransome-Geology of the Bisbee

Quadrangle, Arizona.

Ransome-Geology of the Globe Cop-per District, Artsona. Ries-Clays of the United States. Ever-eGology of the Tonopah Min-ing District, Nevada.

Ulrich and Others-Lead, Zinc, and

luorspar Deposits of Western Kentucky.

Pleasant and Most Effective.

Texas, writes Dec. 25, 1962; "With pleas-trexas, writes Dec. 25, 1962; "With pleas-ure and unsolicited by you. I bear testi-mony to the curative power of Ballard's Horeheund Syrup. I have used it in my family and can cheerfully affirm it is the most effective and pleasantest remedy for coughs and colds I have ever used." 25c, 50c and 11,00. Sold by Z. C. M. I. Drug Dent, 112-114 South Main Street B Drug Dept., 112-114 South Main Street. B

Stops liching instantly. Cures piles, eczema, salt rheum, tetter, itch, hives, herpes, scables-Doan's Olniment. At any drug store.

UTAH LIGHT & RAILWAY CO. Catch the Last Car.

On and after February 1st, 1906, cars on all lines will leave Main street at 12:30 a. m. instead of 12:05 a. m., as heretofore, except as noted below: West 2nd South, North Temple, Fourth North and Murray lines. grantee fails to maintain its machine shope in Salt Lake City. Provided: That the east half of Fifth West street, commencing at Second South street, thence south to Ninth South

most of the business done in the Unit-ed States. This shows that this form of a policy meets with public approval. To flustrate: The five leading com-panies that have been paying out their surplus earnings from year to year in the form of annual dividends, had in force in 1868, \$443,000,000 of insurance and on the 1st day of last January, had only \$998,000,000 in force, showing an increased in 37 years of \$553,000,000, while four deferred dividend companies had in force in 1868 \$352,000,000 and on Jan. 1. had the gigantic sum of \$5.-776,000,000, or an increase of \$5.400,000,000, during 27 years; or, in round numbers, ten times greater than the increase of the five annual dividend companies. I give this information because I thought possibly some of you would not have access to the same, and seeing so muc criticism in the press on deferred divi-dend policies it will be worth something to you to know the real facts as they exist. We often hear people say that life

insurance costs too much. Some of our shrewdest and best business men often make this statement, and we also hear statements to the effect that life insurance in the United States costs more than it does in foreign countries but what are the facts in the case? The average premium of a whole life policy in 65 English companies is \$28.09 per \$1.000; of the leading French companies \$30.70, an average of the 39 German companies \$28.62, while the average premium of the leading Am ican life insurance companies is \$27.44, being less than the average of either the English, French or German com-

The necessity for safety in life in The necessity for safety in life in-surance requires that a premium some-what larger that is supposed to be absolutely necessary is charged for life insurance, for the rea-son that it runs over a long period of years, and no one can look into the future with certainty and de-termine fust what the condition of termine just what the conditions will

For instance, what fire insurance company would be willing to fix a uniform rate that would be charged for the next 25 or 50 years? That is what the Life Insurance com-panies by their contracts must do. What panies by their contracts must do. What manufacturer, or what railroad com-pany would be willing to agree upon a permanent rate for a commodity, or as a carrying charge for the next 10 or 15 years. In Life Insurance a rate is charged, which experience has taught to be adequate, and the savings are re-turned to policy holders in what is known as "dividends," so that in th, end they get insurance for the abso-lute cost, and the company conducts fits business on a plan that may be regard. business on a plan that may be regard ed as safe as human ingenuity can de-

It is well known that thousands of assessment companies have started in this country during the past 25 years, with a view to furnishing life insurance for about one-half what it costs the reg. ular companies. All that exists of the most of them is a memory, and this is the result that usually follows when somebody undertakes to furnish an ar-ticle for less than it costs.

I have made the above explanation and defenses, because I believe it is our duty to give the facts, so that we will not be misled by the criticisms and discussion that appear in the press and cussion that appear in the press and otherwise, and that are likely to con-linue for some time; and we as officers, directors and solicitors of this new western company should be ever on the alert to defend that which is good in all life insurance companies, as well as to avoid that which is not desirable. I shall new devote a few remarks to the company in which we are all inter-ested the CONTINENTAL LIFE IN

ested, the CONTINENTAL LIFE IN. SURANCE & INEVSTMENT COM-There should be a motive back of any

Chamberlain's Cough Remedy. Mrs. Michael Hart, wife of the superin-tendent of Cart Service at Kingston, Ja-malca, West India Islands, says that she has for some years used Chamberlain's Cough Remedy for coughs, croup and whooping cough and has found it very beneficial. She has implicit confidence in it and would not be without a bottle of it in her home. Sold by all druggists. home office of the company, not on de-count of its great prominence as a financial or business center, although it stands well in both these, but on account of its geographical location,

