

CHILLS SHAKE FOR CITY COUNCILMEN

Had a Hard Time Keeping Warm
At Regular Session Held
Last Night.

WATER SCRIP IS ABOLISHED

Sewer Contract With James Kennedy
Approved—Vote of Black Ordinance Sustained.

Overcoats were much in evidence in the council chamber last evening during the meeting of the city council, and at one time it became necessary for sergeant-at-arms Sperry to go to the committee rooms and chase the councilmen away from the grate fires and into the council chamber in order to get a quorum to transact business. The heating apparatus at the city and county building is being changed, and a new system installed, hence the only fire to be had in the smaller offices which have fireplaces. The meeting last night was consequently a very short one. The most important matter transacted was the passage of the Fernstrom ordinance abolishing the further use of water scrip in paying for water-main extensions.

WATER SCRIP EXTENSION.

The ordinance follows in full: "An ordinance repealing sections 825, 826, 827, 828 and 829 of the Revised Ordinances of Salt Lake City, and providing procedure concerning water extensions in lieu thereof."

Be it ordained by the city council of Salt Lake City, Utah:

Section 1. That sections 825, 826, 827, 828 and 829 of the Revised Ordinances of Salt Lake City be and the same hereby are repealed. But this repeal shall not affect the validity of any water scrip heretofore issued and outstanding. Such outstanding scrip shall be valid and shall be received for rates and payments as provided in said sections the same as if this repeal did not exist.

Section 2. Hereafter all water-main extensions shall be made by the city without special taxes, but none shall be made unless it is made certain that such extension will from its inception yield in water rates an annual return of at least 8 per cent on the outlay for such extension.

Section 3. This ordinance shall take effect upon approval.

FERNSTROM GIVES REASONS.

Fernstrom explained that under the present system the property owners advance the money for the extension and the city issues scrip which is good at its face value for the payment of water rates. The property owners, he said, sell the scrip to large water consumers at a discount and they turn it into the city at par, so that the city gets the full value of the scrip and the city gets the same as a cash transaction for the scrip. The system causes a great deal of unnecessary bookkeeping and it requires all the tax to be paid in before an extension is made. It often causes long delays in getting the improvement. Under the amended ordinance, Fernstrom said, the city council could order the extension made at once if the same would guarantee a return of at least six per cent per annum to the city.

PASSED UNANIMOUSLY.

Martin said that he would favor the ordinance if it would do away with the long wait for the improvement. He said that the city would pay for the extension and put them in if they would bring a return of six per cent and none would be held back because some property owner did not pay his share of the tax. The ordinance was passed on its first reading and the readings, under a suspension of the rules, and was passed by a unanimous vote.

LIBRARY OPENING.

John D. Spencer, chairman of the board of directors of the free public library, submitted a communication to the council asking that a committee be named to assist in the work of arranging for an appropriate program for the opening ceremonies of the new Packard library on Oct. 25. The matter was referred to the library committee with power to act.

SEWER CONTRACT APPROVED.

The council approved the contract, submitted by the board of public works, with James Kennedy of Fargo, N. D., for the new gravity and intercepting sewers under the special bond issue for that purpose. The amount of the contract is \$175,000.

VETO SUSTAINED.

By a vote of 12 to 2 the council sustained the veto of Mayor Morris to the Black resolution appropriating \$400 for the purpose of connecting the water mains across Eighth East at Second and Third South streets.

City Recorder Critchfield notified the council of the resignation of W. J. North as a clerk in his office and also of the transfer of R. D. Hartley to the position of clerk of the police court and the promotion of Joseph Tuddenham to chief deputy. The appointment and the changes were approved.

REFERRED TO COMMITTEE.

The proposition of Dr. Seymour B. Young to sell his land and water rights to Mountain Dell to the city for \$10,000 was referred to the special water committee for consideration.

TO PAVE EIGHTH WEST.

The council adopted the following resolution, providing for macadamizing Eighth West street:

Be it resolved by this council that Eighth West street, between Second and Eighth South streets, be graded and macadamized and that one thousand (\$1,000) dollars be appropriated for said work and that the superintendent of streets be instructed to commence said work at once.

UP TO ENGINEER.

The following resolution by Tuddenham was adopted:

Whereas, Ordinances have heretofore been adopted from time to time granting permission to various parties to lay tracks, conduits, pipe lines, etc., in the streets of this city:

Resolved, That the city engineer is authorized to pass upon construction plans to see that they conform to the terms of the respective franchises, and that he is authorized to require such modifications as are necessary to avoid conflict with any public improvement made or contemplated by the city.

SEWER EXTENSIONS.

Ordinances, levying a special tax for the construction of sewer on Third Street, between G and H, and on J Street, between G and H, on Seventh Street,

Fifty Years the Standard

DR. PRICE'S CREAM BAKING POWDER

A Cream of Tartar Powder
Made From Grapes
No Alum

TWENTY YEARS AGO TODAY.

(DO YOU REMEMBER?)

Dynamite to the amount of 250,000 pounds was exploded under Flood Rock at Hell Gate, N. Y., for the purpose of removing the immense rock. Fifty thousand people viewed the event from a safe distance. The shock was felt all over Manhattan Island.

TEN YEARS AGO TODAY.

La Paz, the capital of Lower California, was completely destroyed by a hurricane.

W. L. Burton, a Salt Lake butcher, was killed by a Union Pacific train on North Temple street. His wife was also seriously injured.

FIVE YEARS AGO TODAY.

Capt. J. B. Coghlan, of the United States warship Raleigh, the author of the famous "Hock, Der Kaiser," visited Salt Lake.

As a result of rioting among striking mine workers at Hazleton, Pa., one policeman was killed and many persons seriously hurt.

Mrs. Emma J. McVicker was appointed by Gov. Heber M. Wells to the office of state superintendent of public instruction, made vacant by the death of Dr. John H. Park.

between B and C streets, were passed under a suspension of the rules by a unanimous vote. An ordinance concerning the assessment on both sides of First, Second and Third streets, on all cross streets from A to C streets, and between South Temple and Third streets, was also passed by a unanimous vote.

STRAWBERRY PROJECT.

Every Precaution Taken to Keep the Ubiquitous Middleman Out.

No middlemen can get in between the farmer and the water that is to come through the mountains to Provo valley, on the completion of the government's Strawberry Valley project. This precaution has been taken by the government, to prevent its plans from enriching private individuals, and that is what is causing a temporary delay in getting stock sold to the public.

State Senator Henry Gardner, president of the Strawberry Valley Water Users' association, when asked in regard to future development of the work, stated that the government required a certain amount of stock to be subscribed before it would go ahead, and that while nearly all this stock had been taken up, yet some still remained to be sold, and a few land owners were refusing to join in the plan. When asked if others who had faith in it could not buy up the outstanding stock, he said that they could not sell to the owner of an acre of land in the district to be irrigated, and that every share sold had to be purchased by the owner of an acre, which it represented. No man can get more shares than he has land to irrigate with the water rights thus acquired. The purchaser of a share of water right must pay in cash the installment his proportion of the cost of installing the tunnel and diverting the water. The association is formed to secure the consent of all water users to the scheme, to prevent them from entering into litigation over disputes as to rights, and to secure co-operation in getting the water into the area it is intended to irrigate.

Come Up Where You Belong.

Perhaps you know why you fail in the plans for money, fame and position. Some don't.

Just why the brain does not produce practical money making results is a puzzle to many men.

Strong, healthy natural brains cannot be made from the food most men eat, and good brains can't work sharp when slugged to weakness by coffee.

Unsuccessful brains come from improperly selected food and from coffee drinking.

Coffee affects the stomach and nerves, thence the brain and prevents proper digestion of even good food.

A distinct improvement in mental power will follow in a week or ten days after coffee is left off and Postum taken on.

The results are manifested when the brain-producing food, Grape-Nuts, is used twice a day.

There are well established and very clearly understood reasons for these sure results from the change in food and drink. You can make Money, Position, Fame if you have the kind of Brain that works that way.

Postum well boiled produces a delicious beverage, satisfying and nourishing.

Quit drugging and poor food and **Come Up Where You Belong.**

WESTERN PACIFIC MAY CHANGE PLANS

Fact That No Contracts Have Been Let in Nevada Arouses Some Speculation.

HAS CHOICE OF TWO ROUTES.

Moffat Road, Salina Cut-Off and Virginia & Truckee Now Said To be Factors.

The fact that the Western Pacific has not let to date a single contract for grade construction in the state of Nevada is the cause for much speculation. As the proposition now stands there are a number of grading outfits bidding up a great deal in the region of Orville, Cal., and another aggregation of sub-contractors bidding up the sand on the fringe of the Great Salt Lake. Ten miles of grade have been constructed in the vicinity of Garfield beach and Grantsville, but over the Nevada line, either in eastern or western Nevada, no work is being done at all for the simple reason that there have been no contracts let.

MAY CHANGE PLANS.

The reason for this delay, as affirm those who have been watching developments, is that at the present moment there may be a change in the plans of the original project. Of the stories that are going the rounds there are two that are the most imprudent.

The first is that sooner than parallel the Southern Pacific tracks through Nevada there may be an agreement arrived at between the Harriman and the Atchafalaya whereby the Nevada Pacific may take an annual truckage lease on the Southern Pacific tracks from Reno to Wells and via the truckage over the line recently added to the Oregon Short Line jurisdiction.

SECOND ROUTE.

The second story involves the Moffat road and the failure to arrive at an agreement on future truckage rights across one of the most unproductive stretches of country in the west.

In order to study out the situation one has to take a map showing Colorado, Utah, Nevada and California—such a map as is issued by the Denver & Rio Grande passenger department and glances over the country being traversed by Gould and Harriman.

At the east end is the Moffat road, striking out into space like the proverbial sore toe of the summer boy, apparently leading from Denver to the juncture of the Pacific coast line in the direct line from the present terminus of the Moffat road to Mount House on the Virginia & Truckee. This line is in the line of the Salina cut-off, which so much has been printed during the past three years. By laying a ruler across the map, Green river, Salina and Mount House are in a straight line. It has long been noted that the Moffat road, all reports to the contrary, is a Gould proposition, just as Spirek's famous "Independent" coast line turned out to be a Santa Fe proposition. It is now alleged that the Western Pacific has taken an option on the Virginia & Truckee which is now undergoing a process of being strangled to death by the Southern Pacific.

By tapping Mount House and the Western Pacific would then take the right-of-way of the V. & T. right up to the state line within a few miles of where the Utah construction company is now blasting a comparatively easy grade through Buckhorn Pass on towards San Francisco.

NEW LINE ON BORDER.

The following item clipped from the



SOLDIERS' AND SAILORS' ARCH, Prospect Park, Brooklyn, N. Y.

The New Yorker who wants a REAL Fall overcoat, stylish, but not faddish, wears the walking length "BENJAMIN" overcoat labeled

Alfred Benjamin & Co.
MAKERS NEW YORK

which, for exclusive excellence of fabric, fit, and tailoring is unmatched.

The makers' guarantee, and ours, with every garment bearing this label.

We are exclusive agents here.

Poulton, Madson, Owen & Co.

111-113 Main Street

"Where the Clothes Fit"

Railroad Gazette, also would indicate that the Western Pacific is busy in the Lake Tahoe region on the border of California and Nevada. While the title of the new road to be incorporated is an innocent one, nevertheless some of the incorporators are identified with Western Pacific interests, notably B. G. Raybold, now in San Francisco, who is the local agent for Director Walker of the Gould lines.

Sacramento & Lake Tahoe, incorporated in California to build a railroad from Sacramento via Colusa and Placerville to Lake Tahoe, 125 miles, with three branches, each 20 miles long, one of which will extend to Auburn, Capital stock \$7,500,000, Incorporated, W. S. Graham, Leo Alexander, James H. Swift, Thomas H. Nichols, Edward E. Hoot, T. C. Hoot, John A. Black, R. G. Raybold and Charles Wesley Reed, C. W. Reed of San Francisco is attorney for the company.

SALT LAKE ON SIDE TRACK.

Should this line through central Nevada be built Salt Lake would be on a side track to all intents and purposes, as far as the Western Pacific is concerned, as the San Pedro branch crosses the junction line for tourists to travelers who were desirous of visiting the most interesting city in the west. Incidentally it will be recalled that some 12 months ago it was persistently stated in the financial papers of the east that the San Pedro branch of the Rio Grande Western was to be acquired by the Western Pacific.

However with such a line the Western Pacific would not the ship hand in transcontinental business. Senator Clark has repeatedly stated that the San Pedro, Los Angeles & Salt Lake road is an independent line. This Western Pacific would cross the San Pedro tracks in the vicinity of Clear Lake, which point would become the junction for transfer of all passengers east and westbound from and to Los Angeles in sight and there are no contracts yet let on the Western Pacific in the state of Nevada.

SOME FACTS.

While this may not be pleasant reading to residents of Ogden and Salt Lake the fact remains the same that there is 20 miles of grade in Salina canyon at present leading from nowhere to the same place, the Moffat road road reaching on west with no connections in sight and there are no contracts yet let on the Western Pacific in the state of Nevada.

Mr. Watts of the Utah Construction company is now on his way to New York on business connected with the Nevada contracts, and the Harriman operating and engineer forces are in Salt Lake weighing up the pros and cons of Gould's threatened invasion of their territory.

WESTERN PACIFIC.

Another Deal in California for an Inter-urban Road.

San Francisco, Oct. 10.—A railroad deal affecting this city and San Jose and the intervening peninsula has been perfected here. J. E. Hanchette has bought for \$500,000 in cash the Santa Clara inter-urban railroad company. He has also purchased for \$500,000 the San Jose and Santa Clara Railway company. Of the purchase price he has paid down \$250,000 in cash to bind the bargain.

The presumption is strong that Hanchette is acting for the Western Pacific, and that they intend to have an electric system south from this city as a feeder for their main line.

The franchise for the entire distance, including the streets in San Jose, is for an electric road for the handling of freight, passengers and express. The company has a stock issue of \$5,000,000, none of which has been sold to outsiders and all of which was turned over to Hanchette yesterday. The franchise in question and the right of way bought across private property are the two valuable assets which Hanchette has bought.

OFFICERS ELECTED.

W. H. Bancroft Named as President of Yellowstone Park R. R.

At a meeting of the directors of the Yellowstone Park railroad yesterday, the right of way from St. Anthony to the border line of the park and the border into Teton county was approved and the company authorized to let contracts with the object in view of having the line in operation by next June, if not sooner.

The following officers were also elected for the coming year: W. H. Bancroft, president and general manager; E. Buckingham, vice president and general superintendent; T. J. Duddleson, superintendent; J. Jenkinson, treasurer, and G. C. Smith, secretary.

MILWAUKEE TERMINALS.

C. M. & St. Paul Buying Land at Tacoma, Washington.

Tacoma, Wash., Oct. 10.—The Chicago, Milwaukee and St. Paul railway company yesterday purchased more than 100 acres of tide land property located on the water front for which they paid in excess of \$750,000, making \$1,000,000 worth of terminal property now owned in Tacoma by the Milwaukee.

The property adjoins the holdings secured recently at a cost of \$100,000 more than a year ago. The property purchased has been under option since the first of the present month, and the options were to have expired today. Yesterday the company closed the deals, paying spot cash for the land, and it is said that a number of other tracts are still under option, and that the deals will be closed during the present week.

New Issue of Stock.

New York, Oct. 10.—A new issue of 250,000 shares of Great Northern Rail-

TEA

San Francisco best city for

it: (1) nearest the grower;

(2) we are here.

Very good tea money if you don't like

San Francisco.

Musicians Wanted.

Harpicorns, Bass, Saxons, Cornets, Trombones, Clarinets, Call A. J. Elmer, Phone 222-2, Res. 821 So. 2nd East.

BRIDAL GIFTS.

Look through our stock if you are in doubt what to select for a bridal gift.

There are scores of appropriate articles to select from, any one of which would certainly be treasured by any bride. Surely among the many articles that are gathered here, you can find just the gift to your mind.

JOHN DAYNES & SONS, JEWELERS,

26 Main Street.

Keith-O'Brien Co

THE SCHOOL GIRLS ARE WITH US

Girls' Apparel.

BESIDES supplying the boys with school clothing at \$2.45,

\$2.95 and \$3.95—made a little better than is most clothing.

Keith-O'Brien Company cater to the girls. It is a pleasure to visit the display of needed things. It seems that the assortments are satisfying, the styles pleasing and the reasonable prices compelling.

HANDSOME SHOWING OF BOYS' SWEATERS.

CHEAP EXCURSION TO CITY OF MEXICO

Under Management of The Utah-Mexican Sugar & Live Stock Co.

Only \$75 Round Trip.

Tickets good leaving Utah October 21st. Final return limit December 21st, 1905.

ROUTE—Going via Rio Grande—Santa Fe—and Mexican Central railways, returning via Mexican Central—Santa Fe—and Union Pacific railways.

For further information see local representatives of above lines, or Heber M. Wells, President, or J. T. Hammond, Secy., Utah-Mexican Sugar and Live Stock Co., Salt Lake City, Utah.

New Organs

At \$47.50.

New Pianos

At \$150.00.

All This Week. Delivered to any railroad station, freight paid.

DAYNES & ROMNEY PIANO CO.,

25-27 East First South.

EVAN STEPHENS, President. H. S. DAYNES, Manager.