

OPPOSITION WAS TOO PRONOUNCED

Utah Light & Railway Company Gracefully Withdraws Petition For Freight Franchise.

GRIEF FOR THE NEW COUNCIL

Knotty Problems Are Cleverly Side-stepped at Final Session of Old Council Last Night.

The Utah Light & Railway company withdrew its request last night, which was presented to the city council some time ago asking for a freight franchise over its lines to Ft. Douglas, on account of the opposition against it. Dan Spencer, assistant general passenger agent of the Oregon Short Line, appeared in behalf of President W. H. Bancroft and the council ordered the petition returned accompanied by the \$200 check.

After some discussion the council decided to permit the new council to consider the request of the Salt Lake & Los Angeles Railway company for a franchise to loop the temple block, with its electric line for the Saltair road. Petitions are being circulated by the property owners on the streets affected and the matter went over to be taken up at the pleasure of the new council.

The request for the extension of the Emigration Canyon Railway company's franchise was also laid over to be considered by the new council. Le Grand Young, the president of the railroad company, has had the petition before the council for six months. It was reported on favorably by the committee.

The council approved the contract drawn by the United States forestry department for the protection of the water sheds of Parley's canyon and City Creek canyon under the Wasatch forest reserve. The city is to share the expense of protecting the water sheds and the forest reserves which will be cheaper than the present system employed by the city. The government contemplates the reforestation of the land and it will be carried out under the direction of the forestry department.

ONE LICENSE DENIED.

The council approved 130 saloon licenses and denied one. Mike Sotar made an application for a license to conduct a saloon at 454 west Second South street. He was remodeling an old building, but it was decided that there were too many saloons on Second South street already.

The board of arbitrators submitted its bill for conducting the investigation into the merits of P. J. Moran's bill for repairing the outlet sewer pipe which was allowed in full. The bill amounted to \$246.10. The itemized account showed that L. L. Dagron had incurred expenses amounting to \$17.50; William Ashton, \$125 and D. G. Blake, the stenographer, \$105.60. Moran is to pay half of the bill.

The petition of a number of residents between Sixth and Fourteenth streets and Twelfth and Fourteenth South streets to be admitted to the city was taken up by the council. It was referred to the city attorney, to draw up an annexation ordinance to be presented next Monday night at council meeting.

Ogden Hiles and F. S. Richards, special water attorneys for the city, reported that they had filed an answer to the adverse claims made on the reservoir sites in the south fork of the Big Cottonwood canyon with the



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the standard Cod Liver Oil preparation of the world. Nothing equals it to build up the weak and wasted bodies of young and old. All Druggists

Send No. name of paper and this ad. for our beautiful Savings Bank and Child's Book. Each book contains a Good Luck Penny. SCOTT & BOWNE, 409 Pearl St., N. Y.

secretary of the interior. The city's claims to the reservoir sites were set forth and the government is asked to allow the city to develop its rights. The council appropriated \$500 for the expenses incurred in bringing a friendly suit to test the legality of the water bond fund which was issued a year ago. The suit was instituted by the Utah Savings & Trust company.

Jabez T. Taylor of 113 east Seventh South street presented a claim of \$200 against the city. His property was damaged by flood waters last August. Fire Chief W. H. Glens sent a communication to the council again last night reminding them of the fact that fire station No. 6 has been completed for some time. All it needs now is to be furnished which will cost \$700. Ten men will be needed to conduct the department and new equipment will have to be purchased.

P. J. MORAN FORGIVEN PENALTY NOT ENFORCED

Hall's Contention That Contractor Sought to Punish Property Owners Is Ignored by Council.

Patrick J. Moran received his final estimate on the paving of east First South street last night and the penalty was not enforced by the council. In an effort to punish the property owners, Councilman Hall said, Moran had purposely delayed paying a half of block in front of the First Congressional church because they had held out for Utah asphalt. His final estimate was \$6,876.79. Under the terms of the contract, Moran was in arrears \$5 days and 18 days were deducted because his asphalt plants burned down in City Creek canyon, making a total of 77 days. The contract penalized Moran \$25 a day and Councilman Hall endeavored to have the official contractor fined and the amount of \$1,925 deducted from the final estimate.

After Councilman Hall declared that Moran ought to be punished for delaying the work, Councilman F. S. Fernald spoke in favor of paying the full amount. He declared if the council did not see fit to penalize the Campbell Construction company on the outlet sewer pipe that Moran ought not to be penalized.

Councilman J. J. Stewart was in favor of exacting the penalty and made a motion to that effect which was seconded by Mr. Hall. Before the motion was put before the council, C. D. Rookledge, a member of the board of public works, made a plea in behalf of Moran. He declared that the property owners were fighting among themselves and that it was not Moran's fault.

Councilman Martin chimed in with

a hard luck story too. He said Moran had to mine the asphalt, send it to Chicago to be refined and freighted back at a great expense. When the vote was taken Councilman Hall, Stewart and Murdoch were the only three who voted to exercise the penalty.

DEATH OF S. J. SUDBURY.

Well Known Citizen Falls Victim of Dread Pneumonia.

Samuel J. Sudbury died at his home at 219 Seventh East at 5 o'clock this morning of pneumonia. He was the son of Samuel John Sudbury and Mary



SAMUEL J. SUDBURY.

Wardell, and was born Sept. 29, 1839, at Edmonston, Nottinghamshire, England, making him 70 years, 3 months and 15 days old at the time of his death. He was the father of 14 children, of whom 11 are living, five sons and six daughters. Of 50 grandchildren, 35 survive. The wife of deceased died 10 years ago. Funeral services will be held in the Thirty-first ward chapel, at Ninth East between Ninth and Tenth South streets, on Friday, at 1 o'clock p. m. The numerous friends of the deceased are invited to be present.

MIDGLEY FUNERAL.

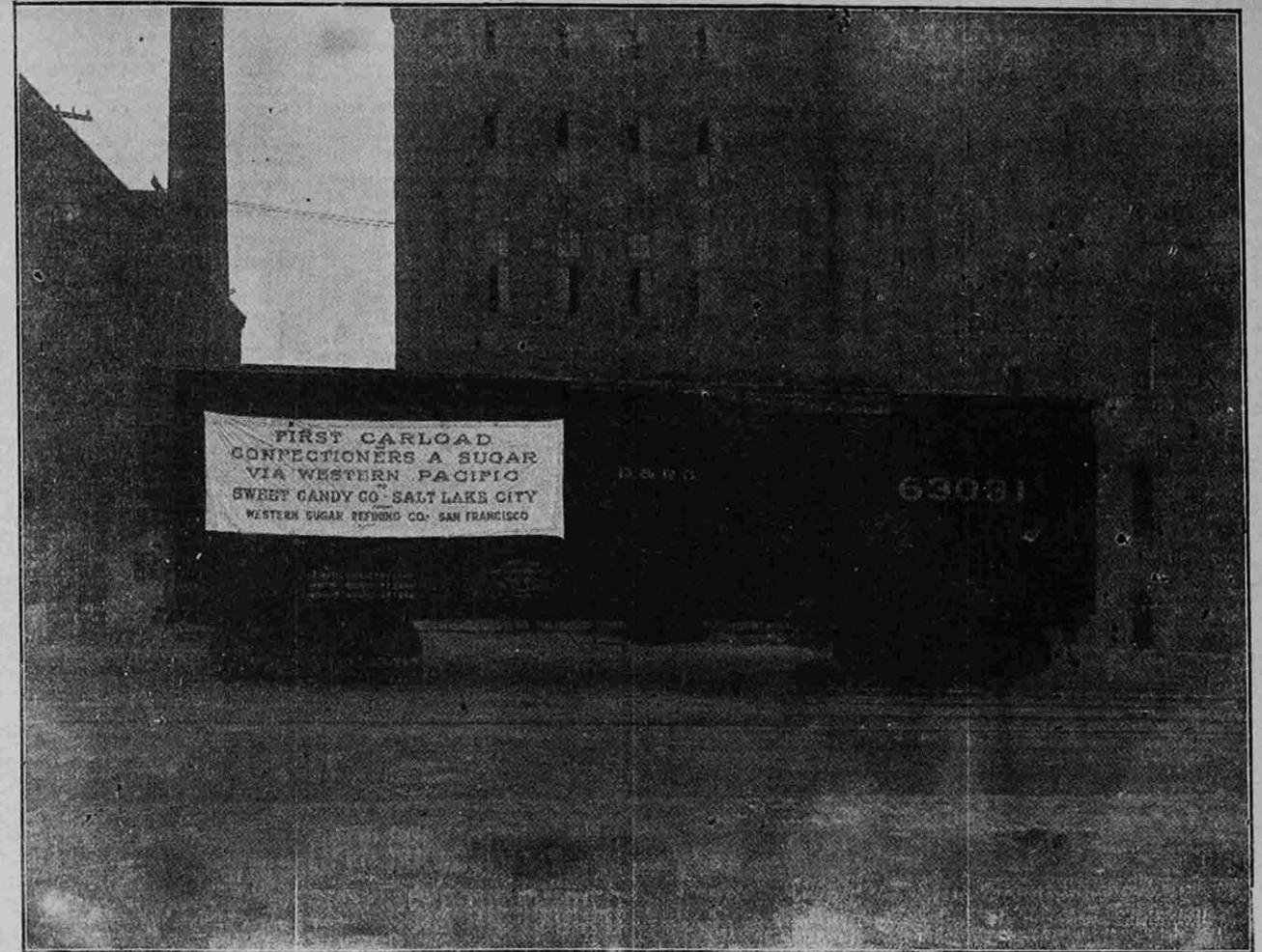
Monday afternoon at 2 o'clock at the family residence, 541 south Second West street the funeral services were held over the remains of Thomas Midgley, that old-time citizen of this city whose demise was chronicled in The News Saturday. The various speakers referred to the long life of activity and good works of this respected old resident who had attained the age of 74 years. W. C. Midgley of Salt Lake is a son of the deceased. The interment took place in the city cemetery.

BIG REALTY DEAL.

Parcel of Land on Fourth South Changes Hands for \$125,000.

The Zilpha Realty company and the Exchange Realty company, two new organizations in local real estate circles, have acquired title to valuable property on Fourth South street between Main and State for which a consideration of \$125,000 is involved. The new companies are in fact one as they have the same stockholders and their interests are identical. They were promoted by the Peterson Real Estate investment company.

The property involved is to the west of the Moxum hotel and the purchase was made as an investment with as yet no thought of improvement. The first piece has a frontage of 68 feet and a depth of 220. It was transferred to the Exchange Realty company, being acquired from Isaac Brookbank and wife. There are two brick houses on this property.



FIRST CAR OF THROUGH FREIGHT OVER WESTERN PACIFIC.

The above cut shows the first car of through freight to arrive in this city over the Western Pacific from San Francisco. The car arrived in this city at 8:20 last night and transfer men are busy today moving the contents from the car to the Sweet Candy company of this city. The car contained 60,000 pounds of confectioners' "A" sugar and

confectioners' crystal sugar in 600 sacks, and was shipped from the Western Sugar Refining company at San Francisco on Dec. 20. The order had been placed with the sugar company for some time with the specification that it was to come over the new Western Pacific road as its first car of through freight. The bill of lading bears the mark "No. 1," and this is conclusive evidence that the specification was lived up to.

Big Rush for Stationery Warms Hearts of Printers

The elimination of a simple "0" and the substitution of an equally simple "1" are costing exacting business men of Salt Lake and the contiguous territory thousands of dollars as a matter of ushering in the howling and voracious infant named 1910. It is but a little matter but connoisseurs in stationery are sitting up and taking notice. In consequence, the haberdashery shops in the printing line are working overtime.

The great industries which use ream after ream of business papers in the ordinary course of a day's transactions spend many thousands of dollars for their stationery. And it would not seem that a little thing like one figure would cause them any inconvenience. But at the head of all their sheets, following, on the other side of the paper, the

caption of Salt Lake, is something like this:

"190—"

The particular do not want to cross out the "0", because it does not look good to fastidious business tastes. But they have piles and piles of business stationery on hand and they don't like to give up good paper. They have done it, however, and have placed their orders, most of them of the "rush" character, for new stationery which will be born at the same time with the new annual infant.

A number of business firms which ran out of letter heads and bill heads before the end of the year yielded to an ingenious plan of a jobbing foreman. He recommended that a spacing be made something like this:

"19 0—"

The possibility of this lies in the fact that a "9" may be added or a "1" inserted. But this plan did not appeal particularly to those who have plethoric bank accounts and carry credits

EXCURSIONS TO DENVER VIA

O. S. L. & U. P. Lines.
For Colorado Apple Show and American National Live Stock Association Convention. Tickets on sale January 2nd, and 3rd and January 6th, 7th and 10th. Limit January 31st. Round trip \$20.00. City Ticket Office 201 Main St.

GRAVEL BED SOLD.

Neff Bros. purchased at auction Monday afternoon the old county gravel pit on Eleventh East near Twelfth South street for \$2,450. The sale was made by the county commissioners and Fred Bassett, chief deputy in the county clerk's office, was the auctioneer. The bidding was spirited from the beginning. The first bid made was \$1,200 and it was raised rapidly until Neff Bros. jumped the price to \$2,450. The deed from the county will be made in favor of Kimball & Richards, real estate men. The gravel bed covers about three acres of ground.

E M F COMPANY WINS

Will market its own output of Automobiles

The United States Circuit court, after a full hearing, refused injunction asked for in the interest of Studebakers, to retain the E M F Company from annulling the selling contract between this company and the Studebakers, and we are now free to contract for the sale of our product direct.

In Appointing agents we shall give preference to those dealers who have previously handled the E M F line. That's only fair---for this isn't the dealers fight and he should not be made to suffer. We have already signed up with several hundred dealers and for over 5,000 cars. Applications are pouring in upon us from all parts of the country.

If you want the agency for E-M-F "30" and flanders "20" cars come to Detroit quickly. Wire us before starting and we will tell you if your territory is still open.

E-M-F Company, Detroit Michigan