Millions Spent in Improvements On the City Street Car System.

IT IS NOT at all difficult to meet a Salt Laker who can remember when a half-hour car service was maintained in the business portion of this city—when the mule didn't balk or break away from his load. And this incident will not be gray-haired beyond recognition. Today Salt Lake is grumbling being given as good a car service as any city enjoys and within the next 12 months will have a system up-to-the-minute in every particular. The franchises now being asked by the Utah Light & Railway have been under fire for a year and are not passed yet, owing to hesitancy upon the part of a number of councilmen. The public, collectively and individually, have studied the question and for the greater part believe the council should do all in its power to aid the street car company in the good work it has taken upon itself—the corporation has announced its willingness to agree to anything right and just and upon the final decision rests vast improvements: the public demands and expects an arrangement satisfactory to all concerned without further dilly-dallying.

HARRIMAN SAW IT.

E. H. Harriman, seeing the opportunities in a real street car system in this city, put his representatives to negotiating and on Oct. 1, 1906, the transfer of control of the system and allied concerns passed into the hands of the railroad wizard. His personal representative, W. H. Bancroft, vice president and general manager of the Oregon Short Line, was made president of the new Utah Light & Railway company, and when the reorganization was consummated the big task of practically reconstructing a 195-mile electric system from rails to shops and power plants, was commenced. This year has heard fewer announcements made and, better still, has seen an enormous amount of work done. It is impossible to give in any detail what has been completed during the past year. The brief mention that the line, itself, has been reconstructed must almost suffice for itself. One day not long ago Salt Lakers saw a gang of workmen tear up the corner of First South and Main streets; they saw heavy steel laid and ponderous switches installed and then the pavement relaid. They saw this performance repeated on Main street at Second South, Third South, Fourth South and Fifth South streets. Few had any idea of the importance and cost of those five events. On First South and Main and on the corner south (Second South and Main) the company installed what are known in street railway vernacular as "grand union layouts," switches involving double tracks at right angles with each other and double tracks in all. The two layouts laid on Main street cost a cool $26,000 apiece. On the three corners south of Second South the company laid "three-Y-ways," similar but not such complicated affairs. These cost $18,000 each. A lesson, somewhat surprising and altogether convincing lies in these facts. Here's the lesson at a glance:

Two layouts $26,000 each	$52,000
Three smaller layouts, $18,000 each	54,000
Total	$106,000

One hundred and six thousand dollars for five pieces of work! And this small fortune represents the cost of the steel itself—the labor is another item, but $106,000 is enough. When the significance of this is appreciated, a short story of how Harriman does things may be told so even Doubting Thomases may realize what great things are in the making for Salt Lake.

ENTIRE RECONSTRUCTION.

The first work undertaken by the new company was the relaying of practically every foot of the 100 miles of trackage distributed throughout the city. Most of this had been in the ground for years—changes in control came and went but the old light rails remained. Taking each line, commencing with the business district, the company is putting in new ties and new rails; new switches and conveniences and new overhead equipment. Main, State, West Temple and cross streets were relaid with 90-pound rails, the outside lines with 60-pound rails. With this settled on new ties and tamped with excellent ballast, more speed and comfortable riding were being enjoyed by patrons as soon as possible. Long lines, like the Wandamere, Warm Springs and other connections, are being reconstructed as carefully as the shorter lines. Double tracks were laid on Sixth, Third and other lines where one line had been inadequate for years. Many lines were extended to serve the spreading city; in short, immediate provisions were made to cope with the demands of a larger and more thickly populated city. This work was hurried during the open summer months and is good shape for winter long before cold weather set in. Eight hundred thousand ties went "some thing" to pay for this. Instructed to "do whatever they saw fit," all this is simply preparatory work—paved the way to still greater things.

SPENDING MILLIONS.

The two big things planned for the future are a power plant to be built near the site of the present one on the Jordan and car barns and shops on the old Exposition grounds. Mr. Harriman has $1,000,000 set aside for the power plant, twice as much for the barns and attendant improvements. The plans for the plant are being drawn; the plans for the barns and surroundings are presented herewith. Work on both is to begin during the coming spring; this is official and was repeated when the recent financial scare was worst. A brief paragraph will be first devoted to the barns.

SITE FOR BIG BARNS.

On the ninth of January of the year drawing to a close the Utah Light & Railway company completed the deal whereby David Keith sold to it the old Exposition grounds in the block bounded by Fifth and Sixth South and Sixth and Seventh East streets. The price paid was $80,000; David Keith had bought the property from the D. A. & M. society for $45,000 five years before. The company announced the newly acquired property was to be the site of new car barns, repair and general shops. Around these the company planned building club houses and quarters for its employes. Gradually additional plans were added and today the result is as shown in the cut. This tells its own story and is the first peep of what are to be the finest barns and surroundings in the country. The corporation intended originally to build on the west side but the growth to the eastward brought a change of mind. A point which should not be overlooked was the enhancing of value of all residence property located within the district selected for the improvements.

PROPOSED POWER PLANT.

The power plant to be erected on the Jordan will consist of five units of 5,000 horse power each, enough electricity to furnish power and light, not only to the concern itself, but to the city for years to come, and in planning this the company anticipates a big growth upon the part of Salt Lake. Of the ultimate capacity 15,000 horse power will be ready for immediate use and when the plant is completed Salt Lake will be second to no city in the country in lighting or power advantages. With plenty of labor the barns and plant should be completed in a year.

NEW HEADQUARTERS

Early in the year the company purchased the Lannan building on West Temple street, right in the heart of the city, and began remodeling this throughout as a home for the offices of the allied companies, street car, gas, light, etc. The building was one of Salt Lake's oldest, a three-story and basement affair, almost shaken to pieces in service as the home of newspapers. A sum set aside for the remodeling of the structure was spent before the work was finished. When finally ready for occupancy the building was in fine shape—$20,000 had been spent to make it such, however.

EQUIPMENT ORDERED

New equipment was ordered, almost before the ink on the transfer papers was dry. New and handsome cars have appeared at intervals. The eastern factories could send small consignments only, but the past month saw 25 modern cars brought up from the depot in a long string. Headed by an old mule-car the new equipment showed how times have changed. The consignment of 25 cars represented an expenditure of $175,000. Another 25 should put in an appearance within a short time. This will show $350,000 has been spent within the past few months. Two motor engines for hauling material trains have been added to the equipment at a cost of $15,000 and a third engine has been turned out of the local shops. Three modern sweepers are in readiness for the winter's snow. One was put to a test in a recent storm and it demonstrated clearly that blockades are a thing of the past. Several dozen dumping cars constitute another batch of equipment which ran up into the thousands of dollars.

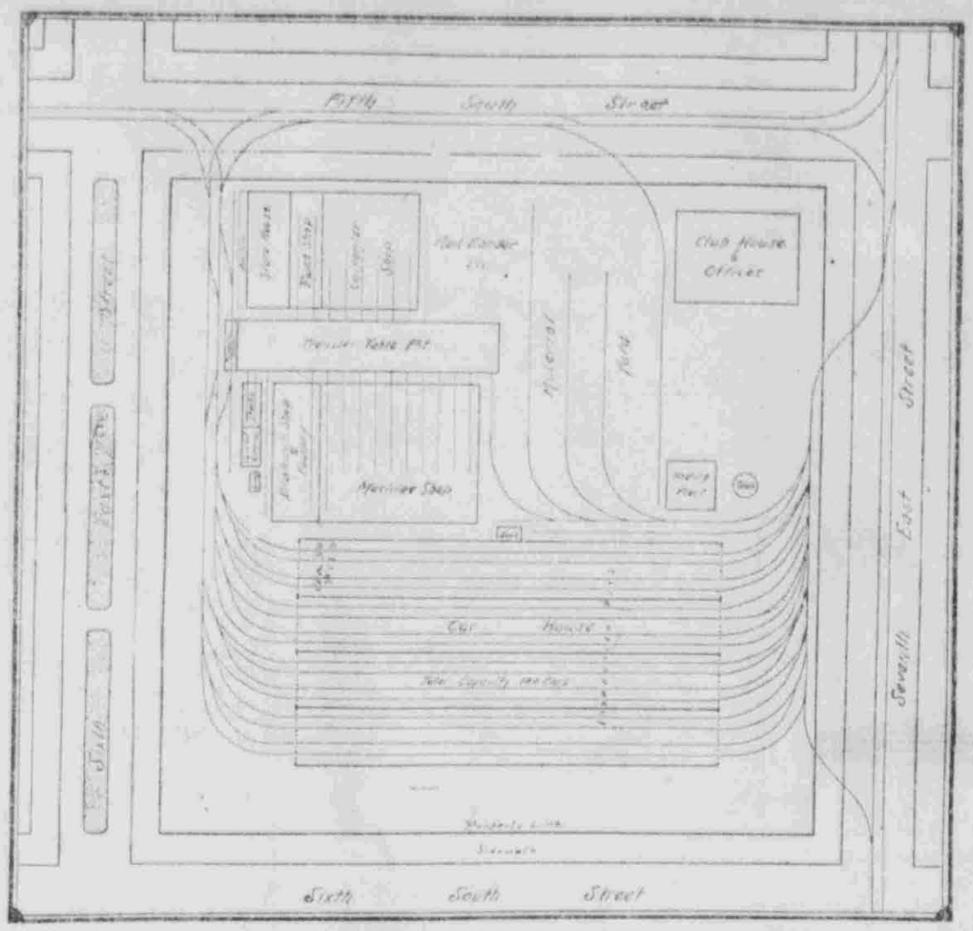
INTERURBAN LINES.

And the end is not yet, nor a short distance ahead either. Surveys have been run to Garfield and other outside localities and when the improvements mentioned in the foregoing paragraphs are in commission interurban lines will be bringing Salt Lake and the wonderful districts on all sides into closer communication with each other. Limitless opportunities are offered with the advent of electric interurbans; rich farming and mineral country abounds on all sides; resorts, health and pleasure, are here, there, everywhere; a score of thriving towns and centers are within short distance of Salt Lake; all these will be brought within a few minutes' ride. Little more need be said. A school child can see how a vast amount of good will be brought into and offered to this city. With a year for present plans to be made realities, these other projects will be carried to completion with that speed and thoroughness so characteristic of Harriman and his vast army.

ANOTHER IMPROVEMENT.

Just one more improvement under contemplation for the city and a big story has been reviewed with regard to space, rather than importance. Wherever possible city lines are to be connected with parallel lines, by "loops." This trackage arrangement will permit 30 per cent more service with the same amount of equipment. Instead of having two cars running in the same direction as per schedule, there two cars will follow one another in a circle, eliminating all waits and with cars running in both directions over the endless lines, all parts of town will get an almost continuous service. What can be done to improve service by operating genius is best illustrated by the service now enjoyed by Salt Lake as a result of changes in routing. The continuous depot-to-depot service and cutting out of long runs are two notable examples of this.

This resume may show what has been done; what is being done and what is to be done. Learning from the past and present what it may expect in the future, Salt Lake is more than eager to see the Utah Light & Railway allied in its great work and projects. Oct. 1, 1906, was a notable day in Salt Lake's history!



PROPOSED STREET CAR BARNS.

Unique Advertising Card.

"A new method of advertising has been discovered," says a Mannheim paper, "by a Bavarian manufacturing concern. On cards deeply bordered with black it has sent the following notice to business houses in Germany: 'Honored sir: The board of directors of our company has instructed me to notify our esteemed patrons in Baden that we mourn with them on the occasion of the passing away of their beloved prince, His Royal Highness the Grand Duke Frederick. In complying with the wish of the directors I must congratulate our fatherland on having been the cradle of so noble a regent. Accept the assurance of our sincere regard. X. Y., Manager.'" The latest circular and price list of the concern were sent with the unique card, and the paper in which the advertising trick was noticed, says: "This may be clever, from the business man's standpoint, but as we see it, it is brutal."

NOTICE TO OUR CUSTOMERS.

We are pleased to announce that Foley's Honey and Tar for coughs, colds and lung troubles is not affected by the National Pure Drug law as it contains no opiates or other harmful drugs, and we recommend it as a safe remedy for children and adults. For sale by F. J. Hill Drug Co. "The never substitutors."

Power of Siamese Queen.

Next to King Chulalongkorn, the most powerful personality in Siam is undoubtedly the queen, a capable and energetic woman, and altogether a remarkable personage. The position of women in Siam contrasts favorably with that among other oriental peoples. The ordinary woman possesses such a robust physique and erect bearing that a stranger early mistakes her for a man, especially as her hair is short cropped and the dress of both sexes very similar. In the general business of life the average Siamese woman is often superior to the man; she understands thoroughly economic as well as domestic household affairs, and enjoys a considerable share of freedom. Polygamy is fast dying out in the lower classes, and gradually decreasing among the rich. What is peculiarly hopeful is the attitude of both government and society toward female education.—Dundee Advertiser.

DANGER IN ASKING ADVICE

When you have a cough or cold do not ask some one what is good for it, as there is danger in taking some unknown preparation. Foley's Honey and Tar cures coughs, colds and prevents pneumonia. The genuine is in a yellow package. Refuse substitutes. For sale by F. J. Hill Drug Co. "The never substitutors."

JOSEPH SMITH AND EUROPEAN TEACHERS AND ASSOCIATES.

Concert Pianist and Pipe Organist.

Concert Singer in Berlin and London

Solo Soprano at Berlin Royal Opera

An International Concert Pianist. Under Whose Tutorship Mr. Smith Spent 30 Months.

Joseph Smith, Utah's well known pianist and organist, has recently accepted the instrumental department of the Brigham Young College of Logan at a good salary. The Church School Board and Trustees also the people of Logan are to be highly congratulated for securing this talented young artist.

Mr. Smith has plodded faithfully through his work at home and abroad, and today stands among Utah's best educators.

Logan has now got that which they have long desired (a good pianist), and will certainly do well to secure Smith's able assistance when their new organ has been installed.

WESTERN LOAN & SAVINGS CO.

No. 49 E. First South St. Salt Lake City, Utah.

ESTABLISHED 1892.

Comparison of the Business 1903 and 1907.

RESOURCES.

	1907.	1903.
Cash on hand	$ 17,569.25	$ 12,094.50
Loans on Real Estate (first mortgage)	641,706.23	425,468.99
Loans on General Stock	7,400.00	14,343.15
Sundry Accounts Receivable	668.75	50.35
Insurance and Taxes advanced for Borrowers	1,371.17	592.20
Advanced costs and expenses in foreclosures	3,575.42	2,369.33
Real Estate	29,366.43	24,132.48
Office Furniture and fixtures discounted		508.08
	$701,657.25	$479,559.08

LIABILITIES.

Permanent Reserve Fund Capital Stock	$ 87,500.00	$ 87,500.00
General Fund, Capital Stock	10,000.00	3,700.00
Paid up Stock	28,250.00	48,100.00
Installments paid on Stock	344,787.15	315,640.45
Savings deposits and "S" stock	34,080.62	7,315.09
Sundry Accounts payable	660.02	3,044.41
Balance due on Buildings under construction	15,927.52	
Partial Payments on loans	144,130.89	24,746.35
Surplus	15,542.55	
Undivided Profits for last five months	20,778.50	19,512.78
	$701,657.25	$479,559.08

Six per cent interest paid on savings deposits and paid up stock.
Withdrawable on regular savings terms.
Interest payable semi-annually
Investment stocks are earning from 8 to 10 percent.
Loans are made on real estate on monthly installments.

STATE OF UTAH.

OFFICE OF SECRETARY OF STATE.
Salt Lake City, Utah, March 8, 1906.

To Whom It May Concern:

Pursuant to the duty imposed upon this office by the laws of the State of Utah, a recent examination has been made of the Western Loan & Savings Company, as a result of which it is the opinion of this office that said Company is operating under a safe and conservative plan in accordance with its charter, by-laws and the state laws; that it is being honestly, competently and economically managed, and that it is now in a good financial condition.

Respectfully,
(Signed) C. S. TINGEY,
Secretary of State.

THE STATE OF MONTANA.

STATE EXAMINER'S OFFICE

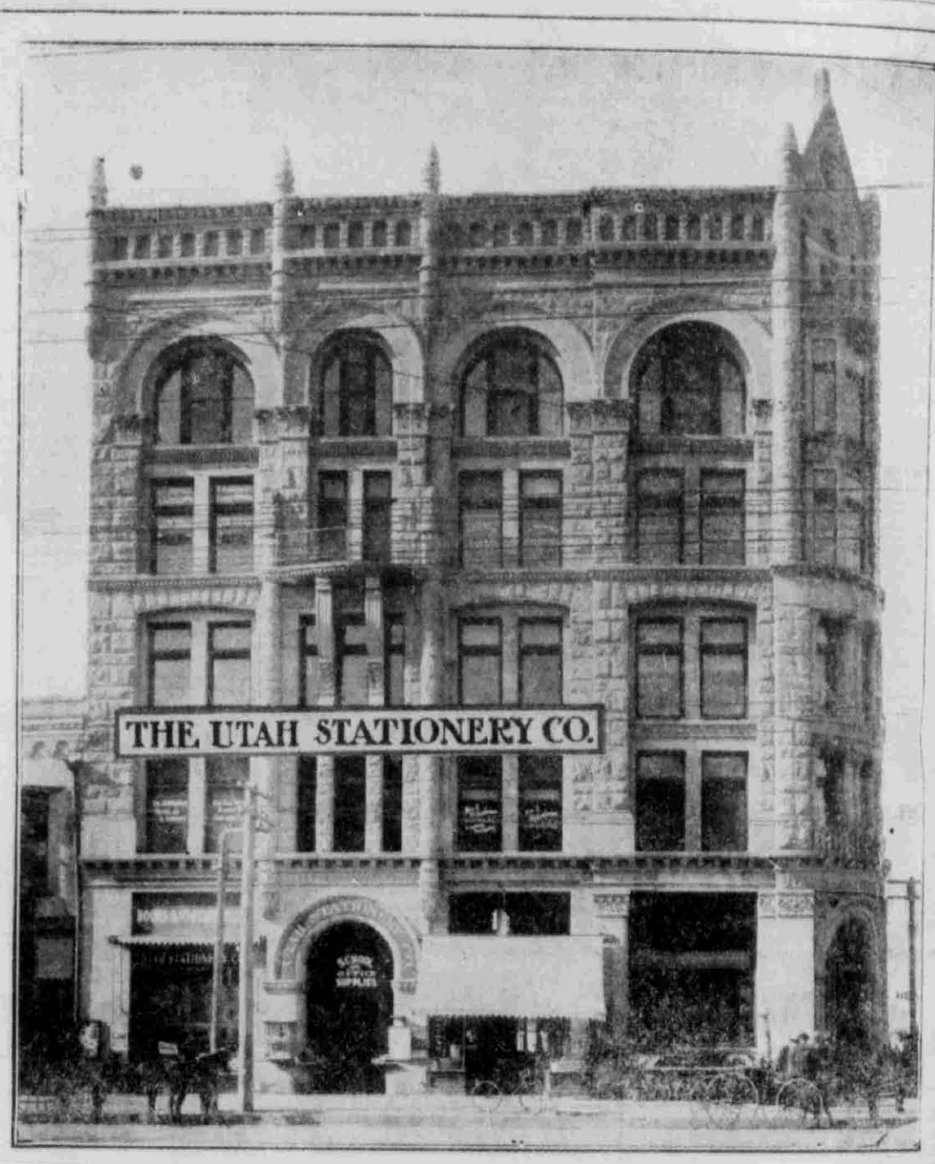
T. E. Collins, State Examiner. F. H. Ray, Asst. Examiner.
Helena, Montana, January 12, 1906. To Whom It May Concern:

In December, 1905, a careful examination of the Western Loan & Savings Company of Salt Lake City, Utah, was made by myself and assistant, in which we participated by actual inspection the assets, liabilities and management. The Company was found solvent, in excellent financial condition, and the business is well managed for the best interest of its stockholders.

(Signed) F. H. RAY,
Asst. State Examiner of Mont.

OFFICERS AND BOARD OF DIRECTORS.

P. W. MADSEN, President and Mgr.
R. W. MADSEN, V. Prest. & Treas.
Dr. John T. White, Secretary
James Ingebretsen, Attorney and Director.
Samuel Paul, Director.
H. M. H. Lund, Assistant Secretary.



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Your dealer has it.

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