

# Today's Ogden News

## SKEEN LOSES ON EVERY POINT

Demurrer of Chief of Police Browning Sustained and Case Thrown Out of Court.

TO GO TO SUPREME COURT.

Impressive Obsequies Over Remains of Dudley W. Stone in First Ward Meetinghouse.

Ogden, Jan. 4.—Judge Armstrong, who heard the arguments Wednesday in the case of Skeen against Chief of Police Browning and took the matter under advisement, has decided the case against Skeen, holding that the demurrer of the defendant to the complaint should be sustained on every point. The first setback Skeen received in his action against the chief came on the opening of the case, when County Clerk Mattson informed the court that the filing and jury fees in the case had

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not been paid, and Mr. Skeen had to put up the amount before the court would go on with the case. The arguments on the demurrer were very pointed, and the judge was fully convinced that the chief was in no way guilty of neglecting to perform his official duty, or anyone is at fault in the premises charged against the chief, the court indicated that it is the mayor and city council, who should appoint the desk sergeants, ball commissioners, which the law requires, but the council has failed in the past to officially make such an appointment, although the desk sergeants have been doing the work. At the next session of the council the matter of such appointments being made may be taken up. The majority of the citizens of Ogden have deplored the bringing of such an action as Mr. Skeen did against Chief Browning, who has performed his duties faithfully and without favor to any. Chief Browning is recognized by all classes as a man whose word is as good as his bond, and that during his incumbency in office

better order was never maintained in Ogden, and criminals were never fewer than during this period.  
Mr. Skeen does not agree with Judge Armstrong's opinion and decision, and has notified the county clerk to get the papers in the case ready for an appeal to the state supreme court, which will be taken as soon as possible.

HONORED CITIZEN AT REST.  
Impressive Obsequies Over Remains of Dudley W. Stone.

Ogden, Jan. 4.—The first ward meetinghouse was taxed to its capacity yesterday afternoon by sympathizing friends who assembled to pay a tribute of respect to the memory of Bishop's First Counselor Dudley W. Stone, who died Nov. 28. The service was held in the new Weber state academy building, breaking both of his legs.  
That the people of the first ward, and all other parts of the city, respected the deceased highly was indicated by the many beautiful floral offerings placed on his bier and the large attendance at the obsequies. The ward choir sang several sweet selections. Mark Brown sang, "He Treads the Path of Duty," and Mrs. Mary Farley sang, "Sometime We'll Understand." Elder David O. McKay, President of the Ensign state, Bishop's Counselor N. A. Tanner, and Bishop D. H. Ensign, were the speakers. Each one referred to his years of acquaintance and association with the deceased, during which time he had endeavored himself to them through his true friendship, his devotion to every duty imposed upon him, his love for his family and his faithfulness to his religion. Interment took place in the Ogden City cemetery.

held last evening with Mayor John F. Welsh in the chair, all councilmen present.

A number of bills against the city were presented and ordered paid. The police officers presented a petition to the city council that they be increased from \$2 per day to \$3 per month. This was referred to the city attorney for his opinion, and that official stated that according to the statute, no elective or appointed officer could have his salary increased during his term of office. The petition was laid on the table.

Councilman Leahy presented an ordinance to prohibit loading coming down main street. This caused some little discussion, as Councilman Rasband thought they should be allowed to come down that street, as their owners were heavy taxpayers and they should be entitled to some consideration.

Feel languid, weak, run-down? Headache? Stomach "off"? Just a plain case of lazy liver. Burdock Blood Bitters tones liver and stomach, promotes digestion, purifies the blood.

CHEYENNE, WYO.  
LEGISLATORS ARRIVE.  
Getting Ready for Session of Wyoming's Lawmakers.

Special Correspondence.  
Cheyenne, Wyo., Dec. 30.—Cheyenne is getting ready for the session of the legislature, which commences here a week from tomorrow. Several legislators have already arrived in the city and are getting settled preparatory to their forty-day session. This is looked upon as Cheyenne's gay season, and many preparations are being made for the entertainment of Cheyenne's guests. The rural ball occurs Monday night.

THATCHER, ARIZONA  
BLIZZARD SWEEPS COUNTRY.  
Sunny Arizona Visited by Snow, Frost and Rain.

Special Correspondence.  
Thatcher, Graham Co., Ariz., Jan. 1.—A blizzard passed over the valley last night, leaving Mr. Graham covered with snow and the valley in places white with snow and ice, something unusual in this section. Heavy rain fell and the melting of early snow has caused almost unprecedented floods of late, hundreds of acres of good farming land has gone down. Clifton, a mining camp above us, situated in a narrow box canyon, was nearly wiped off the map.

Prospects never were more favorable for the farmers' stock raising. Notwithstanding the heavy loss sustained by all in the destruction of their canals and dams so often, and heavy loss to those bordering the river, the people are growing and prospering. The new depot now completed and the magnificent meetinghouse and amusement hall make Thatcher a prominent center.

Sunday night last the members of the ward voted to clear the indebtedness on the meetinghouse with the dry year. The indebtedness can now take place in the month of February, the choicest season of the year.

At this writing a heavy snow storm has set in generally over the whole country.

Rubber From Wheat  
Wheat and hogs, hitherto regarded by the farmer of the Mississippi Valley simply as food products, have assumed a new commercial importance. In brief, wheat and hogs' spittle will produce rubber.

In an article entitled "Rubber Made from Wheat," William T. Walsh, writing in reference to this matter in the Technical World Magazine for January, says: The importance of the discovery can scarcely be overestimated, coming as it does at a time when the world is anxiously asking from where its future supplies of rubber are to come. In half a decade, it is said, the annual consumption of the elastic material will be at least \$5,000,000. Even 100,000 tons is regarded by many as a conservative estimate.

It was by accident that Mr. Carr, the English inventor or discoverer of the substance, made the first step in his great discovery. He was but a small boy then. Passing one day through a field of wheat, he plucked a few grains of the cereal, and, chewing them, formed the gummy compound so familiar to every country lad. Many years later, recalling his early experience, he began putting his theory to the test. His first laboratory was a small shed in his back yard; his apparatus, a coffee grinder and a kettle of hot water. Later he was able to obtain the use of the best shops and laboratories in England.

After years of experimentation Mr. Carr had ultimately achieved success. But, continues the writer, in the face of the fact that so many men have failed in their attempts to produce a similar product, how can we be at all certain that the new product will realize our expectations? There is usually a specific test for the genuine as against the spurious. In the case of cereal rubber, the test is vulcanization. This is a process of hardening through the introduction of sulphur to enable rubber to resist the action of heat and solvent chemicals. But three substances, so far as known, can stand this process; they are natural gutta-percha, and the new product known as cereal rubber.

## "TEXAS CAR LAW" GETS ATTENTION

Utah, California and Idaho Are Studying Measure on Equipment Distribution.

ROADS ARE FINED \$25 A DAY.

Shippers Can Start Suit if Their Orders Are Not Filled in Forty-Eight Hours.

A measure which may be laid before the coming legislature for enactment into law is known as the "Texas car law." This measure is being studied carefully in Utah; a movement for its introduction before the state legislature of California is being agitated in that state, and Idaho is posting itself on the various points in the law. This imposes a penalty of \$25 a day on the railway companies for each car they fail to furnish shippers after 48 hours' notice. In California, provision for the introduction of such a bill is being supported by the board of trade and other commercial bodies. Its strongest support comes from among the fruit growers and oil shippers. Article 1467 to 1469 of the law contains its salient points. These follow:

THIS IS THE LAW.  
"When the owner, manager or shipper of any freight or any kind shall make application in writing to any superintendent, agent or other person in charge of transportation, to any railway company receiver or trustee operating a line of railway at a point where the cars are desired upon which to ship any freight, it shall be the duty of said railway company, receiver or trustee or other person in charge thereof, to furnish the number of cars required at the point indicated in the application within a reasonable time thereafter, not to exceed six days from the receipt of said application, and shall supply such cars to the persons applying therefor in the order in which such applications are made, without giving preference to any person; provided, if the application be for 10 cars or less the same shall be furnished within three days; and provided further, that if the application be for 50 cars or more the railway company may have 10 full days in which to supply the cars."  
"Said application for cars shall state the number of cars desired, the place at which they are desired, and the time they are desired; provided, the place designated shall be at some station or switch on the railroad."  
"When cars are applied for under the provisions of this chapter, if they are not furnished, the railway company so failing to furnish them shall forfeit to the parties so applying for them the sum of \$25 a day for each car so failed to be furnished, to be recovered in any court of competent jurisdiction and all actual damages that such applicant may sustain."

APPLIES TO APPLICANT.  
"Such applicant shall, at the time of applying for such cars, deposit with the agent of such company one-fourth of the amount of the charge for the use of such cars, unless the said road shall agree to deliver said cars without deposit. And said applicant shall, within forty-eight hours after such cars or cars have been delivered and placed as hereinbefore provided, fully load the same, and upon failure to do so, he shall

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forfeit and pay to the company the sum of \$25 for each car not used; provided, that where applications are made on several days, all of which are filled upon the same day, the applicant shall have forty-eight hours to load the car furnished on the first application, and the next forty-eight hours to load the car or cars furnished on the next application, and so on; and the penalty prescribed shall not accrue as to any car or lot of cars applied for on any one day, until the period in which they may be loaded has expired. And if the said applicant shall not use such cars so ordered by him, and shall not notify the said company or its agent, he shall forfeit and pay to the said railway company or its agent, in addition to the penalty herein prescribed, the actual damages such company may sustain by the failure of the applicant to use said cars.

MUST HAVE FREIGHT.  
"When cars have been supplied and loaded, it shall be the duty of the railway company to deliver the same to the party or parties to whom they are consigned within reasonable time, and the party or parties to whom the cars are consigned shall unload the same within forty-eight hours after delivery and notice, or forfeit to the railway company the sum of \$25 per car for each car so left unloaded to be recovered in any court of competent jurisdiction."  
"It shall be necessary for the party or parties bringing suit against any railway company under provision of this law, to show by evidence that he or they had on hand at the time any demand for cars was made the amount of lumber, cotton, wool, hides or other freight necessary to load the cars so ordered; provided that the provisions of this law shall not apply in cases of strikes or other public calamity."

BILL NOT FAVORED.  
Railroad Men Want a Better Time Limit Law to Prevail.

Railroad men and managers in Ogden continue to discuss a 12-hour bill which may be put before the coming legislature. Interesting arguments are made by those for and against such a bill. Every man present at these meetings is furnished with a copy of the proposed measure and then the discussion commences. The measure provides that a working day shall consist of 16 hours with a minimum rest of 10 hours. The bill intended for the senate provides a fine of \$1,000 for any violation of this measure by official or employee; the house bill makes the fine just half this sum.  
The discussions being conducted in Ogden are becoming interesting. Trainmen, dispatchers and railroad men generally are not unanimous in their support of the bill intended to relieve them of long hours and short changes. The bill, it is predicted, will be a failure, and when it is laid before the legislature for enactment into law it will be changed considerably from its present shape. It is pointed out that were it to be enacted into law as it reads now, when it would sometimes be stopped when within but a few miles of destination. When a train crew's 16 hours were up, there would be nothing left for it to do but leave the train. A crew in working beyond the time-limit would subject itself to punishment at the discretion of the railroad men. The bill is too severe in one way and inadequate

## PROVO DEPARTMENT

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### UINTAH FOREST RESERVE.

Allotments and Fees for Grazing for Year 1907.

Special Correspondence.  
Provo, Jan. 4.—Forest Supervisor Pack has received advice of allotments for grazing, fees, etc., on the Uintah Forest reserve for 1907, as follows: 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, for which fees are 30 cents for cattle and 50 cents for horses. Year permits, 40 cents for cattle and 60 cents for horses in all districts except 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, in which the fees for cattle will be 50 cents and for horses 70 cents. Sheep, regular season, 8 cents, in all districts except 8, 9, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20. In these districts the fee is 9 cents a head. The fees for lambing sheep are 12 cents a head and they will be restricted to districts 12, 13 and 20.

ANXIETY FOR ALVIN LOSSEE.  
A short time ago John Lossee of Spanish Fork received a letter from a man in Rhyolite, Nev., informing him that Mr. Lossee's son, Alvin, was there and appeared to be demoralized, and should be looked after. Through Sheriff Harmon, who communicated with Sheriff Montgomery of Lincoln county, Nev., it was learned that young Lossee could travel alone, it was thought, if he was taken to Las Vegas and put on the train. Sheriff Montgomery was sent money to take the young man to Las Vegas, which he did, and a ticket was telegraphed from the Spanish Fork office of the San Pedro road

### NEPHI.

LADIES CLUB BANQUET.  
Greatest Social Event of the Season Marks New Year's Advent.

Special Correspondence.  
Nephi, Utah Co., Jan. 1.—The banquet and watch party of the Ladies' Literary club last evening eclipsed anything of the kind held here for a long time. The affair was held in the rooms of the Commercial club, and the attendance was so large that the rooms were taxed to their utmost capacity. The husbands of the members and many out-of-town friends were the guests of the evening. The banquet was preceded by a splendid literary program in which Mrs. E. H. Sparks of Provo was the chief entertainer. Arthur Booth and Phyllis Sparks and others gave good musical selections. At about midnight the guests were ushered into a nicely prepared banquet. Mrs. J. R. Edgell, president of the club, then introduced Mr. Jacob Coleman as toastmaster of the evening, who made all kinds of merriment by his humorous take-offs on the speakers. Mr. Roy F. Homer responded fittingly to the toast, "The Ladies' Literary Club." Mr. J. R. Edgell told in a humorously pathetic manner of "The Husbands Who Stay at Home." Mr. T. L. Foote brought down the house by his Scandinavian dialect toast on "The Future of the Club." "The Banquet" was eloquently toasted by T. C. Winn.

### FERRON.

WEDDING CHIMES.  
Holiday Festivities—Missionary Farewell—Plenty of Snow.

Special Correspondence.  
Ferron, Emery Co., Jan. 1.—Joseph Zowhien and Viola Peterson, and Alpha Barton and Maggie King, of Ferron, were married in the Salt Lake temple Dec. 19.  
The Christmas program was arranged and carried out under the auspices of the Sunday school, with a party in the evening for its benefit. There were a number of parties during the week. A farewell party given in honor of Thomas Alfred New Year's even, was a grand success. He was presented with a purse of over \$60 to help him on his mission to New Zealand; he leaves next week. There is now on the level between 12 and 14 inches of snow, which fell the last few days. Some time ago there was some 14 inches of snow.

PARK CITY.  
CITY COUNCIL SESSION.

Petition of Police for Increased Pay Tabled.  
Special Correspondence.  
Park City, Summit Co., Jan. 3.—The regular meeting of the city council was

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In another way: It is objectionable as a whole to the man who created and wrote it. The conferences now on in Ogden are for the creation of a bill which will offer relief to railroad men from long hours and short changes, but which will not deprive them of personal rights and privileges. It has been pointed out that officials of the railroads are always willing to discuss affairs with railroad employees and for this reason any legislation on the time limit for crews is unnecessary, and if made may cause a reduction in salaries with none in return.

If the meetings in Ogden do nothing else they are teaching employers and employees to get together and discuss affairs quietly.

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When Wages Were Low.  
"Columbus" said an antiquary of Chicago, "got a salary of \$220 a year—less than a dollar a day. His captains got \$180 a year apiece. His crew got \$2.25 a month. To equip the expedition that discovered America cost \$2,500. The total cost of discovering America was \$7,200."  
"Lawyers nowadays, especially corporation lawyers, think nothing of earning a million a year. In the reign of Edward IV a baronet entered in his diurnal, or diary:  
"Paid to Roger Fylypott, learned in the law, for his counsel, 3 shillings, with 4 pence for his dinner."  
"Ministers often make today \$20,000 or \$30,000 a year. The late Dr. Talmage made \$60,000. Yet John Knox got only \$220 a year, or \$4 a week, and that was a dollar more a week than Scottish judges got."  
"Small salaries, those," concluded the antiquary, "but we must remember that in that epoch there were no trusts to inflate prices, and a dollar went a long way. In fact, a Christmas dinner for a family of six would have cost, in John Knox's time—for the turkey, 10 cents; cranberry sauce, 2 cents; potatoes, 1 cent; turnips, 1 cent; celery, 1 cent; plum pudding, 2 cents—total, 17 cents, or less than 3 cents a head."

She Had the Fad.  
Her arm about his neck drew tighter. "And promise me," she said, "that you will write from every foreign city you pass through."  
Shifting her weight to the other knee, he regarded the girl with some slight suspicion. "Do you love me so much," he murmured, "or have you started a picture post-card album?"

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