

DES MOINES PLAN NOT UNDERSTOOD

This Is Indicated by a Letter to John S. Lewis From Iowa Mayor.

FIVE COMMISSIONERS TO HANDLE AFFAIRS

Mayor Mathis Sends a List of Questions That He Recently Had Answered.

That the Des Moines plan of city government, which is now under consideration by the Civic Improvement league of this city, is not understood here is evident from the communication recently received from A. J. Mathis, mayor of Des Moines, addressed to John S. Lewis, president of the Civic Improvement league of Ogden. It appears from this communication that in addition to the five commissioners, there are also a mayor and a city council in whom some of the powers of the government are vested.

Mr. Lewis has been in correspondence with the officials of the city government at Des Moines for some time and has received a good deal of literature showing the alleged advantages of the plan. It is said that a great deal of enthusiasm has been aroused in Ogden over the project and the Civic Improvement league of that city is planning to send a representative to Des Moines in company with the delegation from this city. The party is expected to leave here about December 16.

Letter to Mr. Lewis.

Following is the letter to Mr. Lewis explaining some of the main points of the Des Moines plan:

Des Moines, Ia., Dec. 5, 1908.

Dear Sir—I beg to acknowledge receipt of your favor of November 30. Answering your questions, I beg to state:

(1) We have a commission of five men, three superintendents, would be unable to take care of the work. In a smaller city, three commissioners might suffice.

(2) The responsibility of all the work of any department is not placed entirely upon one superintendent, as you evidently suppose. You will observe from a close study of the charter that all his acts must be approved by the council as a whole.

(3) The provision for the city is planning to send a representative to Des Moines in company with the delegation from this city. The party is expected to leave here about December 16.

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client it naturally becomes more of a pride of the citizen. The people's knowledge of their right to use the recall, initiative and referendum gives them a proprietary interest not hitherto enjoyed.

Will the commission plan continue to work well if the electorate becomes indifferent? Ans. Certainly not. Will work even better than under the old system, but yet unsatisfactorily. If the people become indifferent, they will deserve bad government.

Is politics removed from your city election? Ans. No, how. Ans. Elimination of party from ballot, publicity of campaign expenses, penalty for payment of money or promise of job or other valuable things. These provisions have a strong tendency to eliminate politics in the usual sense of the term. If the people become indifferent, unless the commissioners are extraordinary men, politics may creep in.

Does confusion ever arise between the heads of departments in the commission plan? Ans. Seldom. It is not a part of the required programme that all men on a commission should agree invariably. Disagreement frequently develops the best course. If it were not for the possibility of disagreement what would be the use of one commissioner referring to the commission as a whole? The matter is chiefly advisory to the department. The theory of the law is that all must approve the action of the commission by a vote. Yet, even at that, men may conscientiously disagree, and disagreement among men is often the sign of deep thought and conscientious decision.

In your opinion, is the commission plan suitable for the largest cities? Ans. Having had no experience in the two or three larger cities, I cannot say. I see no reason why the commission plan, properly modified to suit conditions, should not be as satisfactory there as elsewhere.

Major of Des Moines.

Nov. 30, 1908.

In Hotel Corridors

THE SEASON for dinner parties at the various local hotels has already made a good start, and from now on hardly a week will be permitted to pass in which one or more such affairs will not take place. Last evening, at the Wilson, J. A. Murray, millionaire, of Pittsburg, a noted coal and iron man, gave a dinner to a party of a dozen of his Fort Douglas friends. The affair was held in one of the private dining rooms and was a highly enjoyable occasion.

MRS. JAMES A. MURRAY and maid of Butte are at the Knutsford. Mrs. Murray is the wife of one of the most prominent mining men of the Montana city, and is well known in this city, where both she and her husband possess a large circle of friends.

MR. AND MRS. HANNAN and Mrs. Mary Hannan of Copper Mountain, Tenn., are registered at the Cullen. They are here on their way to the coast for the remainder of the winter, and stopped over here to see the city before continuing their journey.

C. C. GRIGGS, superintendent of one of the largest mines at Eureka, is a guest at the Wilson. He is on business connected with his mine.

H. F. DEADER of London, England, a noted mining man, is among those registered at the Knutsford. Mr. Deader is interested in considerable mining property in both this state and Nevada.

J. D. CALDWELL and Thomas W. Knutsford, prominent Butte mining men, are at the Cullen.

CHARLES WIPERMAN of St. Louis, registered at the Knutsford against them, is at the Wilson, making his third visit of the year.

E. E. THUM and wife of Anaconda, Mont., are at the Knutsford for a few days. Both are well known in this city.

MRS. D. K. M'LEOD and Mrs. J. E. Butler, both of Gardfield, are at the Cullen. They are here to do their Christmas shopping.

B. C. N. SCOTT of Eureka, interested in mining matters, is at the Cullen for a few days.

MR. AND MRS. E. J. BLOCK of Chicago are registered at the Knutsford last evening. Mr. Block is a prominent Chicago business man.

GOODWIN REPLIES TO COMPLAINT OF MILLER

RENO, Nev., Dec. 9.—The Nat. C. Goodwin Brokers company today replied to the suit filed Saturday against them by Warren A. Miller by filing their answer and cross complaint denying Miller's allegations of fraud and damages for \$500,000 damages alleged to have been caused by reason of Miller's suit. Miller's answer and cross complaint deny Miller's allegations of fraud and damages for \$500,000 damages alleged to have been caused by reason of Miller's suit.

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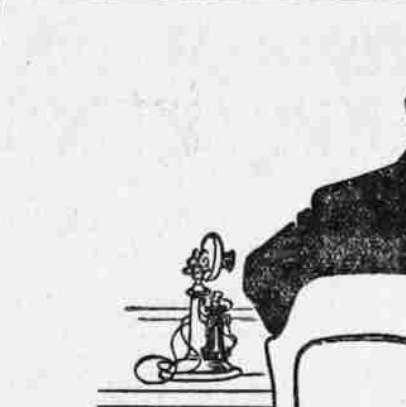
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MRS. GILLMOR REPLIES TO HUSBAND'S CHARGES

Cruel Treatment for a Period of Sixteen Years Alleged by Wife.

Mrs. Sarah Gillmor filed a rather sensational answer to Charles Gillmor's suit for divorce, on the grounds of desertion, in the Third District court Wednesday, in which she admits Gillmor's charge, but alleges that Gillmor drove her away from him by threats on her life.

Mrs. Gillmor further sets out that Gillmor is worth something like \$25,000, and that he has threatened to dispose of his property in order to defeat her rights, and asks that he be restrained from carrying out his threats until the case is finally adjudicated. Pending the settlement she asks \$100 a month temporary alimony and \$200 suit money. Upon the final determination of the action she asks for a separate decree and division of the property.

Mrs. Gillmor alleges cruel treatment on the part of Gillmor covering a period of sixteen years. Immediately after the birth of her last child, in 1892, Mrs. Gillmor says, Gillmor "battered her with vile and abusive names, struck her with his fist and ordered her to take her children and leave him. Gillmor continued to threaten her until April of 1908, at which time he threatened to shoot her. Mrs. Gillmor says. Again about July 25, 1907, Gillmor ordered her to leave, and declared that if she did not go in five minutes he would shoot her. Pleading and intimidated and overcome with grief and sorrow, she took her minor children and fled. Mrs. Gillmor says, and has lived apart from Gillmor ever since, considering that to return to him would place her life in jeopardy.

To support herself she has been compelled to borrow \$250, she says. Gillmor owes \$45,000 of land in sections 21, township 1 north, range 1 west Salt Lake base and meridian, she says, valued at \$10,350; also 400 shares of stock in the Nevada Consolidated Mining company, worth \$5000, besides other mining property. The value of which she is in ignorance, and horses and cattle worth \$800. The improvements upon the real estate she places at \$2000. Notwithstanding this, Gillmor, she says, has utterly failed to provide anything for her, but, on the contrary, is threatening to dispose of his property to cheat her out of her rights.

Gillmor says they were married here in 1873, but Mrs. Gillmor says the marriage took place a year earlier. As permanent maintenance money she asks that a certain portion of the estate be set aside and decreed to her. The judge likely will come up with the case Friday afternoon.

Tribune Want Ads.

Bel. phone 5201. Ind. phone 360-348.

"UNCLE JOE" DENIES THAT HE IS CZAR OF THE HOUSE

WASHINGTON, Dec. 9.—Speaker Cannon today declared that never since 1890 had there been a time when, under the rules of the house, either under Republican or Democratic control, a majority of the members had not been able to register their will in legislation. He made the assertion in speaking to a delegation of the Ohio Valley Improvement association, which, through its chairman, presented him with a memorial urging the improvement of the Ohio river at a cost of \$25,000,000, to be paid in bonds. "I appreciate," said Mr. Cannon, "that you approach me because I am speaker. I know that they say that I am the czar and that I have more power to bind and to loose than had St. Peter when it was said of him, 'On this rock I build my church.' But that is incorrect. The speaker's function is to preside over the house and to enforce its rules, and nothing more." He then declared that in 1873, but Mrs. Gillmor says the marriage took place a year earlier. As permanent maintenance money she asks that a certain portion of the estate be set aside and decreed to her. The judge likely will come up with the case Friday afternoon.

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NOTICE

Notice is hereby given by the city council of Salt Lake City of the intention of such council to make the following described improvement, to-wit:

To grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of First avenue to the north line of Third avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Third avenue to the north line of Sixth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Sixth avenue to the north line of Eighth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Eighth avenue to the north line of Tenth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Tenth avenue to the north line of Twelfth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Twelfth avenue to the north line of Fourteenth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Fourteenth avenue to the north line of Sixteenth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Sixteenth avenue to the north line of Eighteenth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Eighteenth avenue to the north line of Twentieth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Twentieth avenue to the north line of Twenty-second avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Twenty-second avenue to the north line of Twenty-fourth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Twenty-fourth avenue to the north line of Twenty-sixth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Twenty-sixth avenue to the north line of Twenty-eighth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Twenty-eighth avenue to the north line of Thirtieth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Thirtieth avenue to the north line of Thirty-second avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Thirty-second avenue to the north line of Thirty-fourth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Thirty-fourth avenue to the north line of Thirty-sixth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Thirty-sixth avenue to the north line of Thirty-eighth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Thirty-eighth avenue to the north line of Fortieth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Fortieth avenue to the north line of Forty-second avenue, and to grade, gutter and curb with 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with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Fiftieth avenue to the north line of Fifty-second avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Fifty-second avenue to the north line of Fifty-fourth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Fifty-fourth avenue to the north line of Fifty-sixth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Fifty-sixth avenue to the north line of Fifty-eighth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Fifty-eighth avenue to the north line of Sixtieth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Sixtieth avenue to the north line of Sixty-second avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Sixty-second avenue to the north line of Sixty-fourth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Sixty-fourth avenue to the north line of Sixty-sixth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Sixty-sixth avenue to the north line of Sixty-eighth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Sixty-eighth avenue to the north line of Seventieth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Seventieth avenue to the north line of Seventy-second avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Seventy-second avenue to the north line of Seventy-fourth avenue, and to grade, gutter and curb with asphalt and pave with asphalt pavement to be forty (40) feet wide between curbs and nine and one-half (9 1/2) inches thick, a street from the north line of Seventy-fourth avenue to the north line of Seventy-sixth avenue, and to grade, gutter and curb with