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CHARLES W. PENROSE, EDITOR.

Saturday, . . . . . October 10, 1891.

## THE TAX CASE TO BE DEFENDED.

THE City Council acted wisely on Tuesday, Sept. 29th in engaging the services of Mr. J. L. Rawlins as attorney in the tax case. The City Attorney has placed himself on record as opposed to the position taken by the majority of the Council, and it could scarcely be expected of him that he would vigorously defend their case. In any event the matter is of sufficient importance to warrant the employment of additional counsel, and as Mr. Rawlins has been familiar with municipal affairs for many years and is thoroughly acquainted with the law and the practice in reference to the city and its chartered powers, his engagement is eminently proper.

The question now at issue should be thoroughly ventilated so as to settle it, not only for the present but for the future. If an assessor can place just such a general valuation upon property as he pleases, no matter how exorbitant so that it is uniform, and the City Council has no power to lower it, or change it as justice and fairness may require, then the taxpayers ought to know it, and some change in the charter should be made. That view of the case, which is really the opinion expressed in the complaint before the court, would place the entire body of property holders at the mercy of one man financially interested in bleeding them to the fullest extent possible. Such a position must be fought against to the utmost extremity.

## ENCOURAGING PROSPECTS.

MR. J. FEWSON SMITH has returned from Mexico, where he is engaged as chief engineer and manager of construction on the Mexican Northwestern Railway, better known here as John W. Young's Mexican railroad. Last evening he took his seat in the City Council, where his presence has been needed for some time. His constituents will be gratified at his taking his post.

Mr. Smith has great confidence in the success of the railroad and sees no

formidable obstacle in its way. He considers that the suit instituted against the company is practically settled and that money will be forthcoming to pay all necessary expenses, while the road will commence to pay as soon as it begins business.

Apropos of this subject we find the following in the *Deming Headlight*:

"Considerable interest was excited the other day by the report that Mr. Farout, of Lima, O., the former concessionaire of the railway right of way lands and bonds from the Mexican government, had sued the new company for the sum of seven hundred thousand dollars, and as usual in a matter of that kind, many people were fearful that another embarrassment had occurred which might seriously retard, if not postpone the prosecution of the enterprise.

"That, however, is scarcely possible. The land and money concessions from Mexico are of themselves sufficient to insure the construction of the road after it shall once have reached the Mexican boundary, and they are entirely under the control of the Mexican government and cannot be affected by any measure of litigation in which the company or any of its members may be involved.

"Mr. Young is actively engaged in selling the stock of the company, and is succeeding, and forwarding the proceeds here for payment on work done. This will continue as the stock is sold and funds secured. It is true that this prosecution by Mr. Farout may deter some from purchasing stock, but that is not likely to occur to any serious or permanent extent.

"It is the opinion of interested parties here, the bringing of this suit by Mr. Farout will only have the effect to bring speedily to a head that otherwise, the frictions that have heretofore existed, and thus force to a settlement at once all questions at issue that have tended to embarrass the enterprise. It is believed that the ultimate effect will be in reality to hasten instead of retard the work of construction and final completion of this great international project."

In reference to John W. Young's financial affairs as connected with the Mexican Northwestern, the annexed is translated from *El Trafico*, a paper published at Guaymas, Mexico; it is a cablegram received from a former resident of Sonora, now staying in London, England:

"LONDON, Aug. 28, 1891.

"*Ed. El Trafico, Guaymas.*"

"John W. Young continues making positive progress in his arrangements with competent persons. No credit should be given to any information to the contrary. He is arranging to place the bonds of the Chihuahua & Sonora Railway. The market will improve in October, on the return of business men who are now out on summer vacations. Meanwhile he will continue constructing as much as possible. His efforts have met with obstacles owing to the heavy disbursements he has made to preserve the concessions.

Young is resolved to construct the road and it is assured here that his efforts will result satisfactorily. BULLÉ."

We showed these extracts to Mr. Smith and he cordially endorsed them and stated that he was of the opinion that not only will Mr. Young be able to forward the necessary funds to push the Mexican project to completion, but will in time settle up all his liabilities

here to the satisfaction of claimants. We hope this will be fully realized for the benefit of all parties concerned. We believe that if still further patience can be exercised by parties here, they will gain more, financially, in waiting a while than by pushing matters to such extremes as to cripple home enterprise. Obstacles have arisen, as they usually do in all large projects, that were unforeseen at the start, but the prospect is that they will be overcome, and that before very long the way will be smoothed to the settlement of all accounts on the Utah Central as well as other enterprises in which Mr. Young is engaged.

## THE GLASS-MAKING INDUSTRY.

THE abundant fruit harvest of the present year, and the dearth of fruit jars in which to put the product in shape for future domestic use suggests an industrial subject. The demand for fruit bottles during the last month has been so enormously in excess of the supply that the situation was productive of several unpleasant episodes between customers and dealers. The latter, owing to their importation orders not being filled, were compelled to disappoint those who were depending upon them for supplies. In some instances ill-feeling was the result and much inconvenience has been experienced.

This condition once more throws what ought to be an important home industry—the manufacture of glassware—prominently into sight. An attempt was made a few years ago to establish this business which operated for some time, but, after a brief existence, it languished and finally died. The buildings and some of the appurtenances are still, we presume, on the grounds, near the northwest corner of the city. The failure was not because this industry is not susceptible of being successfully and profitably conducted. The disaster that befel it was on account of insufficient capital. Because of this crippling feature the works were not established on a sufficiently broad basis. Had it been otherwise, there is no room for doubt that the business would have been flourishing today, providing much labor and cheapening articles of universal domestic use.

One gentleman who was connected with the now extinct establishment has informed us that his faith in the industry, if properly established with commensurate capital, has never abated. On the contrary, he asserts, and others are of the same view, that Utah is not excelled by any other portion of the world in the matter of fa-