## CITY COUNCIL MEETING.

**Salaries of Some of the Municipal Officers Cut Down.—Others Receive an Increase.**

There was a social meeting of the City Council on Saturday night, called for the purpose of discussing the financial condition of the municipality and to consider the advisability of adopting the report of the committee on finance recently submitted. Mayor Baskin occupied the chair. The councilmen in attendance were Roth, Folland, Hardy, Horn, Moran, Bell, Lawson, Lathrowe, Ewing, Evans, Simons, Brinley, Heine and Wallace.

Accounts—Harrah.

After some unimportant discussion the report was taken up and considered item by item.

The first change was the abolition of the office filled by the license collector's clerk, at $1440 per year.

In the city engineer's department an assistant draughtsman, at a salary of $1200 per year, was dropped.

The position of stableman in the street department, rated at $730.50 per year, was also dispensed with.

The fees paid to the city marshal were ordered to be turned over to the city treasurer and the office converted into a salaried one, at $1200 per year.

The salary of the superintendent of waterworks was increased from $1800 to $2000.

City Attorney Hall's salary was raised from $2000 to $2500 per annum.

Assistant City Attorney Dickson's salary was raised from $1200 to $1500 per year.

Parley Gee's salary was reduced from $2000 to $1500.

## SOUTH EAST RAILROAD.

**A Proposed Line From Durango via This City to Albuquerque.**

**Secretary Sears is in receipt at the following interesting communication:**

ROOMS OF
ALBUQUERQUE COMMERCIAL CLUB,
March 14, 1892.

To the Officers and Members of the Chamber of Commerce, Salt Lake City, Utah:

Gentlemen:—I desire to call your attention to a railroad project now in progress in the Southwest which cannot fail to exert a very marked and important influence upon the business interests of your city. I refer to the proposed road from Durango, in Colorado, to the point of building of which will come as near to Salt Lake City as any road can come without passing through it, the most direct route—almost as air line from Salt Lake to Albuquerque, and the road from which the building of the road from Durango to the Pecos valley will under no circumstances be more than a connection, and will make your city nearer to the Gulf of Mexico by hundreds than it is now.

Permit me to call your attention to the accompanying, upon which the proposed new extension is marked in red, from which you will observe that with the completion of the Albuquerque and Durango line there will remain only the gap between Albuquerque and Deming, New Mexico, and one section Pecos City and San Angelo in Texas, to make a through and direct line from Salt Lake to Galveston over easier grades than are to be found by any other road, the maximum grade between Durango and Galveston being less than one per cent.

The road from San Angelo to Pecos City is now in course of construction, and is the intention of the company to have it completed to Pecos City within one year from this time.

From Pecos and Fifty the line is almost complete and in operation, and has not heard as far as Roswell. As soon as the connection is made at Roswell, the company will devote all the energy it is coining the gap between that point and Albuquerque. The only section of the line from your city to Galveston which requires attention and effort is the section between Albuquerque and Durango. With the completion of this all is yet will be secured. Representatives of the company are now in New York and Boston, who are engaged in the matter of the attention of parties in that city for the purpose of securing capital to the completion of the road, and I am informed that an expert representing a syndicate of capitalists has been appointed to come out and go over the route and examine the resources of the country through which the projected line is to run, and to report upon and affirm or of feeling or developing a paying traffic, and we have the assurance that if the report is favorable, the money required will be promptly forthcoming.

This being the present status of the enterprise, I would respectfully, but earnestly and friendly asking by your body urgently impress the situation by securing the parties abroad that the road in question, which will at once establish direct communication between Salt Lake and the southwest corner of the Southwest, is also destined in time to become an important section of a great through line between your city and the Gulf.

We are wishing that an examination of the situation as it at present exists will be made by some of Salt Lake's men interested in the building of this line, that it will be your duty to do so, and will make a report to the building of this line, that it will be your duty to do so, and will make a report to the building of this line, that it will be your duty to do so, and will make a report to