

bers of the Salt Lake Chamber of Commerce:

Gentlemen:—Although we have made no great commotion in our transportation bureau during the past year, we have gone slowly but steadily forward and enough progress has been made to make it a source of gratification to us.

After dwelling clearly upon the advantages of a transportation bureau, the report goes on thus:

The enormous sums paid annually for transportation, warrants the maintaining in this city of a transportation bureau. Only by guarding our interests and securing all the advantages within reach can we expect prosperity. The merchant or manufacturer has no time at his disposal to investigate freight tariffs or to spend the time necessary to interview the representatives of railroads to point out an injustice. This can be done far more effectually by some one whose whole time and attention can be directed to the subject, and, therefore, it is good economy for a hundred or more merchants to contribute the funds necessary to carry on this work.

The object of the transportation bureau is to locate and point out what is considered to be a discriminating or prohibitory rate, and bring the whole force of the facts to the attention of railroad representatives, and use the full power vested in it to, as far as possible, remedy any existing evil. It seeks to foster manufactures by claiming such distributive rates from this city as will steadily increase our manufactured products. Its efforts are not confined to manufactories already in operation here, but it will try to secure low rates upon raw material necessary for establishing other manufactures. It will also try to secure such rates for our for our merchants that they can successfully compete in all the territory which geographically belongs to them. The bureau will not limit its efforts to freight matters, but will also try to secure a modification of passenger rates into this Territory so that people from the east and west will be able to pay us a visit and see for themselves the vast resources of this country without spending a fortune to make the trip. In brief, whatever will promote the growth and prosperity of our city will be considered legitimate work for the transportation bureau.

FRED SIMON, Chairman.

S. W. SEARS, Commissioner.

The reports were unanimously adopted.

CITY COUNCIL.

Mayor Scott called the Council to order last night, Tuesday, January 12. The following councilmen were present: Pickard, Spafford, Karrick, Pendleton, Hardy, Anderson, Heath, Tudenham, Young, James, Parsons and Lynn. Absent—Smith, Hyde and Pollard.

PETITIONS

were read and referred as follows:

Josephine Smith asked for a quit claim deed for certain property purchased by her from the city. Committee on public grounds.

L. Shaw and others asked that a nuisance in the shape of an ice pond,

on lots 1, 2, 7 and 8, block 77, plat C, be abated. Committee on irrigation.

Anna E. Farmer and others asked that certain water main assessment against her property be cancelled. Committee on watermains.

W. L. Dykes and others asked that Apricot street be widened. Committee on streets.

The Salt Lake City street railway company asked for an extension of time in which to comply with the conditions on which its franchise was granted on January 20, 1891.

Dubois & Williams asked to be relieved from executing that part of the contract with the city referring to the plastering and concrete work on relief tank and gate house, at head of First South street, until next spring, on account of the inclemency of weather. City engineer.

Mrs. Emma Sconberg asked for an extension of sixty days' time in which to pay \$60.98 special watermain tax. Referred to Assessor Clute.

Collier & McCaffery asked for a rebate of merchant's and liquor license, they having gone out of business. Committee on license.

The Chamber of Commerce asked that a franchise to convey natural gas through the streets of the city be granted to any responsible company. Read and filed.

Detective Franks asked that the commissions of D. Brown and J. H. Keen, as special policemen, be revoked, and that the appointment of G. B. Marvin and G. J. Ramsdell be confirmed. Granted.

J. House asked a rebate on merchant's license, he having discontinued. Committee on license.

CROSS WALKS.

A communication was received from the board of public works, in which a plan was submitted for the paving of street railway cross walks. Adopted.

REPORT OF THE CITY ENGINEER.

City Engineer Doremus sent in his quarterly report for the quarter ending December 31st, 1891. Received and filed.

WATERMASTER'S REPORT.

The report of City Watermaster Harvey for the quarter ending December 31st, 1891, was read and referred to the committee on irrigation.

WATERMAIN EXTENSIONS.

The committee on waterworks reported, recommending that the petition of Ellen and Margaret Clawson, for extension of watermains on Third East street, between South Temple and First South streets, be granted; that the petition of John W. Whitecar, for an extension of watermains on Fern street, be granted; that the petition of S. A. Woolley and others protesting against the assessment of or extension of watermains on property abutting on Ninth East and Eighth South streets, be granted. Adopted.

ON FIRE DEPARTMENT.

The report of the committee on fire department was read and adopted.

IT CAN CONSTRUCT.

The committee on streets reported, recommending that the petition of the Union Pacific Railway Company to connect its track with the Utah Central on Third West street, be granted. That the petition of the same company to lay a track on Third West street, to

the corner of Fourth South and Third West streets, and to lay a track from the Rapid Transit line on Fourth South street for the purpose of delivering material for the joint city and county building on Washington Square, be granted. Adopted.

GRANTED.

The same committee reported that in the matter of the petition of the Deseret National Bank, asking the Council to appropriate \$236 for paving the intersection of sidewalks in front of its property, the claim was justly due and should be paid; that the petition of A. G. Paddock, asking to be allowed to grade certain streets at his own expense, be granted.

THE SUBSTITUTE PASSED.

The natural gas ordinance, providing for the constructing and maintenance of street mains and services for utilizing and distributing natural gas for fuel, in the city of Salt Lake, Utah, was replaced by a substitute bill, which was introduced by the committee on municipal laws. It was slightly amended and passed under a suspension of the rules. Following is the measure in full:

Section 1. Be it ordained by the City Council of Salt Lake City, Utah: That the said city of Salt Lake hereby gives and grants to the American Natural Gas company, a corporation organized and existing under the laws of Utah Territory, and its assigns, as hereinafter specified and provided, for the term of twenty years from and after the passage of this ordinance, the right and privilege of constructing, maintaining and operating pipe lines for the distributing and utilizing of natural gas for heat and fuel only, in the city of Salt Lake; provided, that the rates to be charged consumers for such natural gas shall not exceed the sum of forty cents per thousand cubic feet, as measured by standard gas meters, and for the purpose of furthering and assisting said American Gas company, and its assigns, in supplying said natural gas, the said American Gas company and its assigns are hereby granted and given the right and privilege to use any and all streets, avenues and alleys of Salt Lake City; provided, that all streets, avenues and alleys are speedily repaired and put in as good condition as they were before excavations were made.

And provided further: That in the construction, maintenance and operation of said mains and service-pipes, the said grantees, and its successors and assigns, shall at all times conform to such ordinances, rules and regulations as may hereafter be adopted by the City Council of said city, in relation thereto; provided further, that the right shall be and hereby is reserved to the City Council, at any time after four years from the date of this ordinance, to reduce the maximum price that said grantees, its successors or assigns, shall charge its consumers, to 30 cents per 1000 cubic feet.

Sec. 2. That Salt Lake City shall in no way be liable or responsible for any accident or damage that may occur in the construction or operation of said mains and service-pipes, by reason of the default or misconduct of said grantees, its successors or assigns, or its employees, and the acceptance of this grant shall be deemed an agreement on the part of the said grantees for itself and successors and assigns to save the city harmless from and against all liability, loss, costs, expenses and damage, of any nature arising out of any such default, or misconduct, or which may occur by reason of any accident or injury, which may occur in or by reason of the construction or operation of said mains and service-pipes,