

The general superintendent in considering the matter gave due weight to the previous record of Engineer Gordon, and in consideration thereof overruled the recommendation of the division superintendent and master mechanic, and directed that Engineer Gordon be suspended for thirty days.

In conformity with the order of the general superintendent, Engineer William Gordon was notified of the decision, his suspension taking effect from October 2nd, the day he was taken from his run pending investigation and decision.

The case was taken up by the employees of the second division, and apparently secret meetings were held, and at 2:10 o'clock on the morning of Saturday, October 15th, the following message was received by General Superintendent Sample, at his residence in Denver:

MINTURN, Colo., Oct. 14th, 1892.

Mr. N. W. Sample, General Superintendent D. & R. G., Denver:

By action of employees taken at a union meeting at Minturn, October 7th, we as a committee hereby request the reinstatement of Engineer William Gordon and full time from the date of his suspension. This matter to be made known by a bulletin being posted at Salida, Leadville, Minturn and Grand Junction. The bulletin to be conspicuously posted at 7 o'clock a. m., October 15th, and unless such bulletin is posted by such time, we as the engineers, conductors, firemen and brakemen positively refuse to handle trains on second division after 7 o'clock a. m., October 15th.

By order of

COMMITTEE.

In accordance with the threat expressed in the telegram the engineers, conductors, firemen and brakemen of the second division which extends from Salida to Grand Junction, abandoned and refused to take out their trains at 7 o'clock in the morning of the same day (the 15th of October), and no trains have moved over the division since that time.

Believing that friendly conferences between employer and employees for the purpose of adjusting differences are desirable, and that to avert a strike, disastrous alike to the company and the men, and in effects greatly injurious to the public, arbitration in this case might be resorted to, the following telegram was sent at 5:18 p. m. to the division superintendent:

DENVER, Colo., October 15th, 1892.

R. M. Ridgway, Salida:

I shall be glad to confer with any committee of our employees for the adjustment of any grievances, and if we cannot agree, am willing to arbitrate matters of difference; in the meantime, the men should return to and remain at work pending the adjustment, either by conference or arbitration. The company has always treated its employees liberally and justly, and the present strike, almost without notice, will not be sustained by railway employees generally, or the public. Give a copy of this message to the committee.

N. W. SAMPLE.

To this the following reply was received by the division superintendent:

SALIDA, October 15, 1892.

R. M. Ridgway, Salida.

We, the employees of second and third divisions, instruct our committee to inform you that we will not accept Mr.

Sample's terms, and that we will remain out until a settlement is made amicable to ourselves.

(Signed) EMPLOYEES TRAIN AND MOTIVE POWER DEPARTMENTS, SECOND AND THIRD DIVISIONS.

CITY COUNCIL.

The City Council met in regular session last night, President Loofbourrow in the chair. The councilmen in attendance were: Rich, Folland, Hardy, Horn, Moran, Kelly, Evans, Simond, Wantland, Beardsley, Helas, Lawson—12.

Absent—Bell, Karriok—2.

The minutes of the previous regular meeting were read, amended and approved.

THE PROCEEDINGS.

PETITIONS

were read and referred as follows:

Alfred Gun asked that he be remunerated to the amount of \$2000 for damages sustained to his house on Eleventh East street by city workmen blasting for gravel. Committee on claims.

J. C. Conklin and others asked that Mr. Jennings be appointed to the position of food inspector. Referred to the mayor.

Joseph R. Walker and others asked that the Council instruct the city engineer to establish a permanent sidewalk grade on Second South street between Main and West Temple streets. Committee on streets.

R. G. McNiece and others asked for the appointment of a police matron for the city jail. Committee on police.

B. F. Whittemore asked that the crossing on Third West street at the Union Pacific depot be repaired. Committee on streets.

A. B. Jones, cashier of the Utah National Bank, again asked for the removal of the City Railway Company's station house at the corner of First South and Main streets. Committee on streets.

NOW OUT OF OFFICE.

M. S. Thompson tendered his resignation as sealer of weights and measures. Received.

SIXTEEN TRACKS.

William Nelson and others represented that sixteen tracks had been laid by the Rio Grande Western on Second South street just west of Sixth West street. On this showing they asked the Council to build a viaduct over the tracks for the safety of school children. Committee on streets.

BAUMBERGER FRANCHISE VETOED.

The following from the mayor was read:

Hon. C. E. Stanton, City Recorder:

I herewith again return unapproved the resolution granting a franchise to the Great Salt Lake and Hot Springs railway for the following reasons, to-wit: The amendments made by the City Council do not fully meet my former objections in this: No point from which the proposed road to the west shall start is fixed, which as I construe, gives the grantee the right to select the point of starting and the course of the line, thus throwing the streets of the whole city open for selection.

The franchisee granted, by a fair estimate, is worth \$250,000, and in view of that fact and the further fact that the

property of the inhabitants in the vicinity of the road is injuriously affected, the amount of road required to be built is not sufficient to destroy the speculative features of the franchise. To justify such a grant the grantee should be required to build within a reasonable time a road to some point which would make it commercially valuable to the city. A road of five miles west is of no commercial value to the city, and under the franchise, when five miles to the west shall have been built then the grantees may stop and hold this valuable franchise for twenty-five years for sale or speculation. If a road to Deep Creek is contemplated by the Council, and short of this point no road to the west can be of much commercial value to the city, then the grantee should be required to build to that point within—say three years.

Horn moved that consideration of the matter be deferred until later in the evening. Carried.

PAVING CONTRACT VETOED.

The following was also read:

C. E. Stanton, City Recorder:

I herewith return unapproved the paving contract entered into by the city acting through its proper officers on the one part, and the Culmer-Jennings Paving company on the other part, approved by the City Council on the 11th day of October, for the following reasons:

The board of public works in its report submitting said contract to the City Council for approval says, "We would respectfully call attention to the experimental character of the asphalt which the Culmer-Jennings Co. proposes to use; it being a Utah product and as yet practically untried." This statement alone, in my opinion, is sufficient grounds for the rejection of the contract, notwithstanding in the face of the facts stated the board of public works with but one dissenting voice (that of C. L. Haines, the chairman) concurred in awarding the contract, and the City Council has ratified the same.

To experiment with untried paving material in the very heart of the commercial center of the city to me seems reckless and dangerous in the extreme. The annoyance, inconvenience and damage which the removal and replacement of the imperfect material, should the experiment proposed prove unsuccessful, is of such a nature as can not be measured by dollars and cents nor can any bond be so framed as to furnish adequate indemnity. The community no doubt remembers the experiment made by Geo. Goss a few years since with home asphalt on Commercial street. All must concede that Mr. Goss is a shrewd, cautious and able business man and yet under the guidance of the same expert Mr. Le Sier, employed by the Culmer-Jennings Paving company, as I am credibly informed, he was as sanguine as the Culmer Paving company now are regarding the quality of its material, that the experiment on Commercial street would be a perfect success. The result of the test of one winter most of the citizens of the city no doubt remember and judging from that can form a correct idea of how disastrous it would be to this city if anything like as great a failure as that should occur on three blocks by two in the heart of the city. Again the season is now so far advanced that it would be much better to delay the paving covered by the contract until settled weather in the coming spring, at which time it can be rushed through to the finish without the interruption or delay which has proved so vexatious in the case of State street. Besides the Culmer-Jennings Paving company have paved Richard's avenue, and the test of one winter's frost there may throw much light upon the quality of the material proposed to be used in the execution of the contract.