MUNICIPAL GRANTS.

The City Railway Company's Franchise Marcilessly Dissected.

THE RAPID TRANSIT'S LAID OVER.

The Proposition to Compel the Telegraph and Telephone Companies to Pay a Poll Tax Sprung.

The City Council with customary irregularity dragged its weary length into the municipal chamber again last night for the final wrestle with the application for an extension of the Salt Lake City Railway company's franchises.

For seventy minutes almost as many questions were informally discussed and the hour was close to nine when the municipal machine was put in motion with the following councilmen at their post of duty: Rich, Folland, Carrick, Hardy, Moran, Horn, Bell, Evans, Lawson, Heine, Wantland, Simonds.

THE PROCEEDINGS.

Wantland offered the following which he asked to be made section 5 of an ordinance re-enacting and confirming certain resolutions granting franchises to the Salt Lake City railway company and amending the same:

That the company shall pay into the city treasury annually as a license tax for this franchise and in addition to the ordinary property tax levied under the Territorial laws, a sum equal to one per cent of the gross earnings of said company during a period of five years next succeeding the passage of this ordinance, and a sum equal to 1½ per cent of its gross earnings annually during the second period of five years after the passage of the ordinance and after ten years the said company shall pay annually into the treasury of the city a license tax equal to two per cent of its gross earnings and for the purpose of enabling the City Council to arrive at the amount of said license tax, said company shall make to the City Council on the 1st day of January of each year, a statement verified by the oath of some officer of said company showing the gross earnings of said company, from all its lines in the city for the year immediately preceding the making of such report.

AN INCREASING CAR TAX.

Hardy introduced the following amendment which the chair ruled out of order, on the ground that it was a second substitute, the first being that of Mr. Wantland which was allowed to take the place of an amendment on the same proposition which was offered by Karrick on Tuesday night:

That the Salt Lake City Railway company shall pay as a special tax $50 per car per year on each and every car for a period of three years, and $60 per car on each and every car for the next three years thereafter and $70 on each and every car for and during the balance of the life of this franchise.

A motion was then put and carried adopting Wantland's motion.

TO CORRECT MISSTATEMENTS.

At this juncture of the proceedings a communication was read from the company correcting misstatements made by some of the councilmen on Tuesday night.

The communication stated that instead of the gross earnings of the company being $300,000 last year they were $262,514; the operating expenses were $158,766, leaving as net earnings $78,748; but of the last named sum the company was compelled to pay interest upon its bonded indebtedness, which left the actual net earnings about $40,000; a further deduction should also be made for wear and tear upon the track, which is usually placed at 10 per cent.

With reference to the amount that the franchises could be bonded for it was stated that bonds had already been issued to the amount of $550,000 and no more, the company having been given authority to issue bonds to the amount of $1,500,000. Under any circumstances the company could not float bonds to exceed $20,000 per mile, which would limit the issue to $840,000 at the present time.

Injerged to the matter of paving, attention was directed to the fact that to pave the twelve new blocks now ordered by the city would cost them $55,000. If South Temple is paved west from West Temple the city would necessitate an additional expense of about $62,000, making a total of $117,000, not including new material, etc., which would make the bonus for the franchise $115,000 instead of $50,000, as stated by the Council. Filed.

JOINT ARRANGEMENTS.

Moran moved that whenever the City Council shall find it necessary or desirable to grant to any other street railway company a franchise over the streets herein granted, to secure such to other company a connection with any important center or terminus, the grantee herein shall allow running arrangements over grantee's tracks to such other company where said grantee have double tracks upon such other company making equitable payment for constructing, maintaining and operating the portion of said grantee's track so used.

This motion precipitated a great deal of discussion pro and con. Imaginary complications were pictured by some of the councilmen who were opposed to the sense of the motion. Others took the stand it would prove to be the basis of a new car system in this city, possibly a general consolidation or a transfer arrangement between existing companies.

The motion carried on the following vote:

Ayes—Hole, Karrick, Lawson, Lafferty, Moran, Simonds, Wantland—7.

Noes—Bell, Evans, Folland, Hardy, Horn, Rich—6.

SOME SENSE AND SOME NONSENSE.

Moran also offered the following: That every car operated on said line, hereby authorized, shall be provided, during the months of November, December, January, February and March of every year, with a heating apparatus, of a kind and nature to be selected by the person or corporation engaged in operating and running such car, which shall be reasonably effective in raising the temperature in said car and heating the same, and the said apparatus shall be operated at such times, during the months aforesaid, as the nature of the weather may the degree of the temperature shall require.

Horn—I move as an amendment that the company be required to introduce a system of electric-fanning in their cars in the summer months. (Laughter).

Rich—I second the motion.

The Chair—Behave your motion in writing, Mr. Horn.

Hardy—I am tired of this constant dilly-dallying and to stop it I move to strike out the enacting clause.

Bell—I second the motion.

The Chair—The motion is out of order.

IT FINALLY PASSES.

The ordinance then passed on the following vote:

Ayes—Evans, Heine, Horn, Karrick, Lawson, Lafferty, Moran, Simonds, Wantland—8.

Noes—Bell, Folland, Hardy, Rich—4.

Excused—Kelly (who just entered the hall).

The ordinance provides that if the grant be not accepted in writing by the grantees or their assigns within thirty (30) days after the passage of the ordinance, then the same shall be and become void and of no effect.

THE RAPID TRANSIT'S TURN.

The above company sent in the following communication:

Gentlemen—We respectfully ask that you postpone further action upon our petition for extension until your regular meeting May 16th, 1893.

There are some matters of difference with our parent along certain portions of our lines which may be adjusted within that time, and it so may relieve your honorable body of some difficulty in granting our petition.

Granted.

GAS AND ELECTRICITY.

The resolution granting certain privileges to the Salt Lake & Ogden Gas and Electric Light company was then taken up on motion of Moran.

Lawson moved to substitute the word "company" for "grantee" in the second section, which was carried.

The company agrees that if the franchise is granted they will furnish gas to the citizens of the city at a price not to exceed $2.50 per thousand cubic feet; for the city for all public purposes of street lighting, buildings owned by the city, hospitals and public buildings for charitable or religious purposes of any kind, a 10 per cent discount will be made on the above rates; said illuminating gas is to be furnished of not less than eighteen candle power, to be subject from time to time to the inspection of a proper officer.

Moran moved to suspend the rules and rescind the resolution a second and third time. Lost for want of two-thirds majority.

TO PAY A POLE TAX.

Rich moved that the city attorney be instructed to draw up an ordinance compelling all telegraph and telephone companies to pay a yearly rental for occupancy of the street by their poles, as published in the News of about a week ago.

Lawson moved as an amendment that the Electric Light company's poles be included in the motion. Carried.

FIFTH SOUTH STREET SEWER MAIN.

Lawson introduced a resolution providing that the superintendent of construction be instructed to lay a lateral sewer on the north side of Fifth South street from Second East to Tenth East street, same to consist of 12-inch pipe from Second East to Fourth East, 10-inch pipe from Fourth East to Seventh East, and a branch from Seventh East to Tenth East; the estimated cost being $2 per foot; providing further, that $1000 be loaned by the property owners, the amount to be returned to the several parties so advancing when all the property abutting upon this sewer shall have paid their pro rata tax; and that the city engineer be instructed to give the necessary grades and lines. Committee on sewerage and city engineer concurred.

A journey until Friday night at 7:30.

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Hood's Sarsaparilla Cures

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