

sition at that point than at any point north of there. With railroads between the city and Liberty Park there is constant danger to life and limb on all the approaches to the park, either by street railways or by carriages. On the west there is already a belt nearly 2,500 feet wide, including Third West and Sixth West and what lies between is substantially given up to railroad use. One must take street cars or buses to reach Third West from the big hotels. He has to do no more to reach Fifth or Sixth West. It is no object to any railroad to get nearer than Fifth or Fourth West. They are just as well off there as nearer in the city, and property-owners are much better off. We venture to suggest that the above-mentioned road might, without serious objection, be permitted to come in from the west on Third South to Fifth or even Fourth West, and then to go south to city limits on either of those streets. We further enter our protest against the leasing of the Old Fort block or any other public square of this city, or the granting of any right of way through the same for railroad purposes.

J. R. Walker,	M. H. Walker,
H. W. Lawrence,	R. G. Raybould,
Jos. S. Richards,	J. T. Little,
Samuel McIntyre,	Alexander Rogers,
P. W. Madsen,	M. P. Madsen,
J. R. Winder, Jr.,	T. A. Williams,
C. V. Spencer,	M. E. Cummings,
G. A. Lowe,	David James,
Hiram Kimball,	P. L. Williams,
John Lollin,	G. W. Snow,
E. Kimball,	George Cullins,
G. W. Lambourne,	Joslin & Park,
S. F. Walker,	T. F. Mulloy,
T. J. Bowman,	W. T. Cromar,
C. L. Haines,	J. E. Galigher,
C. S. Varian,	J. T. Clasbey,
W. N. Williams,	W. S. Godbee,
A. W. Carlson,	W. H. Rowe,
B. H. Schettler,	A. Roundy,
J. M. Dart,	J. C. O. Glanfield,
J. J. Daly,	F. D. Kimball,
W. Van Cott,	N. H. Clayton

And very many others.

The petition was filed.

The reading of this petition gave rise to a discussion of its subject matter, during which Hall stated that he understood that the Hon. John W. Young had made to the old City Council a proposition to move the track of the Utah Central, and he moved that, seeing the gentleman was present, he be requested to re-state his proposition. The motion was adopted, and Mr. Young responded by saying, in substance, that the proposition he had formerly made was to meet the other railroads and agree upon avenues of ingress and egress, and establish a union depot.

The following, addressed to the mayor and City Council, was then read:

"Your petitioners believing that the construction of a railroad from the coal fields of Utah, via Emigration canyon to Salt Lake City, thence to the easterly line of Nevada via Deep Creek, will naturally advance the interests of the city, besides furnishing a new coal supply, which for the last two years has been inadequate. They also believe that your honorable body should extend to such a railroad enterprise, properly organized, all assistance that a municipal corporation can lawfully furnish. If it can be legally done they believe the interests of the inhabitants of the city would be promoted by exempting such corporation from taxation for a number of

years. We, however, view with some apprehension the purpose of allowing a railroad to pass between the residence portion of the city and Liberty Park. The Fort Douglas line that now runs on Eighth South Street has greatly depreciated the value of realty abutting thereon, notwithstanding that it is traversed by but few trains. The granting of this franchise by the City Council in 1884 was then and is now condemned by all classes of property holders. Without advancing any of the city's interests, it has greatly diminished the value of property and has been a serious barrier to ladies and children driving their own conveyances to the park. Hence we do firmly protest against any further incumbrances on streets running east and west lying between the residence portion and said park. Several railroad surveys have been made from Emigration Canyon and in all of which the most serious difficulty presented was to reach the elevation necessary to enter the canyon, surveys have to be made to the north, above the cemetery, and along the foothills, furnishing an easy grade without detriment to the city. Surveys have also been made southerly along the base of the mountains and the desired grade has been obtained by going no farther south than the penitentiary. We believe that any legitimate railroad seeking to enter this city through said canyon must, to obtain the requisite grade, take one or the other routes named, neither of which works any injury to the city. We believe that Salt Lake City is destined to be the railroad center of this inter-mountain region, and that all the central lines crossing the continent will converge at this point. It is fast becoming the distributing center for the great inter-mountain basin. It is a question of but a few years when all the railroads must run to a union depot, which will of necessity be located at some point between Third West Street and the Jordan River. We further deem it unwise to grant without consideration to a railroad company, the Old Fort Block, in consideration of such company promising to construct a line of railroad. We believe the block to be worth \$500,000, and that the location of a depot so near the heart of the city will decrease rather than augment the value of the property, and that there is no valid or equitable reason why such an amount should be donated to a company of which we know nothing. We are in favor of granting all possible aid to any company that will construct the proposed railroad, but such grant should be conditioned upon its construction to the Nevada line. We believe that upon investigation your honorable body will conclude that there is no necessity for the grant of either the Fort block, Eighth South or Second West streets, and your petitioners pray that the matter receive careful consideration at your hands.

J. E. Doly,	W. W. Ritter,
James Sharp,	Charles S. Burton,
E. A. Smith,	L. F. Hila,
H. S. Young,	Bolivar Roberts,
W. H. Sherman,	J. K. Gillespie,
H. B. Clawson, Jr.,	L. P. Kelsey,
K. O. Chambers,	Joseph Geoghegan,
E. E. Rich,	O. E. Silverwood,
J. E. Busby,	A. H. Pettit,
T. G. Webster,	Oliver Butterworth,
W. L. Binder,	G. E. Bourne,
H. P. Richards,	J. H. Felt,
O. J. Bourne,	

The petition was filed.

A communication from the Rio Grande Western protested against the granting of a franchise to the Deep Creek road on Third South between Fifth and Seventh West

streets, as it would cross about twenty-five of their tracks.

A communication from Judge Harkness, the attorney for the Rio Grande Western, was read, in reference to the same subject, and the judge made a verbal statement in regard to it, showing the danger and injustice that would ensue if the Deep Creek road were allowed to cross so many tracks of the D. & R. G. The communications were filed.

A communication from the mayor represented that the Salt Lake and Jordan Canal was in a filthy condition and always would be while it remained an open ditch, and that the flume was rotting and would soon have to be replaced, and recommended that the Council instruct the canal committee to report the cost of pipe or brick conduit. Adopted.

Recorder Hyman reported that the lists and plats pertaining to the local assessments for water main extensions on the following streets had remained on file in his office for ten days:

From the centre of Third and Fourth South, on Twelfth East, to Fourth South, thence west one and one-half blocks.

From the centre of Fourth and Fifth South, on Eighth East, south to the centre of Seventh and Eighth South.

On First South, between West Temple and First West streets.

On Sixth East Street, between First and Second South.

The assessments were confirmed.

The recorder reported that no objections had been filed to the construction of sewers in district No. 2.

The city engineer reported that \$92.28 was due Elias Morris for cement work on conduits. Allowed.

The same officer recommended that a system of sewers be employed to exclude sediment from the water pipes, such as was successfully employed in San Francisco, and suggested that the work be done as soon as possible. Adopted.

The committee on streets, to whom was referred the petition of E. B. Wicks and others, asking that steps be taken to lay a sidewalk on both sides of Second South street, between First East and Third East, recommended that the petition be granted and that flagging be used. Adopted.

The city engineer submitted a plat of Thoru subdivision, and asked authority to approve the same. Granted.

The committee on streets presented an ordinance, "granting a right of way through certain streets of Salt Lake City for a railroad, to James H. Bacon, his successors and assigns."

Councilman Colin said that the matter was one which should be given careful consideration. There was a difference of opinion among citizens in regard to the franchise asked for, and petitions from both sides had been presented. It looked to him as if the Council would be condemned if it did and condemned if it didn't. He further stated that the committee would offer amendments, changing the route from that