

mortals. If the millionaire had taken energetic, fair and legitimate means to save his disobedient daughter from making a bad matrimonial match, that would doubtless have resulted in misery to herself, his course would have been commended, but recourse to a disgraceful plot such as that described, involving in its conduct a recourse to law, by securing the conviction and imprisonment of a man for a crime of which he was entirely innocent, is beyond the pale of excuse. In other words it is basely criminal, and should result in the severe punishment of the perpetrator.

#### THE UTAH WESTERN FRANCHISE.

EARLY in June the Utah Western Railway Company presented a petition to the City Council asking for a right of way out of the city via Fifth West Street. The petition was referred to the committee on streets, and that committee informally took the position, so the petitioner was given to understand, that it would not recommend the granting of a franchise on any street against the opposition of a majority of the property owners on such street.

The petitioner then instituted a canvass among the people concerned in the ownership of property on Fifth West Street, but quickly discovered that there existed marked opposition to the laying of the road upon it. The principal reason assigned for this opposition was that the people of the Sixteenth Ward, in order to escape the noise of a railroad alongside of which their present meeting house is situated, had chosen a site for a new chapel on Fifth West Street. The petitioner at once abandoned all effort to secure a right of way on that street.

At about this time a number of property owners on North Temple Street, who believed that their lands would be enhanced in value by having a railroad laid near them, began to solicit the company to use that street for egress from the city. Some of the property holders on Fourth West Street, from the same motive, did the same thing. With a view to ascertaining on which street there was the least opposition and the most encouragement, a thorough canvass of both was made.

The result showed that the opposition preponderated on North Temple Street, while there was a remarkably large majority of the property owners on Fourth West

in favor of having the road laid there. North Temple Street was abandoned by the petitioner, and a supplemental petition presented to the City Council asking that the franchise be given on Fourth West Street.

At a well-attended meeting called to discuss the matter, held in the Sixteenth Ward meeting house, it was the almost unanimous opinion of those present that the new road should be laid on Fourth West Street. The arguments advanced in favor of this proposition were: There are only a few families, comparatively, residing on that street; there is already one railroad on it, and railroads should be kept close together; the one railroad depreciates property on the street for residence purposes, but enhances it for business purposes; owing to a concurrence of several causes, that part of the city traversed by the northern portion of Fourth West Street has become a manufacturing and business district, and the more railroads that traverse it the more valuable will land there become for factories, warehouses, etc., as these will always seek locations where the best railroad facilities exist; the greatest good to the greatest number of persons directly interested would be accomplished by laying the new road on that street.

The persons present at this meeting were not opposed to the construction, to or from this city, of new railroads; they freely admitted that railroads were not only a great public benefit, but an indispensable necessity. On the other hand each person was opposed to having the road laid past his own residence, and all felt that a street should be chosen on which the fewest number of persons would be injured in this regard.

After this meeting the efforts of the railroad company centered in Fourth West Street, and resulted in producing the following showing: From North Temple to Ninth North Street, between which a franchise is asked, is, of course, nine blocks, or eighteen blocks of frontage; the owners of about four blocks of frontage are neutral, that is, have declined, for various reasons, to sign a petition in favor of having the road laid on that street, but have stated they were not opposed to it. The owners of frontage aggregating nearly twelve blocks have signed the petition for the franchise; while the owners of only about two blocks of frontage are opposed.

According to an actual count,

which is believed to be correct, there are twenty-eight families residing on Fourth West Street, between North Temple and Ninth North; as nearly as could be ascertained, eight of these are temporary residents, renting from month to month, and not owners of property on the street. Four families owning the homes they live in are neutral; six families who own the homes they occupy have petitioned the City Council to grant the franchise on that street, while not to exceed ten families of the resident property owners are opposed. Great pains have been taken to reach the exact figures, and the above are believed to be correct.

It thus appears that of the resident property owners to be affected, not a majority are opposed to having the new road on that street, and that only about one-ninth of the total frontage is opposed to it.

The views on the question of the franchise of the temporary residents of the street, who were renters but not owners of property on it, were not ascertained, as it was deemed improbable that they were specially interested in the matter, and unfair to attach weight either to their favor or opposition.

The few residents of the street who were opposed to the franchise circulated a petition against it; but as it was impossible to procure a respectable showing of signatures on Fourth West Street, they went on other streets in that quarter of the city and mustered about 170 signers to a protest. The railroad people regarded these tactics as unfair, but, being compelled to meet them, soon procured nearly 600 signatures in favor of the franchise being granted on Fourth West Street, all from persons residing in that portion of the city.

The course adopted by the minority to prevent the road from being laid on that street is regarded by the majority as unjust, illogical and opposed to the principle of majority rule and the greatest good to the greatest number.

We refrain from making any comments. We have no "axe to grind" or project to favor in connection with any railroad in the land. We have endeavored simply to obtain the facts connected with this matter, and we present them for the consideration of all who may be concerned.

He who is devoted to everybody is devoted to nobody..