

FAILED TO FINISH.

The Council and the Salt Lake City Railroad Co.'s Franchise.

A LONG AND WEARY ISSUES.

Kindergarten Tablets and Juvenile-like Performances. — The sprinkling Tax. — Water Pipe Contract.

"This will be a night of franchises and fights," said one of the municipal council at 7:30 o'clock last night. This statement seemed to be generally agreed to by a majority of the eight councilmen present at that time. For nearly fifty minutes there was a good deal of button-holing and hectoring done by Atty. General Loomis, who, after his usual habit, he looked down upon his subordinate and after exchanging greetings with Mayor H. H. Hunt, who he had just seen for the first time since his return from the shores of the Pacific, he turned the table vigorously with his silver-mounted, autographed and ordered the roll call.

THE PROCEEDINGS.

On motion of H. H. Hunt an ordinance was passed and confirmed certain resolutions granting certain franchises to the Salt Lake City railway came up and was read the first and second times without discussion but when it was taken up for third reading active debating commenced. Loomis, calling Councilman Evans to the chair and taking the floor himself first objected to an amendment offered by Moran for the effect that the additional franchises and privileges to be granted upon the express condition that the company shall charge and collect a fare not to exceed five cents.

Loomis—I wish Brother Moran would withdraw that amendment. That part which says the company shall charge and collect a fare not to exceed five cents. That would prevent the company from having power to expropriate. (Laughter.) Moran—I will withdraw it. The company was willing to pave the streets between the tracks and one foot on either side but the city attorney and city engineer sent in a report in which they were of the opinion that to require the company to pave the streets between the tracks and one foot on either side was too much.

City attorney—That is it precisely.

Loomis—Well, if the company objects to too much paving between its tracks I would recommend that it lead up one track and one foot on either side. This would satisfy the public very well.

Hardy offered the following amendment: That where all poles or twenty-one inches in diameter are set in the streets, that the Salt Lake City Railway company shall pave one foot on the outside of the tracks. The motion was lost on a vote of eleven to three.

Waikana—The territorial law seems to provide for the paving of two feet on the outside of each outside rail. That being the case it appears to me that we should adjudge the matter by either paving or not paving the tracks and the telephone companies to pay for the paving the same between the double tracks.

Loomis—I moved that the company shall pave the different rails and tracks, and between all the double tracks, and also a space of two feet outside of the outside rail of the outside tracks, and the tracks herein referred to shall include not only the main tracks, but also all sidetracks, crossings and turnouts used by said company; and when any sidetrack shall be occupied by the company and also by any other company with separate tracks, then each of said companies shall pave, repave and keep in repair the proportion of the surface in the street or alley as hereinafter required; said outside rails to be constructed to meet the outside rails of the main tracks, double tracks, sidetracks, crossings or crossings used by said company.

Carried on a vote of eleven to three. Loomis then offered the following amendment which expired: "And provided that the price of a single passage shall not exceed five cents within the corporate limits of the city and no charge shall be made in excess thereof notwithstanding the limits of the city may hereafter be extended."

For an hour more the councilmen fought and almost every variety of motion

known in parliamentary practice was made and voted down or ruled out of order. Then H. H. Hunt moved that said franchise shall pay into the city treasury annually a tax of \$100 per car.

Waikana offered the following as a substitute: That a one per cent tax on the gross earnings be paid to the city.

That motion was then also put and lost. Hardly moved that \$10 per car per annum be charged for each and every car owned and operated by the company.

From this on until midnight the councilmen were not wearying the issue and there was nothing but a series of interminable speeches. Finally one out of many motions in support of the ordinance, but not in support of the ordinance, was adopted and a resolution offered by Hardy was read, directing the mayor to call a special session of the council to be held on the 12th inst. at 7 o'clock in the evening.

The councilmen committee submitted a contract submitted into which the city and the railway company, approved and referred to the mayor.

A special meeting will be held to-night.

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