

selling below their relative value as compared with raw materials, and in most lines production goes on to an extent beyond consumption, causing unsatisfactory conditions.

### THE PIONEER SQUARE.

The prospective new railroads to southern Utah, Deep Creek and the Pacific coast occupied a goodly portion of the time of the City Council Tuesday night and was by far the most important question with which the city fathers had to deal. Promoters of the enterprise in the persons of Abraham H. Cannon, J. M. Allen of St. Louis, representing Meyers Bros. of the same city, Franklin S. Richards as legal counsel were present, as was also Judge Colburn, secretary of the Chamber of Commerce. The matter came up on the presentation and reading of the following petition:

Your petitioners respectfully represent that the Utah & Pacific Improvement company, a corporation, has been organized under the laws of the State of Utah for the purpose, among other things, of constructing and acquiring a railroad between Salt Lake City and Los Angeles, or some other convenient point on the Pacific coast, and also a railroad from Salt Lake City to Muncie, Nevada, through the Deep Creek mining region.

That it is the purpose of the officers and stockholders of this company to immediately commence the construction of said railroad and push the same to completion as fast as practicable. The southern road will run from Salt Lake City through the settlements of southern Utah and thence westerly by the most feasible route to the coast, affording railway facilities and connections with Salt Lake City for southern Utah, southwestern Nevada and southern California, while the Deep Creek road will greatly enhance the value and promote the development of the mining interests of the State and particularly of that region. In view of the magnitude of these enterprises and the many benefits which will be derived from them by the people of Utah, we feel justified in asking for the encouragement and support of the public as well as that of private citizens. It is very desirable that a depot for these roads be established in Salt Lake City which will be convenient to the traveling public.

We, therefore, respectfully ask your honorable body to make a grant to the Utah & Pacific Improvement company of Pioneer Square for depot purposes for said railroad, and that said grant take effect when one hundred miles of railroad has been constructed or acquired on either of said lines.

Very respectfully,  
UTAH & PACIFIC IMPROVEMENT COMPANY.

By GEORGE Q. CANNON,  
President.  
A. H. CANNON,  
Secretary.

Councilman Dale moved a suspension of the rules and the adoption of the following resolution:

Whereas, The corporation of Salt Lake City is desirous of aiding in the construction of a railroad from Salt Lake City to the Pacific coast at or near Los Angeles, and of a railroad from Salt Lake City and to the Deep Creek region, and recognizing that the same would contribute greatly to the prosperity of its citizens and suitable grounds for depot purposes for such railroad being necessary; therefore,

Be it resolved by the city council of

Salt Lake City that all of block 48 in plat A of Salt Lake City survey, known as Pioneer square, is hereby granted and donated to the Utah & Pacific Improvement company, its successors and assigns, for railroad depot purposes upon the following conditions:

First, the acceptance of said donation by the president and secretary of said company within thirty days.

Second—The payment of \$1.

Third—The construction and operation of at least 100 miles of railroad within this state on either or both of said lines, within two years from the date hereof, and the running of trains over said road into and upon said square.

And on the acceptance of said donation by the president and secretary of said company and the payment of said sum of \$1, the mayor and city recorder of Salt Lake City are hereby authorized and directed to make and execute a proper deed of conveyance of said described premises to said Utah & Pacific Improvement company, its successors and assigns, and to deliver the same to Hon. R. N. Baskin and T. G. Webber to be held in escrow by them; and upon the performance of the third condition hereinbefore mentioned, to be delivered by them, or their executors or administrators to the said Utah & Pacific Improvement company.

Councilman Stewart was not in favor of immediate action. The proposition should be referred to the committee of the whole for general discussion.

Le Prohon thought the matter could be acted upon forthwith. He favored the building of the roads and thought there should be no delay in giving necessary encouragement.

Wilecomb wanted to see some tangible evidence of good faith before he would be ready to vote.

Romney declared that the enterprise was one of great importance. The necessity of a railroad to the coast was apparent to all. He understood that everything was in readiness for a prompt beginning and he therefore favored immediate action.

Diehl wanted to hear from the press and the people. After considerable more discussion Dale withdrew his motion to adopt the resolution.

As agreed upon at Tuesday night's session of the City Council, a special meeting of that body was held last evening, for the purpose of considering and taking action upon the petition of the Utah & Pacific Improvement company, asking a grant of the Pioneer square for a terminal for the proposed railroad to be built between this city and the coast.

The meeting was attended by a large number of influential citizens, most of whom seemed extremely anxious that the Council should acquiesce in the request of the petitioners. During the day petitions had been circulated around the business districts of the city and nearly a unanimous concurrence of opinion favoring the grant of the square to the company was the result. There was some little opposition encountered in the meeting, however, but the opposers declared that the stand taken by them was simply on technicalities. The action was sustained by all the solons but one, and he favored ceding the tract of land but on different conditions to those under which it was given.

The following resolution was adopted, all voting aye except Stewart:

Whereas, The corporation of Salt Lake City is desirous of aiding in the construction of a railroad from Salt Lake City to the Pacific coast at or near Los Angeles, and a railroad from Salt Lake City to the Deep Creek mining region, and recognizing that the same would contribute greatly to the prosperity of its citizens, and suitable grounds for such railroads being necessary; therefore, be it

Resolved, By the City Council of Salt Lake City that all of block 48, in plat A of Salt Lake City survey, known as Pioneer square, is hereby granted and donated to the Utah & Pacific Improvement company, its successors and assigns, for railway depot purposes, upon the following conditions:

First—The acceptance of said donation in writing, signed by the president and secretary of said company, and filed with the city recorder within thirty days from this date.

Second—The payment of \$1.

Third—That at the end of ninety days after the acceptance of the terms of the grant of the Pioneer square to the Utah & Pacific Improvement company for railroad terminal purposes, the said company shall have ten miles of their grade under construction. At the end of six months to have fifty miles of their road completed. At the end of twelve months to have fifty miles of road completed and under operation. At the end of eighteen months to have seventy-five miles of road completed and in operation. At the end of twenty-four months to have 100 miles of completed road built and in operation in the State of Utah toward Los Angeles or from Salt Lake in a westerly direction toward Deep Creek.

And in the event of the failure of said company to comply with any of the terms and conditions of this resolution, the deed herein mentioned to be returned to the city recorder of Salt Lake City.

SALT LAKE CITY, Utah, March 11, 1896.

The resolution was then placed in the form of an ordinance, read three times and passed, after which an adjournment was taken.

### TELEGRAPHIC NEWS.

WASHINGTON, March 9.—Senator Hoar, from the committee on Judiciary, today reported a substitute for Senator Cannon's joint resolution regarding the property of the Mormon Church in Utah, seized under the Edmunds act. The substitute merely grants and conveys the Church property held by the receiver to the Church, after payment of the expense of the receivership.

NEW YORK, March 10.—The World this morning says: The attaches of the Spanish legation in Washington were boasting recently at the Metropolitan club in that city of the military and naval resources of their country, and one made the remark that Spain could take New York in ten days. Alarmed at this indiscretion, his companion rushed him up and they shortly left the club house. Enough had been said, however, to excite suspicion and a quiet investigation revealed the cause of the Spaniard's confidence.

It was discovered that Captain Charles de Las Casas of the Spanish army has been in New York for three months. He has avoided the hotels and clubs and has taken a flat in 114th street. From this street, it is said, he has made many visits to points of interest around New York and collected an immense amount of valuable information concerning the fortifications at