

streets occupied by your company's lines a short distance, viz., about eight blocks.

Observing that you have at the present time under construction a second track on First South Street, and that you have but one line on Second South Street, and in view of the objections urged by you to my suggestions of the joint use of the First South Street tracks, or one of them, upon some equitable basis to be agreed upon; and believing that two tracks on Second South Street will be adequate for the needs of travel for years to come, I am authorized to, and on behalf of the said petitioners and their associates hereby propose to your company, that they will at their own expense construct an additional track on Second South Street between First East and West Temple streets corresponding in gauge and equal in other respects with your company's line on said street and bind themselves and their assigns to allow your company the joint use of the said track with themselves, in consideration that your company bind itself to bear an equitable share of the expense of maintaining and keeping in repair the said portion of track.

Of course this proposition is conditional, that the city grant us the privilege to construct such track on said street; and to that end, it is the purpose of said petitioners to so modify their petition as to make it apply to Second instead of First South Street.

It is the opinion of the petitioners that with such an amicable arrangement between them and your company their petition, so modified, would be granted by the Council.

If this proposition is accepted by your company, we assure you that it will be desirable on the part of both companies to have the details of the arrangement for joint use and maintenance definitely settled by mutual agreement, and in that event we will be ready to confer with you at your convenience upon the subject. On behalf of the gentlemen interested with me, I beg to request that your company give this matter as early consideration as practicable, and advise me of the conclusion reached.

Very truly yours,

P. L. WILLIAMS.

A petition was presented by J. H. Bennett, on behalf of the Rio Grande Western Railway Co., and referred to the committee on streets. The document says that the company owns blocks 35 and 38, in plat C, in said city, and also lands south of said blocks and Third South street. That its round house, passenger station, freight depot and other buildings connected with railroad business are situated as shown in the annexed plat. That it intends to move its passenger station about twenty rods westward and to a point marked "N. P." on the plat, and change its passenger track, and also wants room for a track or tracks west of its round house. That Sixth West street between blocks 37 and 38 and between blocks 35 and 36 is not required for public use or accommodation, and that blocks 36 and 37, and the east half of blocks 35 and 38

will never be used as residence property, or for business other than such as can properly be located in a railroad yard. That the public travel can be better and more safely accommodated by closing Sixth West Street between said blocks, and opening a street north and south through blocks 35 and 38, off blocks, and so that the west line of the street will be on the centre line of said blocks. Such a street would accommodate owners and residents on the west half of blocks 35 and 38 by giving an east frontage on the street, and when Seventh West Street is opened there will also be a west frontage there. There are now three dwellings on the west half of block 38, fronting east to a private alley, and one dwelling on the west half of block 35, near the centre line of the block. The petitioner therefore prays that Sixth West Street, between said blocks 35, 36, 37 and 38 be closed, and the ground or the perpetual use thereof be granted to the petitioner. In consideration thereof, the petitioner will convey to the city of Salt Lake ground for a street off the west side of the east half of blocks 35 and 38, as marked off by the dotted line on the plat. Our petition also suggests that a width of eighty feet is sufficient for said new street, and that a street of that width is graded and kept in repair cheaper than a wider one.

The following petition was presented by G. Goss, chief engineer of the Rio Grande Western railroad: "The Rio Grande Western Railroad Company represents that it is now engaged in changing its line to standard gauge, and finds it necessary to reduce the curvature where the line is constructed along the banks of the Salt Lake and Jordan canal and to change the line of said canal, as shown by the accompanying map, and ask to be allowed to make the necessary change."

Thomas W. Jennings and other residents of the Nineteenth ward petitioned the council to make Fourth North Street passable for teams between Sixth and Tenth West, by either bridging the ditches where they cross said Fourth North Street or by filling in with earth said ditches at the points where they cross said Fourth North Street and that such grading as may be deemed necessary be done. Referred to the committee on streets.

A communication was received from Elias A. Christensen setting forth that he had resided in Utah twenty-two years and met with a misfortune recently. He asked aid to take him to California, where he expected to secure employment at his trade, a florist. Laid on the table.

Richard Hope asked permission to put in a post on the edge of the sidewalk for the purpose of erecting an electric hotel sign on First South Street, between East Temple and First East Streets. Not allowed, as it conflicted with the ordinance governing the matter.

A petition was presented by W. S. Butler and Judith F. Howells asking for a lease of two and a half rods running from Jeremy & Co's Salt works north and five rods run-

ning east on lot five, block sixty, plat C, containing twelve and a half square rods, for a term of five years, for the purpose of cutting stone thereon. On motion, the matter was referred to the Mayor with authority to lease the ground from year to year.

A communication was received from Eliza M. Smith stating that residents on H street had paid their taxes, amounting to about fifteen hundred dollars, last March, for an extension of the water mains along that street, and no work had as yet been done. The residents were compelled to carry their water for long distances, and the petitioner asked that work be begun at once, the money refunded or a definite time set for doing the work. Councilor Webber moved that, as the Council had already ordered the work performed, and this was entirely new to the Council, the question be referred to the superintendent of waterworks, with instructions to see why it had not been done. Carried.

Councilor Dooly stated that he, in connection with other members of the Chamber of Commerce, had been appointed as a committee on union depot, and at their meeting last night had selected the Old Fort block as the most suitable location, and asked that the city donate the same to any railroad corporation which would use it for purposes of a union depot. Referred to the committee on public grounds.

Watermaster Wilcke made the following statement, in substance: According to the instructions of the City Council, I started to put down wells at Lehi. I have put down 130 wells, flowing from seven to eight million gallons per day. The water is flowing into the Jordan, but the lake is so low that when the wind is in the north the water all flows into the lake. A week ago after the wind had been blowing from the north for a few days, one of my men walked across the river with his shoes on, the water not being deep enough to come over his shoe tops. The present canal is too wide and the evaporation too great. A deeper and narrower canal should be built. The lake is now four feet below compromise point, being one foot lower than last year.

Councilor Smith said that during the past few days he had been examining the water question thoroughly. There is but one method of settling the problem; we must get our water for irrigation purposes below the city from Utah Lake. The water commission, when appointed, should have had three organized parties out determining the extent of our water shed, the flow of our streams and other points, all of which are in the line of duty of the commission. This has not been done, it having been decided to proceed as economically as possible. I have early become convinced that the canal must be deepened and a dam must be put in at the head of the Jordan so as to store water in Utah Lake and not permit the water to entirely escape during the winter. The dam could