

section of West Temple and South Temple streets.

We respectfully call the attention of the Council to the fact that by far the greater part of the streets embraced within the application and within the resolution which has passed the first reading before you, are already covered by the lines of one of the other companies, and that the public is now accommodated so far as street car service is concerned by the lines now operated on these streets, with the exception of two blocks on West Temple street, to wit: From First to Third South, upon which service is not given, but which is being rapidly pushed to completion. It is a well known fact that upon none of the streets of the city is the traffic sufficient to enable two companies, paralleling each other on the same street, to make expenses. If at any point or for any considerable distance the traffic is divided between two competing lines, both must be operated at a loss, and the property and franchises of both immediately become depreciated. It is the aim and desire of this company, not only to operate its lines at a profit, instead of a loss, but to give the public the very best service that can be given. If the lines of the companies now operating under franchises from the city are to be paralleled by competing lines upon the same street, the franchises of the company will become valueless; it will be impossible to operate the road so as to give the public first-class service, either in the way of equipment or in the speed or frequency in the running of the cars; and besides that, it will become impossible for any company so crippled to negotiate or sell its bonds, and in that way they will be deprived of the benefit of foreign capital. It is respectfully submitted that in justice to a corporation which upon the faith of franchises from the city has laid out vast sums of money in the equipment and operation of electric lines in this city and which is at present giving first class service to the public—it should not be hampered or have its property depreciated by the granting of franchises to competing car lines, unless there be a demand for the same from the public. We especially protest against the granting of any franchises to persons whom it is fair to assume do not propose to make use of the same for the benefit of the city, but simply to hold them for speculative purposes—for sale to the highest bidder.

At the time when the street car lines of the city were equipped with electric motor power, it was problematical whether the experiment would be successful, and many persons prophesied the outcome would be disastrous. It is now recognized that the enterprise displayed by this company in so equipping its lines as to give first class service to the city was one of the principal factors in its growth and prosperity. Our lines have been extended and service maintained upon many of its branches not for any immediate profit, for they afford none, but in the anticipation of the growth of the city, and for the purpose of keeping good the promise made in 1889 of giving to the citizens of Salt Lake a first-class service in every particular. We contend that as long as we continue in good faith to do this, the city on its part ought to refrain from adopting a policy in regard to competing lines which would render our investment unprofitable.

"If your honorable body shall conclude that there is a probable demand for another street car system in this city, in addition to those in operation, and that the territory now embraced within the franchises now pending before you is not sufficiently covered by the lines at present constructed, and that the application is made in good faith and for the benefit of the public, we further respect-

fully ask that a provision be embodied in the franchise that the portion of the line proposed by the applicant, Mr. Walden, which is outside of the territory covered by the lines of the undersigned be first constructed, and that this provision apply not only to that portion of the projected line within the city limits, but to that portion lying between such limits and the penitentiary. We respectfully represent that it is but fair to the undersigned that this provision be inserted in any franchise that may be granted in order that the public may be protected against a third system operated upon streets already occupied which will result merely in ruinous competition and to the detriment not only of the corporations involved but of the public itself.

Salt Lake City Railroad Company,  
A. W. McCUNE, President.

Received and filed.

The Rapid Transit company submitted a similar petition.

The Mayor—I am very glad to see both these companies express so much interest in the welfare of the city. And I want to call the attention of the council to the fact that both roads have dead lines in every part of the city, which are obstructions of the worst kind. I do not believe the companies have any right to so obstruct the streets, and some day I shall probably ask that the obstructions be removed. Of course, any remark I have made should have no bearing on the granting of another franchise. They are simply called out by the remarkable zeal for the public welfare displayed by these roads.

Both petitions were received and filed.

\$1000 PER YEAR.

The Pioneer Library company asked that the Council follow the example of the preceding administration in donating it \$1000 per annum. Referred to the city attorney.

TEN CENTS PER LOAD.

The city attorney submitted the lease between the city and W. C. Read & Co., for the gravel pit near the Warm Springs. Referred to the mayor with authority to execute and deliver the lease.

The firm will pay the city ten cents for each and every load of gravel taken.

LIABILITY OF WASHOUTS.

The city engineer reported as follows:

As the work of grading State street between North Temple and the Capitol grounds is now nearing completion, I desire to call your attention to the liability of washouts from storm and irrigation waters which in running down the steep grade at this point, will carry away the loose material that forms on the roadway to such an extent as may make the street impassable. To prevent this and save consequent expense, I suggest the construction of cobblestone gutters along each side of the street in which the waters can be safely conducted away.

Adopted.

SANITARY PRECAUTION.

Sanitary Inspector Shewell:

Gentlemen—I would respectfully suggest to your honorable body that the city attorney be instructed to draft an ordinance, covering the following points, to wit: That all persons living within the five districts of Salt Lake City, keeping horses or cows, shall make ground vaults, covered with fireproof material, so that the manure from the stables may not be offensive to the public gaze.

Laid on the table for one week.

NORTH BENCH WATER MAINS.

The city attorney referred the resolution of Hardy, providing for an additional assessment of three mills per square foot, for the purpose of laying mains on the north bench, with the recommendation that a resolution covering the matter be passed. Adopted.

The same official returned the petition of William Fuller and others in reference to the use of water in the Decker ditch, with the statement that if the facts were as represented, the petitioners had a right to the water in question. Referred to the water-master.

THE CITY NOT LIABLE.

The city attorney returned the petition of Edwin Rushton, asking for damages done to his property by entering and laying water mains on the same, saying that in his opinion the city was not liable, nor the claimant entitled to damages from the city. Adopted.

NOTICE OF INTENTION.

Recorder Stanton advised that sidewalk notice of intention, No. 34, conveying both sides of West Temple Street, from South Temple to Second South Street, has been published for twenty days and asked for instructions. Received and filed and the city attorney instructed to draft an ordinance covering the same.

A STAGNANT POOL.

The committee on sanitary regulations and quarantine represented that the pool of stagnant water near the Rio Grande Western railway shops was a menace to health, and recommended that the health commissioner and sanitary inspector be authorized to ascertain the cause and apply the proper remedy at once. Adopted.

THE ICE POND NUISANCE.

The committee on sanitary rules and quarantine in the matter of the protest against the ice pond on Ninth West street, recommend that all matters pertaining to the street be referred to the street committee, and that matters pertaining to the water and ditches be referred to the irrigation and canal committee. Adopted.

LICENSE MATTERS.

The license committee recommended that the petition of J. F. Piercey for a retale on liquor license be not granted. Adopted.

The committee on licenses recommended that Joseph Smith be granted a free license to peddle fish. Adopted.

TO PROTECT THE SQUARE.

The committee on public grounds recommended that Thomas Darcy be given the privilege of occupying the house on Pioneer Square free of charge in consideration that he will protect the square from malicious destruction. Adopted.

GLENN HAS NO CLAIM.

The city attorney filed a lengthy opinion in which he said that Hugh L. Glenn, ex-city detective, had no legal claim as the \$167 alleged to be due him on back salary for services rendered while on the police force. Adopted.

Accompanying the above was an opinion from the city attorney in which that gentleman stated that the Mayor had absolute power to remove and appoint police officers.