

on public grounds, with power to act.

Sarah Ann George's petition for relief from special water tax was tabled because it could not lawfully be granted.

Wm. Roberts and 40 others asked to have a sidewalk constructed on Third South Street from Fifth to Eighth West and to have an old ditch in that neighborhood filled up. While this petition was under consideration, Mr. Pembroke called attention to the fact that the R. G. W. Railway Company had agreed to grade the streets in that vicinity in return for favors granted by the city, and had failed to do so.

The city attorney was of opinion that the council should bring to bear upon the railroad a pressure that would impel it to comply with the terms upon which the favors were granted. Members of the council thought likewise. The matter was referred to the committee on streets.

Mr. E. T. Crismon, of the Sugar House Ward, represented that the Salt Lake and Jordan Canal needed clearing out near her place. Referred to the canal committee.

The Deseret National Bank and over seventy others business establishments petitioned to have fire plugs established in the business centre. Referred to the committee on fire department.

The Salt Lake City Railway Company asked for a franchise on West Temple Street, from First South to the southern limits of the city. Referred to the committee on streets.

A proposition from the Gynor Company in regard to an electric police system was referred to the committee on police.

The petition of Frank Stevens and 12 others asking to have that portion of the city bounded on the north by South Temple Street, on the east by Ninth East, on the south by Fourth South, and on the west by Seventh West, made a sprinkling district, was read, as was also a proposition from Mount and Griffin to sprinkle it.

Mr. Lynn explained the urgent need of creating the sprinkling district, and stated that the city attorney had ready the draft of an ordinance for the purpose.

Mr. Ryan said the sprinkling would have to be done in the night on account of the scarcity of water.

The mayor observed that this was understood. The bill for the ordinance was introduced and laid aside to come up for consideration in its order.

Dallas & Hedges, architects of the new engine house, said that on account of the softness of the ground they would advise the foundation to be dug deeper, and that the foundation walls might be utilized, they would recommend to a basement, which would serve as a workshop, etc., be excavated.

Mr. Auderson moved that a new contract for a basement be ordered. Mr. Pembroke wanted the specifications to be prepared before the contract was let. He was persistent until he was quieted by the remark of the mayor that a contract could not

possibly be made until the specifications were prepared, as a contract necessarily implied specifications. Thus enlightened, Mr. Pembroke subsided.

The city attorney rendered a report on the petition of James W. Eardley, who desired to purchase from the city its title to a certain piece of land, forming a part of a lot petitioner had purchased from another party, supposing he was obtaining a title to the whole of the lot. The report was adverse to the petition and was adopted.

The recorder reported that certain notices of water main extensions had been duly published, and the assessment was confirmed.

The city engineer submitted a profile showing the grade of West Temple street. Referred to committee on streets.

The same officer, in a report, advised that means be at once adopted to irrigate the shade trees on South Temple street, where it is being improved, and that suitable pipes be laid across the sidewalk, before it is paved, to conduct water to gardens. The matter was referred to the committee on irrigation, with power to act in regard to irrigating the trees and instructions to report in regard to the pipes under the sidewalk pavement.

The same officer reported on the tunnel in City Creek canyon made by J. H. Snell, showing a balance of \$111 36 still due on the job.

The city engineer also reported as follows:

As to petition of E. A. Folland and others regarding the tracks of the Union Pacific and the Rio Grande Western on West Brigham Street, between Fourth and Sixth West streets. The street is almost impassable in places in consequence of the excavation made necessary by the change in gauge and position of the Western's track. To provide proper clearance between trains, this track has been thrown several feet north of its original position and the street is made correspondingly narrower. At one place a set of switch ties have been placed with a view to constructing an additional sidetrack or spur, and the ends extend so far beyond the rails as to leave at this point only about ten feet in width of available street. The obstruction of the street is made more complete by the use of these tracks for storage and general yard purposes. For relief of petitioners I recommend (1) that all cars be removed from the street at once, and be hereafter prohibited from standing in the street. (2) That the respective companies be required to grade and level the street out to the curb lines on each side, and to provide good plank crossings opposite their respective gateways. Public interests will be best served by the removal of all except one track along the centre of the street, to be used jointly by the two companies; or perhaps a safer and equally as satisfactory a plan will be to rearrange the track so that the Union Pacific would occupy a position on the south, and the Rio Grande Western a position on the north side of the centre of the street. This would leave an equal width of roadway on each side of the street, instead of practically occupying the entire north side as at present.

The reading of this report gave rise to a warm discussion. After a motion to adopt it had prevailed, Mr. Pembroke said:

Mr. President, it seems to me that we ought to do something besides merely adopting the report. I am in favor of having this matter referred to some officer with instructions to carry out the suggestions of the report, and compel the railroads to come within the law.

Mr. Cohn expressed a similar view. The mayor suggested that the report recommended alternative measures, and inquired what Mr. Pembroke would like to have done.

The city attorney suggested that, as a measure of immediate and temporary relief, the city marshal might be instructed to cause all cars to be removed from the street, and to use all necessary force to accomplish that object. That next legal proceedings might be taken to compel the railway companies to grade the streets in accordance with their contracts with the city, and remove therefrom tracks laid without right.

Mr. Pembroke—Mr. President, I heartily endorse the suggestions of the city attorney, and adopt them as my motion.

Mr. Worstenholm—I move to amend by including, Fourth West Street north of North Temple. A great many cars are allowed to stand on that street, and it is very much obstructed with side tracks and switches, causing much complaint.

The amendment was agreed to and Mr. Pembroke's motion was adopted.

Chief Stanton of the fire department in a report stated that recently over fifty business men had complained to him of the danger of fires being started in the rear of stores, in the business centre. He recommended the creation of a fire inspector with suitable powers. Referred to the committee on municipal laws.

Mr. Hall—It seems to me the police should look after this matter.

The Mayor—We have investigated the matter and find that the police have not the power.

Assessor Clute reported on sidewalk district No. 2.

City Attorney Merritt stated that assessment lists should be referred to a board of equalization and review, to consist of five members to be nominated by the mayor and accepted by the Council. He explained the law upon the subject, and a motion was adopted that the mayor nominate the members of the board. The mayor said he would present the names later.

The committee on streets reported on the petition of the West Side Rapid Transit Company for permission to use steam as a motive power, setting forth that the company had expected to use gas, but the invention had proven a failure, and recommended that they be permitted to use steam dummies. The report stated that there was no known opposition to this from property owners, and recommended that the Council reserve the right to revoke permission to use steam on six months notice. The report was adopted, and a bill for a resolution amending the franchise in accordance therewith was passed.