

## THE ROCK RAILROAD.

LAST NIGHT'S MASS MEETING IN THE TWENTIETH WARD.

If any doubt existed as to the earnestness of the people of the north-eastern portion of the city, in their opposition to the "Salt Lake and Fort Douglas Railway," in its proposed running through the 18th, 20th and 21st Wards, that doubt must have been dispelled in the minds of all who attended the mass meeting held last evening in the Twentieth Ward school-house. The inclement weather had no material effect in lessening the attendance, nor in dampening the enthusiasm of those present. A good rousing meeting was the result.

The assembly was called to order by Mr. William Willes, Mr. John Nicholson was appointed chairman, and George Smith as Secretary. The chairman briefly stated the object of the meeting, and Mr. Henry O. Fowler then presented the following resolution:

Whereas, in view of the fact that the construction and operation of the Salt Lake and Fort Douglas Railroad through the Eighteenth, Twentieth and Twenty-first wards would endanger the safety of the lives and property of the residents of that section of the city and subject them in many respects to great inconvenience; and

Resolved, As the unanimous sentiment of this meeting, that the City Council of Salt Lake City be respectfully petitioned forthwith to refuse to grant the right of way to said railroad as prayed for by said company, and that petitions to that end be circulated among the people for signatures.

Remarks then ensued on a motion for the adoption of the resolution. Mr. Fowler said in support of the resolution that Fourth St., through which the proposed line was to run, was too narrow to admit of it, being already largely occupied by the 20th Ward water ditch. The street was but four rods wide, had two sidewalks, and with a broad-gauge track passing through it, endangering the lives of children, women, and old men who depended upon the ditch for water for domestic purposes, besides fouling the stream, the street would not only be practically useless as such, but would be very undesirable as a place of residence for the other reasons stated. He thought the railway, if built at all, should run further up the hill or else through the fields south of the city.

Mr. George Reynolds also supported the resolution. He said the highest civilization existed where there was the greatest security to life and property, conditions which would not prevail in running the railway along the route proposed. He could not recognize in it a public benefit. After rock had been hauled by it from the quarries to the depot, the cost to the people for delivery would be about as much as it was now. The difference of distance between the quarries and the depot, with respect to some portions of the city, was not material. The mountains in this entire region are masses of rock, and shipping to other parts was not probable. The streets were the property of the corporation, and hence citizens had a right to protest against appropriating them to private users. Even if the road was to be a public benefit, it ought not to run on the surveyed line, as Fourth Street was more thickly populated than any other in that section, except South Temple. Heavy moving trains were said also to endanger the foundations of buildings near by. Even if, as some claimed, a company might have the right according to law to construct its road where it pleased, still he believed that the legislature had no constitutional right to grant any such extensive privileges.

Mr. Richard Matthews, of North Temple Street, said the people there would also be put to great inconvenience by the track of the proposed road covering up the aqueduct from which they obtained their water supply. The resolution was adopted unanimously and the following petition to the City Council was then presented by Mr. Hadley D. Johnson, who afterwards made remarks thereon:

To the Hon. Mayor and City Council of Salt Lake City:

Gentlemen: We, the undersigned citizens and taxpayers of Salt Lake City, having learned through the proceedings of the Council meeting of the 11th inst., that a corporation called the Salt Lake City and Camp Douglas Railway Company, by the incorporation thereof, have petitioned your honorable body to grant to said company the right of way over and through the streets in said petition named, for the construction, maintenance and operation of such railroad, we do hereby signify our protest against the same being granted, for the reasons among many others hereinafter set forth.

First, that throughout the 18th, 20th and 21st Wards the streets are narrow, and with the sidewalks and necessary water ditches, and with a railroad added, the streets would be practically worthless, as streets, and all property on either side of the streets in said wards along the line of the proposed railroad would be comparatively valueless. On North Temple Street the sidewalks have already been cut down from 20 feet to eight feet in width by reason of the construction of the aqueduct through said street to carry off all surplus water from City Creek and the Jordan and Salt Lake City Canals, and the construction of a railway on either side of said aqueduct would ruin the property on said street on the side on which said aqueduct might be constructed, and render the street on that side of the aqueduct useless for any other purpose, while to construct said railway over said aqueduct would endanger the whole of the property on North Temple street, on both sides thereof. We learn that it is proposed to run locomotive engines on the side of the proposed road. This would be another serious objection to said road, as such motive power would be extremely dangerous to the traveling public and liable to accidents on account of the heavy grade of said North Temple street, and no building could be constructed along the line of said proposed road that would not be injured by the falling products of the passing of heavy engines and loaded cars. As citizens we have vested rights to the use of said streets and the use thereof belongs to the public, though the fee in the same is vested in the city corporation in trust for the citizens.

While we are in favor of public improvements, we cannot afford to sacrifice all our rights for the benefit of private parties, hence we respectfully protest against the granting of the said petition for said right of way.

Mr. P. L. Williams moved that the petition, as read, be adopted as the sense of the meeting and a committee be appointed to circulate it for signatures. After some discussion this motion was carried unanimously, and the following were appointed by the Chairman as said committee: Henry C. Fowler and Wm. Salmon, 20th Ward; Mathoni Pratt and Henry Field, 18th Ward; John Williams and O. S. Walsh, 21st Ward.

Mr. John Nicholson was appointed a committee of one to see that the petition, when signed, was presented to the City Council. The meeting then adjourned *sine die*.

"Pinafore" To-night.—The Des Moines (Iowa) Daily News says of the Chicago Church Choir's performance of "Pinafore": "Sometime before the curtain went up there was not a seat to be had. The performance fully justified the immense patronage it received. We have seen 'Pinafore' in all sorts of shapes before, but in the hands of this company it was invested with a new interest, and the writer sat enjoying the performance as greatly as