

across the sidewalk to the company's stables, and also to construct and operate a single or double track street railroad, together with all necessary switches for the accommodation of said road on other streets within the corporate limits of Salt Lake City where the Railroad is not now running, as it shall be needed hereafter, subject to the same conditions, obligations, restrictions and provisions as are contained in a resolution of said Council, granting to said Street Railroad on certain streets therein named.

Approved April 26th 1872, and for the same term dating from the 26th day of April, 1872.

Adopted January 6th, 1876.

DANIEL H. WELLS, Mayor.

ROBERT CAMPBELL,  
City Recorder.

Another feature of the proceeding was the enactment by the council of the following which appears in Article IV, of the Revised Ordinances of Salt Lake City, 1875:

Sec. 2. That the time specified in the charter of the Salt Lake City Railroad Company, approved April 26, 187, for the completion of said company's line of railroad on First East street from Third South street, to First South street, be and is hereby extended, during the pleasure of said company at any period within the limits of their charter.

This removed all limitation as to time on First East Street, the part affected being that portion named in the section quoted. The original franchise and the amendments thereto, went into effect April 26, 1872, and were granted for twenty-one years from that date—to April 25, 1893—so that the company has three years yet to run under the old charter. Under a new charter, granted last year, the old one is not affected, except that the new franchise extends the period for the use of certain streets beyond the date named.

The reason for the street railway pushing its work on First East Street is apparent to all who have followed the history of the railway matters in the municipal council. There have been a number of applications, and another company now has franchises over a number of streets. This organization is called the Rapid Transit Company, though it is familiarly referred to as the Union Pacific, from connections that are apparent even to a casual observer. The directory of this road includes well known business men here, as well as some connected with the Union Pacific, and they have plenty of capital and energy to back them. One street included in their franchise is West Temple Street. First East Street was asked for, but the former Council declined to grant it. It came to the ears of the street railway company officials, within the past day or two, that the U. P. company were making strenuous efforts to exchange West Temple Street for First East. The street railway company, not desiring to be headed off in a project which had been determined upon, concluded to take time by the forelock, and get in first, so that there would be no ground for dispute. There was also the company's plan to hasten all of its work and get its lines into operation

as early in the season as possible. This accounts for the employing of means to have the work done promptly.

In response to questions, the officers of the street car company stated that it was proposed to put a double track on First East Street for its entire length. At North Temple Street the road would turn down to West Temple, then north to First North, then to First West, and again to the north. At First Street, a branch is to leave First East, going to A Street, thence north to Third, then to B, and then to Sixth Street, where it is to run to the east a considerable distance—an excellent route. For these and other contemplated extensions, the company has decided to expend an additional \$800,000. Twenty double motor cars have been ordered, and about 500 tons of rails. So it can be seen that the management mean business.

The removal of the "mule motors" is being looked forward to anxiously by the people along the lines where they are still employed, and electricity is now accepted as the best street car propulsion. In the east it is now conceded that the Sprague overhead system is the most practical in use, and the road in Salt Lake is referred to as being among the best equipped and operated in the country. It was once urged as an objection that the introduction of electricity would make a showing similar to cable and steam roads of an increase in the number of accidents, but experience in eastern cities has shown that the number of accidents has been far less than for a corresponding period during which the roads were operated by horses or mules, notwithstanding the fact that the electric cars are run at a higher rate of speed, which, in this city, is to be still further increased until there is a ten instead of a fifteen minutes' service connected with Main Street. There is one other improvement that could be added in the districts where the streets are not now lighted, and that is to follow the example of the electric railway in Washington, D.C. by surmounting the poles at given distances by clusters of incandescent lamps.

March 27 city workmen filled up the places dug for ties at the crossing of First East and First South streets, the ties and rails placed there by the street car company having been put to one side. The matter now rests till the City Council, which meets on Friday evening, takes it up. The promoters of the Rapid Transit Company scheme to get possession of First East Street, one of whom, Mr. Spafford, is a member of the City Council, are active in endeavoring to have their way, though they have not received a franchise for the street, nor do they have any legal standing in the dispute. Several members of the City Council have expressed the opinion that the street car company should not have been interfered with when they exhibited the franchise under which they acted, and by authority of which

every line now in operation was laid down. When Col. Merritt presents his conclusions on the case to the Council tomorrow evening, a careful consideration will probably result in a settlement of the differences of opinion. The street car officials say they are averse to going to the courts, believing that the Council will concede that the position the company has taken is proper; while those members of the Council who have been reached assert that if the railway company grant as is claimed, they will place no obstacle in the way of the needed public improvement.

## CITY COUNCIL.

The City Council met in regular session March 25th, Mayor Scott, presiding. Three quarters of an hour were spent in reading the minutes.

L. M. Earl and others petitioned for an extension of the water mains on F Street. Referred to the committee on waterworks.

A. Bouheim asked permission to erect a fruit stand on the Cunningham corner. Hall objected to the granting of this and like requests without the written consent of the owner and occupant of the property and so moved. Carried.

J. A. Groesbeck and A. Miner represented that the bridge across the culvert on North Temple Street was unsafe and too narrow to accommodate the traffic, and asked to have a new and wider bridge placed there. Pembroke moved to refer the matter to the street supervisor, with instructions to build the bridge at once. Lost and the matter referred to the committee on streets.

H. Stringham and others petitioned to have the grade on South Temple Street established from East Temple to Third East. Referred to the committee on streets.

T. G. Bywater represented that he had been seriously injured by the falling of a bank at the city gravel beds, and asked for \$1,500 as damages. Referred to the committee on claims.

C. S. Wilkes and others represented that the canal on Seventh East Street, between Second and Third South, was in a dangerous condition, and asked that it be flumed. Referred to the committee on Salt Lake & Jordan Canal.

C. S. Wilkes petitioned for leave to flume the canal where it passes through a lot on which he is about to build. Referred to the same committee.

Catherine Morris represented that she was a poor widow, 66 years old, and unable to pay the water tax assessed against her, and that a notice had been posted on her property that it would be sold March 27 unless the tax was paid. She asked that the tax be remitted. Referred to the committee on waterworks.

The Rio Grande Western, by W. H. Bancroft, superintendent, petitioned for the permanent use for tracks of a portion of Sixth West Street, between Second and Fourth South, and proposed to grade and gravel Seventh West and several other streets in that neighborhood,