

SPECIAL POLICEMAN.

On the recommendation of the police committee, John H. Ball was appointed a special policeman for the Parley canal without pay.

Before the vote was taken, Rich exclaimed: "One moment, Mr. President, I would like to know how he is going to live."

Beardsley—He is already foreman of the canal.

Rich—Yes, but what assurance have we that he will not come in and ask us to pay for his star?

Beardsley—Well, we don't have to grant it if he does.

THAT BOOT BLACK STAND.

The committee on streets recommended that the petition of R. L. Thompson to maintain a boot-black stand on Main street be referred to the license committee. Adopted.

PAUL'S PETITION.

On recommendation of the same committee the petition of S. J. Paul, asking the city to grant a street railway franchise to any reliable company in the southeastern suburbs of the municipality, was laid over to come up when the Walden franchise should come up for consideration.

APPROPRIATIONS.

The following appropriations were ordered:

H. G. McMillan.....	\$ 13 00
G. M. Scott & Co.....	19 85
Druehl & Franken.....	7 00
G. M. Scott & Co.....	40 37
H. Dinwoody & Co.....	38 00
Heesch & Ellerbeck.....	1 50
G. M. Scott & Co.....	40 09
Rio Grande Western Railway Company..	4 90
Warren Bros.....	19 47
Remington, Johnson & Co.....	8 59
Wasatch Drug Company.....	95
Spiers Bros.....	5 65
E. C. Coffin & Co.....	51 00
F. Platt & Co.....	6 25
Total.....	\$254 53

ADJOURNMENT.

Council then adjourned until next Tuesday evening at 7:30 o'clock.

WALDEN INDIGNANT.

The following is now on file in the recorder's office and is expected to be read at the next meeting of the Council:

Hon. Mayor and City Council, Salt Lake City, Utah:

Gentlemen—At your last meeting a protest was filed with your honorable body by the Salt Lake Railway Company, and also the Rapid Transit Company, asking that the franchise which we have petitioned for, at your hands, be not granted; and setting forth that if said franchise is granted, that they will be greatly injured financially. Also that it will be an imposition upon the good people of the city.

We, in this enterprise, are not surprised at the combined action of the aforementioned companies in this matter. It is a well known fact, that negotiations are upon foot, whereby both lines and all of their interests will be consolidated, thereby making a monopoly of the street railway business in our city. It is unnecessary for us to state, that in the franchise which both companies have been granted, they have each broken faith with the city. That they have untold miles of track, which are not being used in the interest of the public, and which lie as an obstruction in the streets. (Is it unnatural that bonds of this kind cannot be placed?) We have asked no franchise at the hands of the city, wherein such a thing would be possible, even were we

disposed to work such an imposition upon the public. Your committee, in its recommendation exact, to-wit: "That the work shall be commenced within sixty days; that one mile shall be completed in six months, and that the entire line, consisting of nine miles of track, shall be thoroughly built, equipped and become in active operation within one year." Further, that the rate of five cents shall be the limit of our charge for fare, and that we shall light our entire line at the intersection of each street by electricity. In all of this we are put at a disadvantage with the other two companies, as no such requirements have ever been made of them. Your council will bear us out in the statement, that we have made no objection whatever to the terms and conditions that have been placed upon us. We submit to you the unfairness of the assumption upon the part of these corporations, that we expect simply to start this line for a speculative purpose, or for the purpose of selling out to either one of them. Said assumption is absolutely false from beginning to end, for as your council know, we agreed to give bond to the city for the faithful performance of the conditions of this franchise. We submit to you, that since these other two lines were completed, there have been numerous improvements in electrical appliances, and that if the franchise is granted us, we will not only be able to build our line at a much less expense, but will also be able to furnish much later and improved service. Our road will not be equipped upon contract or bonuses from abutting property owners, wherein after receiving the same, we will render about one-fourth of the service promised. We further pledge you that the "Citizens' Railway Company" will spend no money toward subsidizing newspapers in its interests, and by so doing will be able to greatly increase the efficiency of our service. Our plant will be established and run in strict compliance with the smoke ordinance, and we will not make the homes of old inhabitants of the city unhappy by gross violation of that ordinance. It is our intention to employ, so far as possible, experienced men as motor men and conductors, to run our cars, and those who will not make a practice of thrusting their acquaintance upon the patrons of the "Citizens Railway Company." It will be arranged that each employe upon the road will have a chance to go home and eat his meals with his own family, instead of making a restaurant of our cars. And it will not be exacted that they work 12 to 16 hours a day out of every 24. The schedule adopted by our line will be such as will mostly convenience the traveling public, and will be carried out with some degree of regularity. Should you grant us a franchise, for instance, on Sixth East and Fifth South Street, our cars will run regularly over the said street every few minutes instead of six days each year. Black and greasy hands will not be inflicted upon our lady passengers when they are assisted from our cars. It is our intention that all of our employes will have a chance to wash. We will endeavor to carry out the provisions of our franchise, and we will not make life miserable for your street committee and other members of your Council. Another thing, the construction of our track will take place in broad daylight. The honest laborer, the mayor and the police force will not be called out at the dead hour of the night on our account. You will notice from the route of the franchise we have asked for, that a large portion of our city, which is at present an undeveloped part of it, will be opened up to the traveling public. In order to do so, it will be necessary for us to come into the city over one of your principal streets.

We have applied for a franchise in absolute good faith, and should

you doubt the wisdom of granting it to us, we most respectfully pray that said franchise be not denied us upon the grounds set forth by the Rapid Transit and Salt Lake Railway company, both of whom are donning robes preparatory to a most unholy union.

The Salt Lake Railway company chooses to refer to our agent in their communication to you, as one Joseph B. Walden. It also elected in good taste to use the following language: "We especially protest against the granting of franchises to persons, whom it is fair to presume, do not propose to make use of the same to the benefit of the city, but simply to hold them for speculative purposes—for sale to the highest bidder." Gentlemen, is it not a reasonable suggestion that at this juncture in the affairs of our city, that the city would be greatly benefited by the expenditure of a vast sum of money towards its development? In this connection we wish to state, that we think our agent's residence in this city, of over eleven years will compare favorably with that of the president of the Salt Lake City Railway company and the board of directors of the same. The said agent has handled millions of your money in the past, and might willingly do so again, under satisfactory conditions. He is a resident of the city—has a family in this city—has property in this city—pays taxes in this city—votes in this city—loves this city, and is here to stay.

In the meantime, we would like the opportunity of enjoying the competitive influences of a corporation, which alleges to you, that from it only, can the traveling public realize and partake of the "staff of life."

The Rapid Transit Company, in their communication to you, see fit to bewail the fact that the Citizens' Railway Company will not be a paying institution. We call your attention to their cant, not exactly because it deserves it, but to set forth to you the great distress they seem to feel upon our account. In conclusion, gentlemen, all the Citizens' Railway Company ask of your honorable body, is a square deal. We have implicit faith that we will receive the same, and we are willing to cheerfully abide by your conclusion as to the propriety of granting us a franchise. Yours respectfully,

THE CITIZENS' RAILWAY COMPANY,
Per JOSEPH B. WALDEN, Agent.

THE BOARD OF EDUCATION.

Vice-President Nelson presided at the meeting of the Board of Education last night.

SITE PROPOSITIONS.

The committee on sites submitted the following offers for location of school buildings:

From E. Hanson, 6x10 of lot 5, block 8, at \$800 per rod.

From A. C. Smith, 10x10 of lot 5, block 8, at \$850 per rod.

From Thomas Mc Cosh, 10x20 of lot 7, block 19, \$14,000.

From T. A. Dunshee, 10x10 off of lot 6, block 19, \$13,000.

The same committee recommended that the bid of the Salt Lake Manufacturing Company for the Twentieth ward school at a cost of \$46,974 be accepted. Adopted.

APPROVED.

The Wear & Cornell plans for the Sixteenth and Twentieth wards were approved and the committee authorized to advertise for bids.

The same committee was directed to accept the plans of the Twentieth ward as changed by Architect Kletting, for