

for the time to arrive when they once more could put a shoulder to the wheel to help on our home industries. Yes, men who have suffered exposure for the principles of our great and noble freedom as workingmen. Indeed, gentlemen, were it possible for us to reverse the universe and call back yesterday, and any of you to witness the throng that was seeking employment on Main street, you would agree with us that for every man employed fifteen were sent away. Still the Culmer-Jennings company insist on flooding our city with more men. We have facts to prove that three years ago a great number of those emigrant laborers were shipped from different parts of the country and when they arrived they found the city full of men and nothing to do, and they were consequently arrested for vagrancy. They were honest workmen and some of them are here today. This being so we pray that our most earnest appeal be heard by you and that steps be taken to prevent the coming oppression on us.

We do not wish our brethren to participate in a torch-light procession protesting against the uncalled-for action of the contractor before giving you a chance to redeem us. In adopting such a course it will have a tendency to reduce your dignity and trample on the integrity of our people.

THE OBJECTIONABLE PAPER.

Following is a copy of the paper filed with communication:

The I. X. L. Employment Agency. Laborers furnished railroads and corporations. 1528 Seventeenth Street, Denver, Colo.

Mr. Jennings, 70 Culmer Block, Salt Lake City:

Dear Sir:—I sent you two more men today. The men are told what to do. If they misrepresent themselves it is their fault. I can get all you want so you can take your pick of them

W. J. ALLEN.

Mr. Jennings of the Culmer-Jennings Paving company was seen at his office by a N.R.W.S. reporter today and asked for his version of the affair. Mr. Jennings said: "The charges are absolutely foundationless. The Culmer-Jennings Paving company has never sent to Denver or anywhere else for a single man. The fact is that every man we employ is a Utah resident with the solitary exception of our street superintendent, who is an expert in his line. No Utah man has had his experience in paving and I don't think anybody has a right to meddle with our affairs or dictate to us as to what we should or should not do."

"How do you explain the Denver communication, Mr. Jennings?" asked the reporter.

"Well, I believe it happened in this wise: You see I am individually connected with five companies which during the summer months will employ about five hundred men. I am manager of three and vice president of the remaining two, among which is the Mountain Stone, for which on the 28th of March last I wrote to Denver for the expert Churn drill quarryman who I could not obtain in Utah. They were to be used in the quarry in the mountains for quarrying and cutting certain kinds of blocks which only expert men can do. Up to this morning no men had responded

from Denver or any other point outside of Utah, and all of the men employed by the five companies are Utah men except in the one instance to which I have referred.

"As to the organization making the charges, I am assured by ex-President Sleater of the Federated Trades Council that it is in no way connected with, nor does it have the approval of the regular Labor Council of Utah."

THE DEEP CREEK RAILROAD.

Last evening the Deep Creek railway committee appointed by the president of the Chamber of Commerce met at Secretary Sears' office. The following were present: C. E. Wantland, secretary, Governor Thomas, W. E. Hubbard, George A. Lowe, L. C. Trent, Richard Mackintosh, F. H. Bacon, Heber M. Wells, C. C. Goodwin, W. H. Rowe, L. P. Kelsey, George Y. Wallace, C. O. Whittemore, F. H. Auerbach, M. H. Gray and Judge Colborn.

The meeting was called to order by J. W. Donnellan, who occupied the chair. C. E. Wantland was chosen secretary. L. P. Kelsey was called on, and expressed his belief that 1000 subscribers could be found to take an average of \$200 each in stock. This estimate was outside of heavy capitalists.

R. Mackintosh stated that Nicholas Treweek was now in New York working for the Deep Creek proposition, and his prospects were bright. Mr. Mackintosh thought Salt Lake could build fifty miles of the road and bond that to hold fifty more. The 100 miles would pay for itself.

W. E. Hubbard and C. E. Wantland stated that trackage arrangements could be made with the Union Pacific from Stockton or the lake to this city.

J. H. Bacon believed that trackage could be secured by either the Union Pacific or Saltair road, and proposed that the citizens of Salt Lake build the road from one of these termini to the Nevada line, independent of any railroad. He thought that Salt Lake citizens should raise \$500,000, incorporate a company of their own and with that amount build fifty miles or more of road. He thought the road could be built for about \$15,000 a mile, and that the citizens' company should be incorporated for \$5,000,000, that the \$500,000 to be subscribed should be collected and deposited in the banks of Salt Lake City. Then on that \$500,000 cash—net subscriptions—6 per cent twenty-five-year bonds could be placed in New York for \$500,000 more. With this \$1,000,000 the citizens of Salt Lake can build, equip and own the Deep Creek road in sixty days.

J. W. Donnellan stated that he was informed that the Rio Grande Western had filed in the office of the secretary of the interior plans for the building of a line from their present terminus at Tintic to the Deep Creek country and on farther. He thought Tintic an undesirable point to commence at. Salt Lake was the place to start from, either from the city or by proper trackage arrangements westward.

C. C. Goodwin suggested that the cost of second-hand rolling stock and rails be ascertained by a committee. He also thought that a subscription

committee would meet with a hearty response in Salt Lake if their object was stated to be the building of a Deep Creek road.

Mr. Bacon made the following motion, which was unanimously carried: That a committee of three be appointed to confer with the railroads as to securing of proper traffic franchise from Salt Lake to desirable termini; that a committee of five be appointed to draft a suitable head for the Deep Creek railroad subscription list; and that a committee of three be appointed to draw up articles of incorporation of the road; all these committees to be appointed by the members of the committee present, Chairman J. W. Donnellan to be ex-officio chairman of each committee.

The committees are to report to the general committee Thursday at 8 o'clock. Chairman Donnellan appointed the following committees, with himself as chairman of each:

To confer with railroads—J. H. Bacon, W. H. Rowe and George Y. Wallace.

To draft subscription list—C. C. Goodwin, A. L. Thomas, Heber M. Wells, James A. Lowe, James K. Gillespie.

To draw up articles of incorporation—E. F. Colborn, C. O. Whittemore and C. E. Wantland.

The general committee then adjourned to meet with the special committees Thursday evening at 8 o'clock, at the office of the secretary of the Chamber of Commerce.

RATHER MIXED UP.

The joint city and county building committee held a meeting Friday afternoon, the principal object of which was an effort to adjust the differences existing between Contractor J. H. Bowman and the chief sub-contractors, Messrs. Houlahan, Griffiths and Morris. It seems that Mr. Bowman has been paid for the work as it progressed, the city and county retaining 10 per cent, and he, in turn, paid the sub-contractors, the payments being made on estimates of the architects as to the amount of work done. At yesterday's meeting Mr. Griffiths claimed that there was something like \$9000 worth of work done for which his firm had not been paid. Mr. Bowman, however, declared that there was not more than \$4000 due the sub-contractors, and offered to submit the matter on an examination of the building and the estimate arrived at from such examination. The parties could not be reconciled on this point, but Mr. Griffiths announced that if the matter could be so arranged as to insure the payment of money due them as work progressed in the future, and securing also the sum in controversy, whatever it might be, they would go ahead. Mr. Bowman met this by giving the sub-contractors an order on the committee for any sums that might be due them as the work progressed. This, of course, would take the payment out of the hands of the contractor altogether, and was considered a very fair proposition, but Mr. Griffiths did not think it secured him for the sum in controversy, and a long discussion followed.

Mayor Baskin explained to the sub-contractors that such an order would insure the prompt payment of every-