

Rev. Sylvester Whitehead says in regard to the opium trade, which England forces on China:

"I have labored in Canton ten years, and preached in market places in the cities and rural places, and know the sentiments of the Chinese respecting opium. The opium trade is an unmitigated curse, and the evils of opium-smoking are apparent in hollow cheeks and wasted forms, and its effects are seen in the degradation of the smokers. The use ends in its abuse, and in that way it is ten times worse than spirit drinking. The missionaries of China are one on that subject, although on other subjects they do not always agree. All that is required is that the Christian conscience of England should speak with respect to the wicked acts in India.

These "waves of outside civilization" sweep over the "inferior races," and not only swamp the good that missionaries may affect but wash away the bulwarks of those heathen creeds that have for ages been strong on virtue's side and promoted right doing and light dealing even among savages. Will our Methodist friends in this Territory regard these "unchristian" agencies with favor because they bring with them "the leaven of Christianity" and are opposed to the great over-shadowing obstacle "of heathenism."

THE NEW CHICAGO PLOT.

The new Chicago dynamite plot is a startling development. It appears that twenty conspirators were connected with it, their purpose being to blow up certain buildings and murder Grinnell, Gary and Benfield.

One of these days a conspiracy will carry and there will be murder in the air.

The evident purpose of the plotters is to not only avenge the blood of the hanged anarchists by killing those deemed instrumental in producing their fate, but to so terrorize officers of the law that they will be afraid to take an active part in bringing such characters to justice.

Inspector Bonfield asserts that there is no intention on the part of the anarchists to precipitate a reign of terror, the object of the plot so lately unearthed being of limited scope. It may be that he speaks thus in order to throw other murderous men off their guard, and if not, what Mr. Bonfield doesn't know about conspiracies of this character may be a much more formidable quality than what he does know. The execution of the Haymarket men did not extinguish the fires of anarchism, but merely smothered them. The noiseless phase of anarchism is much more dangerous than the more demonstrative one. Look out for the silent dog; not for the brute that barks. The smoldering embers of anarchism are liable to break out in a blaze much more furious than any of its previous flames.

FROM TUESDAY'S DAILY, JULY 17, 1888.

CITY COUNCIL.

Important Questions Before the Authorities.

THE BREWERY SEWER.—STREET RAILWAY FRANCHISES.—NATURAL GAS.—CITY JAIL, ETC.

Last evening the City Council held an important session, the business that was brought forward being of considerable moment to the citizens. The Council was called to order promptly at 7 p. m., Mayor Armstrong presiding.

John A. Gillett represented that he was the owner of lot 6, block 34, plat B, Salt Lake City survey, but had neglected to obtain a deed thereto. He asked that the mayor be authorized to issue such instrument. Referred to the mayor.

W. H. Walker represented that the city had sold a lot belonging to him, and he asked remuneration therefor. Not granted.

W. E. Pack and others residing on First North Street, called attention to the protest which had been presented against the projected extension of water mains along that street and represented that the parties opposed to the extension were supplied with water by private pipes. They asked, in case the extension should not be made, that they be granted permission to lay a 1½ inch private pipe to supply them with water. Laid on table.

Jesse W. Fox was granted permission to use the sidewalk in front of his residence on Second South Street on which to pile building material for a period of sixty days.

The Burton Gardner Company asked that the petition of John C. Cutler, asking that the Salt Lake City Brewing Company be compelled to

EXTEND THEIR WASTE PIPE

to the Jordan River, be granted. Referred to the committee on sewerage.

Mrs. Lavinia Woodmansee represented that the Salt Lake & Fort Douglas Railway had entered upon the sidewalk in the vicinity of property owned by her, situated in Plat B, Salt Lake City survey, thereby inconveniencing residents. The railway officials had been requested to remove their track from the sidewalk, but no attention had been paid to the request, and she therefore asked that they be compelled to remove the track from the sidewalk. Referred to the committee on streets.

J. Shepherd and others represented that owing to the water ditch on Fourth Street not being flumed, the street was rendered almost impassable for vehicles, and therefore asked that the ditch be flumed. Referred to the committee on streets.

J. W. Jenkins & Sons were granted permission to pile building material in front of their premises on Fifth South Street.

J. R. Morris and W. M. Nichols represented that they were the owners of block 117, plot D, Salt Lake City survey, but as their deed was defective they asked that the mayor be authorized to issue a correct deed. Referred to the city attorney.

Fergus Coalter and others called attention to the fact that the Council had acted favorably upon a petition asking that Second East Street, between Seventh and Eighth South streets, be repaired, but stated that the work had not been done. They asked that the order of the Council be carried out at once. It was stated that reason for the street supervisor's failure to act in cases similar to this was that sufficient work for two or three years had accumulated. The work ordered by the Council was taken up in regular order and completed as soon as practicable. The matter was referred to the committee on streets.

One retail liquor license was granted.

NATURAL GAS.

Alderman Riter stated that Mr. B. S. Young was present, and desired to make a statement in regard to the petition presented by St. George & Young, asking for a franchise to lay pipes through the streets for the purpose of supplying the city with natural gas.

Mr. Young stated that they asked for a franchise on condition that they should succeed, within two years, in obtaining sufficient gas to supply the city with fuel. The capitalists who were behind the enterprise, before expending from \$25,000 to \$40,000, which would be necessary to properly develop the wells, required the assurance that a franchise would be granted if the necessary amount of gas were obtained. The petitioners now had two wells, one of which produced 15,000 cubic feet of gas per hour, while the other produced 10,000 feet per hour, all of which was going to waste. An expert had carefully examined the wells, and reported that it would be necessary to go down at least 2,000 feet to strike the principal vein.

Alderman McCormick stated that he had looked up the financial standing of the gentlemen who are behind the enterprise, and found them to be worth \$400,000. So far as he was concerned, he saw no objection to granting the petition. If the plan should be successful, it would be a great saving and benefit to the city.

Alderman Riter saw no objection to giving the petitioners to understand that a franchise would be granted should the gas be obtained.

Councilor Young said he was at a loss to understand what possible objection there could be to granting the petition on the conditions named.

Councilor Dooley stated that no action had yet been taken upon a similar petition presented by Governor West. He thought that all petitions should either be granted or refused. In regard to the petition of St. George & Young, he thought it would be eminently proper to grant it. He was in favor of a general ordinance regulating the manner of bringing natural gas into the city, and regulating the price, etc.

Councilor Young was in favor of considering each petition separately.

After some further discussion, the whole matter was referred back to the committee on streets.

Joseph Davis was granted an auctioneer's license.

J. J. Holland, representing Foster & Le Rosa's athletic show, made a verbal petition for the use of Washington Square upon payment of the usual license. Granted.

The watermaster presented a report showing the cost of putting down the Horton wood pipes to supply canal water for street sprinkling. The total cost of the work amounts to \$6,105.83, and he asked that the amount be appropriated. Referred to the committee on irrigation.

THE STREET RAILWAYS.

The following report was presented by the committee on streets:

SALT LAKE CITY, Utah.

July 14th, 1888.

To His Honor, the Mayor, and Members of the City Council of Salt Lake City:

Gentlemen:—Your committee on streets beg leave to report that on April 24th, 1888, Edmund Wilkes petitioned your honorable body for the right of way the entire length of Second South Street, also on Eighth West Street from its connection with Second South to the Hot Springs, for

A STREET RAILWAY.

using electricity as a motive power. This petition was originally presented to the City Council August 2d, 1887, but not having been acted upon, it was again presented and referred April 24th, 1888, as above stated.

On May 22d, 1888, W. H. Remington presented a petition to your honorable body for the right of way for a railroad from the Utah Central R. R. depot to the Hot Springs on a route not set forth in said petition, said railroad to be operated by steam as a motive power. The same petition also asks for the right of way for a cable line commencing at the Utah Central R. R. depot, running thence south on Third West Street to First South Street, thence east to Tenth East Street, thence south to Second South Street, thence west to the D. & R. G. depot, thence north to First South Street, thence east on First South Street to Third West Street, thence north to the Utah Central Railway.

On June 26th, 1888, Mr. Remington presented another or supplementary petition, in which he states he is enabled to more definitely state the streets upon which he desires the franchise to construct and operate a single or double track railway, to wit: Commencing at the Utah Central Railway depot, running thence south on Third West Street to First South Street, thence east on First South Street to Eighth, Tenth or Twelfth East Street, as he may desire, and from Eighth, Tenth or Twelfth East Street south to Second South Street, thence west to the D. & R. G. depot, thence north to First South Street, thence east to Third West Street, thence north to the place of beginning. Also collateral branches, first running from the corner of Second South and West Temple streets south on West Temple street to the city limits. Second, from the intersection of Second South and First East streets south to Sixth East Street, thence east to Sixth East Street, thence south to Liberty Park. The petitioner requests the right to

USE ELECTRICITY

on said tramway if it should be practicable, if not, then he is willing to construct a cable tramway.

On the same day, viz., June 27th, 1888, the Salt Lake City Railway Company presented a petition to your honorable body, setting forth its desire to meet the growing wants of the community, and stated that it proposed to substitute the elevated cable system as a motive power on all the lines of its road.

It further asked for the right of way for the period of thirty-four years on the following streets, to wit: On South Temple, First South, Second South, Third South and Fifth South streets throughout the entire length of said streets. Also on Seventh East, Fifth East, East Temple and Third West streets, so as to form connection with the lines running east and west. Also on the line of what is now called the Twenty-first Ward track to the eastern limits of the city; also on the tracks known as the Utah Central and Warm Springs line, and from thence to the Hot Springs; also on other streets of the city that are not occupied.

On June 30th, 1888, John W. Young and associates also presented a petition, asking for a franchise to build a tramway from the intersection of East Temple street and Eighth South Street, northward to Fifth South Street, thence east to First East Street, thence north through Eagle Gate to First street, thence east to B street, thence north to a point near Anderson's lower.

On account of the conflict in interest presented by these various petitioners, your committee desire to report as far as possible on them as a whole. And your committee will here state that they have given as much time to the consideration of these various petitions as circumstances would allow, and have had personal conferences with various petitioners, and given them opportunity to present their various cases in full detail.

It will be observed that in several instances the petitioners either ask to be permitted to

PARALLEL LINES

already built and in operation, or two or more of them ask for franchises on the same street. This has made it a difficult and delicate matter to come to such a conclusion on these matters as would be best for the inhabitants of the city which we represent, and whose interests should be of primary importance in the decision of your committee of this Council and at the same time be just and impartial between the various petitioners.

In regard to the petition of Edmund Wilkes, a conclusion was not reached by our predecessors because Mr. Wilkes admitted that the overhead or underground wire systems were not free from objections, but he asked to be permitted to use the storage battery system. A number of your committee examined into this system and found that the patentees themselves admitted that though they believed it was the coming motive power, yet it was not sufficiently developed for them to guarantee that it would give satisfactory results. For this reason Mr. Wilkes' petition has not been acted upon. At the time of his first petition there was no tramway on Second South Street, but since that time the Salt Lake City Railway Company have put one on that street under the grant they obtained from the City Council to build on all streets. Whether this would or should bar Mr. Wilkes from obtaining a franchise on said street, providing his motive power and system were satisfactory, your committee do not feel now called upon to determine; but your committee are of opinion that no one else has a right to feel aggrieved, as the road was built or under way before any other petition was presented asking for a franchise on the street named.

In view of all the circumstances, your committee are of the opinion that the best interests of the city will be promoted by granting these petitions in part, and denying them in part. We think it

UNADVISABLE TO GRANT

Mr. Remington and associates a franchise on streets now occupied by the Salt Lake City Railway Company's lines. Mr. Remington's supplemental petition does not mention the line to the Hot Springs, but the conferences had with Mr. Remington and associates indicated it to be a vital part of their project to build a line to the Hot Springs, and for the better securing of traffic they wished to get as near the business part of the city as possible; therefore your committee recommend that a right of way (under restrictions hereafter to be named) to the Hot Springs along some convenient street be granted, and also that their petition for a right of way on West Temple street be granted, and if they desire it a connection between this and the Hot Springs line be granted on some unoccupied street.

In thus denying a franchise to Mr. Remington and associates on streets now occupied, your committee believe that the better interests of the city will be conserved by requiring the Salt Lake City Railway Company to furnish the better services which Mr. Remington offered to put on, as it is in the power of the Council so to do, as will be shown later on, and thus prevent the further and unnecessary obstructions of the streets already occupied. [Further, two rival lines on our streets where one is ample to do the business would result disastrously to one or both of the parties, and the capital invested would be unnecessarily jeopardized, and the interests of the city, which are the primary question for this Council to consider, would not in the least degree be promoted.]

As to the petition of the Salt Lake City Railway Company, your committee recommend denying the extension or their present franchise for the period named in the petition until the company furnishes a better service on its lines (that

THE SERVICE IS BAD

will require no statement of your committee to convince this Council or the public), and in as much as the franchise on the streets occupied by that company is denied to Mr. Remington and associates on the ground that your committee believe it better for all interests concerned to require the Salt Lake City Railway Company to give better service, rather than permit their lines to be paralleled, your committee recommend that in order to be consistent and just to all parties, the Council exercise the power it possesses, if necessary, to require such a service as is contemplated in the charter of the company.

In evidence of the authority of this Council over this matter we hereby quote the provisions of the charter on this head.

Portion of Section No. 1 reads: "And the grantees aforesaid shall place cars on said railroad, with all necessary modern improvements for the convenience and comfort of passengers and shall run thereon each and every day both ways as often as the public convenience may require," etc., etc.

"Section 2. And be it further resolved that this franchise is granted for the term of twenty-one years from and after the date of this resolution, August 26, 1875, and accepted on the following conditions, viz.: That if the grantee, its successors and assigns, shall fail to keep and perform all the stipulations of this resolution, the City Council, after sixty days' notice, and on failure on part of said company to provide a remedy or make satisfactory arrangements therefor, may by a two-thirds vote declare the privileges heretofore granted forfeited, and proceed to take possession of the roadbed, and control the same as if this resolution had not been passed."

In regard to the application for a right of way from the Warm Springs to the Hot Springs, the company already possess all the rights that we could give.

The petition of the company states that, desiring to meet the growing wants of the community, it proposes to substitute the

ELEVATED CABLE SYSTEM

for the present system. The inference from this is that the company deems it its right, under the charter, to use this system if it desires. Your committee does not take this view, but thinks that the company is confined to the use of any motive power in use at the time of obtaining its charter, except steam. We will say, however, that in conference with the officers of the company they only asked permission to erect a section of the elevated cable on some remote portion of their lines, for trial purposes, and if not satisfactory to this Council its use would be abandoned. We therefore recommend that permission be granted to erect a section of the cable for this purpose. It is due to the officers of the company to say that your committee have assurance from them that service on their lines shall be improved, and that they are alive to the necessities of the case.

As to the use of electricity for motive power on any of the lines in this city, your committee must confess to a lack of faith that such means of propulsion is safe and unobjectionable, but the march of science is so rapid that it is probable that this feeling may rest on an improper basis, and it should be our aim to not put anything in the way of parties desiring to improve our city, but rather that we should give every reasonable aid and encouragement for this purpose. Your committee, therefore, recommend that this question be thoroughly examined by some competent person or persons in behalf of the city and petitioners, and if found unobjectionable, then the petitioners should be left free to use this motive power if they desire it.

In regard to the petition of John W. Young and associates, for the right of way for tramway as set forth in this report, your committee ask for further time for its consideration, as there are circumstances which may make it to Mr. Young's interest to withdraw his petition.

Respectfully,
W. W. RITER,
JOHN CLARK,
THOS. E. JEREMY, JR.

Alderman Sharp moved to adopt the report.

Mr. Riter said that Mr. Remington's attorney was present, and desired to make a statement.

Arther Brown then came forward and said that Mr. Remington began moving in the matter of securing rapid transit for Salt Lake City early last spring. His first plan was to have an underground cable road, but he was assured that the electric system could be run at

MUCH LESS COST.

One object in view was to secure rapid transit to the Hot Springs. To make such a road profitable, however, it would be necessary to have a connecting line running through the city. Prior to Mr. Remington's moving in the matter, the Street Railway Company had shown no disposition to build any road along Second South Street. Without any other authority than that which was conferred by an ordinance passed on April 26th, 1872, which granted them the right to build a switch on Second East Street, and on any other streets which might be named, but which had not been accepted within the required time, and was therefore void, the street railway company had gone to work and built a road along Second South. He felt perfectly justified, in saying that this step was taken to head off Mr. Remington, who proposed to expend a large amount of money to furnish the city with a system of rapid transit. Why had he been refused?

T. P. Murray then made a brief statement, in which he said that he was the first individual who had taken steps to secure rapid transit for this city. It had been said in regard to the petition for a franchise to supply the city with gas that these men should have a chance to spend their money. They asked for the same privilege. He felt that the City Council ought to grant them the privilege of supplying the city with rapid transit.

Councilor Dooley said he was opposed to a charter being granted to any company free. The street railway occupied the best streets in the city, which was truly one of magnificent distances, and needed rapid transit. He believed that Mr. Remington and his associates should be given a street that was worth something to them.

Alderman McCormick said that if anything was to be granted, it should be of some value. Such a road as Mr. Remington proposed to build would certainly be a great benefit to the city.

On motion of Mr. Young, further consideration of the report was postponed for one week.

NEW JAIL NEEDED.

The committee on city prison made the following report:

Your committee on city prison, to whom was referred its overcrowded condition, beg leave to report that they have examined into the matter and find the prison not only overcrowded, but portions of the building really unfit for the purposes for which it is used. We found the older portion of the prison very insufficiently ventilated; in some of the cells the only ventilation from without is through square holes high up in the walls; even in portions of the prison where the apertures are larger, there is such a lack of circulation of air that however clean the prison may be kept, the confining of a few dirty prisoners (as many of them are when first imprisoned) makes the air so foul that that portion of the building that it must be unhealthy; besides, such a condition cannot conduce to the moral well being of the prisoners, who are doubtless affected more or less by their surroundings. We are, therefore, compelled to report that the city prison is in no respect good, and in some, positively bad for its purposes, and think that this condition should be remedied as soon as practicable. We therefore recommend that plans and drawings be submitted to this Council for a city prison of modern appointments, of which the present prison may form a part. We are advised that with proper changes, the present building could be made available. By way of suggestion, an addition might be added on the west that should have an ornamental front towards First East Street. In this addition would be the kitchen and dining room down stairs, and the upstairs divided into rooms for female prisoners and boys. This would leave the whole of the present prison to be converted into a place for the confinement of males. But whatever the Council should decide best to be done, we recommend immediate action in the premises.

W. W. RITER,
A. W. CARLSON,
T. E. JEREMY, JR.

Alderman Riter stated that a representative of the Pauly Jail Company had examined the city jail, and thought that the present building could be utilized by putting in thirty-six cells which, with the other iron work, would cost about \$13,000, while the addition would cost some \$8,000 more.

Councilor Sowles thought it would be better to spend \$30,000 and put up a new jail, which would be a credit to the city, than to spend \$20,000 in patching up the old jail.

Further action on this report was postponed until the next meeting.

The committee on public grounds recommended the reference of the petition of Bamberger and Kinney, asking that their additions be placed on the new map of the city, to the committee on streets. Adopted.

Councilor Young made a motion to adjourn until Wednesday. He thought it useless to attempt to transact the business of the city by meeting once a week, and was opposed to all-night sessions. The motion did not receive a second.

The committee on public grounds reported adversely upon petition of Nephi Howcroft, asking for the lease of three acres of land in City Creek Cañon. Adopted.

The same committee, to whom was referred a petition of W. H. Walker, asking remuneration for certain land claimed by him which had been sold by the city, recommended that the prayer be not granted. Adopted.

The same committee, to whom was referred the petition of Anna Simonson, asking for corrected deed to certain property, recommended that the matter be referred to the city attorney. Adopted.

The bill of J. W. Fox, which was presented at the last meeting, was allowed on recommendation of the committee on claims.

The committee on cemetery, to whom was referred the matter of arranging with Messrs. Dinwoody and Donelson in relation to the use of the

ARTESIAN WELL

and machinery at the cemetery, reported that they had drawn up an agreement which had been signed by the petitioners. The report was adopted and the mayor authorized to sign the agreement.

The city surveyor presented a map showing the grade line of the Capitol Hill grounds. Accepted.

The Council then went into executive session.

Upon resuming its session, the mayor was authorized to publish a proclamation requiring citizens to cease using lawn sprinklers during the night, and restricting their use to three hours in the morning and two hours in the evening.

The Council then adjourned for one week.

Austin, Nev., July 14.—Judge Bigelow has just given a decision overruling the motion to set aside the sale of the mine on which the prosperity of the town principally depended. Bonfire and fireworks are blazing and general satisfaction is expressed. A new company is to be formed to work the mine.

INVENTION

has revolutionized the world during the last half century. Not least among the wonders of inventive progress is a method and system of work that can be performed all over the country without separating the workers from their homes. Pay liberal; any one can do the work; either sex, young or old; no special ability required. Capital not needed; you are, started free. Cash sent and return to us and we will send you free, something of great value and importance to you. This will start you in business, which will bring you in more money right away, than anything else in the world. Ground south free. Address: TOWN & CO., Augusta, Maine.