

The subscription of \$50,000 was filed, and the Board of Trade was organized about the 1st of June, and that the foundation of the building is barely begun when the walls should have been up, is not the fault of the Chamber, but of the Board of Trade. Under the circumstances, and unless there is a change in respect of actively out a part of the Board of Trade, there is no telling when the Chamber will be housed in its new quarters. Doubtless at some time during 1890 or 1891.

There will then be room and accommodations for permanent shelving and cases in which to exhibit not only the samples of our minerals, but of our manufactures, and the products of the field and orchard. With a room for the purpose, a reference library, of which we have the nucleus, would grow rapidly with but slight effort. A library would add much to the usefulness as well as to the attractions of the Chamber, and it is one of the objects to which the Chamber should in future devote attention.

## SEWERAGE.

During the past year the putting in of sewerage was begun. Sewer District No. 1 was laid out in 1888, and the proposition to sewer the district advertised according to law. But for the strenuous exertions of committees of the Chamber, abutting property owners would have defeated it by protest. It is therefore to this Chamber that the city owes the first great step in the improvement of its streets. The work was undertaken with a deliberateness almost intolerable, but is now perhaps half done.

Sewer District No. 1 is bounded north by North Temple street, east by Second East street, south by Fourth South street, west by First West street. It contains 19 blocks, equivalent to 76 blocks of any other Western town. Inclusive of the streets, the district comprises 271 acres. It requires  $11\frac{1}{2}$  miles of laterals, 10.48 feet of main and 5.00 feet of outlet pipe, the latter to carry the sewerage to the old waste canal west of the Jordan. Of this 8.00 feet of laterals are laid, and all of the main and outlet pipe, in all, 23,983 feet. Much of the main pipe, which was dropped down to Fifth South on Second East, one block south of the sewer district, is below water level, and the laying was tedious and expensive. Mr. Brooks, the engineer in charge, regards the worst half of the job as done, and believes that mid-summer will see it completed, at about the estimate of Mr. Lowry, \$250,000. The big sump at the Jordan, from which the water is to be forced under the Jordan into the outlet pipe, is finished, and the pump is being put in place.

## PAVEMENTS.

Nothing has yet been done in the way of paving, but when a district shall have been sewered it is time to begin. Both sides of Main street, between South Temple and Fourth South, will average \$1000 per front foot, selling value. The blocks are 660 feet long, and the street from curb to railway track 36 feet wide—2640 square yards. At \$2.50 per square yard, paving would cost \$10 per front foot, just one per cent of the selling price of abutting property.

Vitrified fire brick is probably the coming pavement. It is cheap, smooth, clean, noiseless, durable. In Wheeling, W. Va., it has been subjected to the hardest usage for six years, has had no repairs and is apparently as good as when put down. The clay for this kind of brick is found in quantity in this neighborhood. The steps in the work are as follows: Bring the street to the proper grade, and, if necessary, roll it down hard; make and deliver the brick, ordinary building size, 155-0 0 to 2640 square yards; put down four inches gravel and same of sand; lay brick on edge and tamp; top-dress with melted pitch to fill interstices and make water tight. I have been told that the pavement is laid by contract in Kansas at \$1.25 per square yard. I will not venture an estimate of the cost here. The brick bring \$10 per M at the kilns in the Ohio Valley. So they were to cost \$15 delivered on the street here; that would be about 90 cents per square yard. Would the grading, preparing and laying cost more than the brick?

The next best material, of which also we have an unlimited supply, would probably be asphalt. It is said to be much less durable than the vitrified fire-brick. Granite block is too costly and too noisy, and sandstone and limestone block and wood block have been tried by other towns and found wanting.

Our streets must be paved. We cannot otherwise have clean crosswalks. If Main street was paved, other streets would soon call for pavements. If any legislation is needed to enable the city and the citizens to pave the streets, let it be ascertained at once, and be provided at the coming Legislative session.

The undertaking is not so formidable as it seems. There will be double street railway tracks in almost every street, with a street 12 yards wide on either side. The cost per running foot (\$10) will be five times covered by the resulting rise in value of abutting property. Where there are owners unable to stand

the tax, the money can be raised on bonds based on the property, and time given. The city treasury will be burdened only with the distance between block corners, 8 linear rods in every 48 one way, or exact 8  $\frac{1}{3}$  per cent. Increased value will produce the extra tax, and increased comfort would soon reconcile tax-payers to it were it dollars instead of dimes. If once started, the transformation will complete itself, and we shall be lost in amazement that we hadn't done it ten years sooner. The sewered district ought to be paved within the next two years.

## ELECTRIC STREET RAILWAYS.

A great improvement in street transportation was made during the past year, to wit, the substitution of electricity for mules as the motive power of the street railways. This has been done on eleven miles, and the remainder of the existing sixteen miles is to be equipped as fast as possible, and then the mileage is to be doubled. Such, at least, is the present intention. By the time the thirty-two miles are in operation the chances are that the need for as many more will be pressing. Quick transit on street railways has already greatly enhanced the price of suburban lands. The overhead wires for telegraph, telephone, electric lighting and street railways are becoming troublesome, but the city may require them all to go underground, as in Chicago, Berlin, and other cities.

## OTHER IMPROVEMENTS.

Within the past year electric lights have been fixed at the intersection of the streets in a part of the city. The streets would be very satisfactorily lighted by fixing a second light between each street intersection and extending the system to the city limits.

A fire alarm system has been adopted and put in operation, and the service of the Fire Department materially improved. An attempt to lay a mile or so of sidewalk failed ignominiously.

A good deal of money and effort was expended, under stress of a very dry season, to increase the city water supply. Some permanent advantage will doubtless be derived from opening the springs on the course of City Creek. The natural and plentiful water supply of the town is Utah Lake, brought out on the highest practicable level, exchanged in part with the farmers for the Cottonwoods, and the latter brought into the city. A comprehensive scheme should be settled upon and worked out as the city may be able. City Creek must ultimately be freed from duty in the lower parts of the city, so that it can be used on the North and East benches. A natatorium has been established in the heart of the city, into which the hot sulphur waters in the suburbs are piped. Two new banks have been started with a capital between them of \$450,000. About \$30,000, exclusive of this, has gone into business during the year. Two to three millions have gone into new buildings, some of them handsome blocks of five or six stories. Plans and specifications for a Territorial Capitol, a joint City Hall and County Court House, two large hotels, and stores enough to cost, with the hotels, two to three millions, are now under consideration. There is a demand for stores and residences that cannot be met. The Chamber has called attention to the fact that our facilities for furnishing building materials have not increased in proportion to the demand upon them. From present indications there would be an extraordinary amount of building the coming year if the rough and dressed stone, common and pressed brick, ornamental and flint-tiling wood and iron and sheet iron could be had as fast as wanted. Fifty million brick may be required before July next. Who is preparing to furnish them?

## UNION DEPOT.

The Chamber of Commerce has interested itself in securing a union passenger station in this city. The prospect is favorable, perhaps, but the Union Pacific people, upon whom it mainly depends, are taking their time about it. Twenty, or even ten years ago that road could have secured terminal facilities in this town for \$100,000, which will now cost a million. Still, as always, it deliberates and postpones, while the golden moments slip by. If it is any object to the Union Pacific to have Salt Lake become another Denver in two or three years, it should lead a hand. Nothing would add to the convenience of the traveling public, or be a better advertisement of the city, than a handsome union passenger station, equal to the demands of a town of 150,000 inhabitants with the street car system starting from it as its initial point; and it might as well be built this year as five or ten years hence. It is inevitable, and the longer it is delayed the more it will cost.

## FREIGHT RATES.

The Union Pacific might, perhaps, do something for the city of ten times more importance than joining in the building of a Union passenger station. It might give rates that would enable goods to be got out of the city as well as in to the city. What have we in the

way of a jobbing or wholesale business? We do five or six million dollars worth per annum, while Missouri river drummers do twice as much more. Who meets Salt Lake drummers out on the roads, even in its own legitimate territory? Salt Lake City should naturally be the wholesale and jobbing point for Southern Utah, Eastern and Southern Nevada, all of Idaho and Montana, sloping from the main range to the southwest, and Western Wyoming and Colorado. There is a trade in this district of \$40,000,000 to \$50,000,000 to do, which would give employment to twenty good wholesale and jobbing houses with capital of \$5,000,000. Why is not the city in possession of this business? Ask any business man and he will say it without hesitation, to the railroads. It would seem that the interests of a body like this and of the railroads which serve the city and country about, should be identical, and it is a subject worthy the study of both our business and railroad men, how things can be so arranged that Salt Lake City may have an equal chance to sell goods with towns located 1500 miles beyond the mountains. Salt Lake merchants are just as ambitious and as competent as Kansas City or Chicago merchants. Why are they driven from their own natural tributary field by the merchants and drummers of the former cities? What is the use of talking about manufacturing when you can't get your goods out of town a hundred miles as cheap as Omaha can get them in a thousand miles? I am not well enough informed to point out a remedy. But there ought to be one, and it ought to be found and applied.

## GOVERNMENT BUILDING.

The need of a Federal Government building has engaged the attention of the Chamber of Commerce the past year, as it did in 1888. A special committee was appointed before the meeting of the present Congress to prepare bills and get them reported and placed at the head of the lists. Governor Thomas and ex-Governor West, of this committee have been in Washington, and induced the Supervising Architect and the Secretary of the Interior to recommend it. They have had bills introduced in both Houses, and the proper committees are about to report them back favorably. All this is well. It would have cost much less for a site last year than this, it will cost much less this year than next.

## POLITICAL.

It is impossible in any candid review of the year to ignore local political events of prodigious business significance. The Liberals carried Ogden at her municipal election of February, 1889. As a consequence, in part, Ogden experienced a great growth. Really advanced perhaps 100 per cent, 3000 acres were added in the city, and the population doubtless increased 50 per cent.

Similarly the Liberals of Salt Lake carried this city by a small majority at the Legislative election in August last. This led to the belief that the Liberals would carry the municipal election in February, 1890. Properly that had been a year on the market was picked up after the August election as fast as the papers could be drawn. As the months since have passed and this belief has strengthened, and sewerage and quick street transit have become assured, the price of realty in the city and suburbs has advanced. New hotels and other improvements have been projected, and this has increased the activity and the advance in price. The realty sales of December exceeded those of the first seven months of the year. Total realty sales for the year were upwards of \$15,000,000, five times as much as in 1887, three times as much as in 1888. The registration for the city election shows a large increase in the aggregate of voters. The past year was the busiest ever known at the Salt Lake land office and the Salt Lake postoffice. The heaviest mail that ever left the city left the Monday succeeding holiday week.

## MANUFACTURING.

In manufacturing there has not been the progress that might have been expected, doubtless due in part to the fact that the pace of speculation was too fast for it. No one could think seriously of a 10 or 15 per cent investment in manufacturing when he could make fifty per cent in the same time by investing in real estate. Yet something has been done. The Deseret Woolen Mill (1-set) employing 60 to 60 bands, and producing goods to the value of \$125,000 per year, was completed and started. The business of the shoe and overall factory of Z. C. M. L. was increased 60 per cent. Summerhays & Co. began the tanning of sheep and goat skins, making fine leather. A company was organized to make sugar from beets, and promises to get into operation before next harvest.

The most important new enterprise in this line, perhaps, is that of White & Sons, namely, a packing house commensurate with the wants of the city and valley for indefinite years to come. This will make Salt Lake a market for stock, hogs and sheep; it means a refrigerator room where 1000 beaves and a pro-