

City of Winston-Salem Government Meetings Notes

Town of Salem: 1887-1889

HIGHLIGHTS

1877 - Municipal Court; New water system discussed
1878 - Salem Water Company organized; Fire Department; Plans for a sanitary sewer system;
1879 - Consolidation attempt fails; First Health Inspector
1880 - First lawsuit against Salem comes to trial; Tax incentives; Tax base broadened
1882 - Public safety issues
1885 - Winston hospital requests help from Salem
1888 - Street railway franchise
1889 - Treasurer's report; Corporate limits extended; Passenger depot location decided; H.E. Fries elected Mayor

1877

MUNICIPAL COURT

February 3, 1877- The Board amended the town charter to reflect directions from the General Assembly. On March 10, the General Assembly conferred upon the Mayors of all municipalities the title of Justice of the Peace and to hold a court called Municipal Court to handle infractions and violations of the town ordinances. This "Mayor's Court," as it was dubbed, was meant to take a great burden off the State legal system as the penalties for violations of ordinances were just fines. It also set up a system of appeal to the state judiciary system. This system would remain in place, later with a municipal judge as a city employee, for 100 years.

The state law and changes in the Salem by-laws are entered in the Minutes book beginning with Volume 3 Page 209.

THE THIRD WATER SYSTEM

The first water system in Salem was completed in 1778, when water from springs in the area south or southwest of the present Calvary Moravian Church flowed by gravity through wooden pipes to the main part of town. This system supplied the needs of the town for a period of fifty years, or until 1828, at which time, the second waterworks was constructed. In this second system, water was pumped from a spring in the ravine east of Church Street and south of the Moravian Graveyard, by means of a 15-foot overshot wooden waterwheel. This system pumped the water through an iron pipe up the hill to a large cistern at Church and Bank Streets from which point the water flowed by gravity to the lower part of town. This water system supplemented by cisterns at various locations provided the water needs of the town for another fifty years span, and until the third system was constructed in 1878.

The first mention of a new water system was made at a meeting of the Commissioners on July 27, 1877. (3-225) At this meeting a proposition and subscription was submitted by several citizens in the upper portion of Salem, proposing to put a rain cistern at the intersection of Chestnut and Belews Creek Streets, with a capacity of not less than 25,000 gallons, with force pumps attached, etc., and pipes running to Main Street.

They further proposed that for every dollar subscribed by the Petitioners the Board of Commissioners would appropriate a like amount for the work. Mayor Augustus Fogle appointed a committee of three - John W. Fries, Dr. J. F. Shaffer and C. T. Pfohl to investigate the feasibility of the plan together with the cost, and to make a report to the Board on the Petition together with questions for a general plan of supplying the town with water.

The next meeting of the Salem Board was held on August 3, 1877. Mr. J. C. Buxton, a well-known attorney in Winston, was present by request of the Board of Commissioners of Winston. In order to ascertain the views of the Salem Board in regard to some plans for furnishing Winston and Salem with a supply of water in cooperation with Winston, Mr. Buxton was needed. (3-199)

Commissioner Fries explained the nature of the subscription list presented to the Board. Mr. Fries also reported that as one of the Committee he had examined the branch, also known as Bath Branch, running through the railroad culvert and found that a fall of 14 feet could be obtained by running a race of about 200 yards from T. J. Wilson's meadow. On a trial digging, water was struck at 13 feet. Mr. Fries estimated that the 200 yard race, the well, foundation and tail race, wheel and house, pump, 3500 feet of pipe, a reservoir 10 ft. x 30 ft., along with the pipe to Main Street, would cost from \$2800 to \$3000.

The Board authorized this committee to meet with the committee from the Winston Board to examine localities and get estimates. On August 17, 1877, Mr. Buxton of the Winston Committee reported that the Belo Pond had been examined and although water power was plentiful, there was no good drinking water on either side. It was further reported that the Winston Committee could not raise the requisite amount of money. Mr. Fries estimated that the cost of the water works to Salem alone could be about \$6,500, and he suggested that the most feasible plan would be to form a Joint Stock Company and go ahead with the powers of a body corporate. The Board then approved the appointment of a committee of five citizens to devise some plan for equalizing the amount to be paid by each tax payer and to solicit subscriptions. (3-228)

The question came up as to the legality of the Commissioners making an appropriation for the water works, so the Mayor sought legal counsel. On October 12, 1877, lawyer Buxton ruled that the Board of Commissioners had the authority to appropriate any monies on hand for any necessary expenses, and that the Commissioners are the judges of what are necessary expenses. The Board then appropriated \$500 toward the construction of a reservoir on Belews Creek Street at the intersection of Chestnut Street, along with a pipe line down to Main Street, contingent upon the citizens providing \$1,000 toward the project. (3-201)

1878

SALEM WATER SUPPLY COMPANY ORGANIZED

The Salem Water Supply Company was organized, with Dr. J. F. Shaffner as President. On March 29, 1878, the Board rescinded the previous action relative to citizens building the reservoir, and granted permission to the Salem Water Supply Co. to build it, lay the water main for fire protection and domestic use. Iron water pipes were to be installed. (4-11) The Town Treasurer's report for April, 1878, shows that the town made a subscription of \$500 to the Salem Water Supply Company.

The Salem Water Supply Co. constructed a pumping station on the east side of Bath Branch about 500 feet north of Salem Creek. A race about 800 feet long was constructed along the east side of Bath Branch north of the pump house. From this pumping station a water line was run to the Reservoir located on the south side of Belews Street at Chestnut Street.

This old reservoir now is the site of the Church St Parking deck just north of Business 40.

The old waterworks on Bath Branch was located on what is now the City Yard property.



**The pump house of the Salem Water Works.
(Forsyth County Public Library Photo Collection)**

March 29, 1878-The Board authorized the Mayor to appoint three extra policemen for Easter eve and morning. (4-12)

May 31, 1878- "Complaints have been brought against persons bathing in and near the ford leading to Happy Hill. The motion was made that the secretaries have signs posted forbidding bathing in the ford or within one hundred yards of the ford either above or below." (4-19)

FIRE DEPARTMENT EQUIPMENT

August 2, 1878- Commissioner J. W. Fries of the Committee on Hose reported that there were now several kinds of fire hose. One was a leather hose, 2-1/2 inch, costing \$1.10 per foot, including couplings. Another was 8 inch strip copper riveted at 80 cents without couplings. He also reported that canvas or linen hose was not being used by fire companies, since most of the cities were using rubber hose. The price of 2 inch 4-ply rubber hose was \$1.00 per foot, and 5 ply was \$1.25, with 65% and 5% discounts. The Board approved the purchase of 250 feet of 2 inch 5 ply hose. It was reported that F. & H. Fries would purchase 50 feet of hose if the Board would permit 100 feet of hose to remain with the fire engine stored on their mill property, to which the Board agreed. (4-25)

November 2, 1883-Captain F. C. Meinung, of the Rough and Ready Fire Company requested the Board purchase a new fire apparatus for his company. The Mayor was asked to check with manufacturers and get prices. (4-103). The weight of the old engine was 1500 pounds, but the new machine was to weigh 2600 pounds. The engine was ordered in March, 1884, (4-106) and received in May. The cost of the new engine was \$934.10. An order was also placed for 500 feet of good linen hose. The Richmond & Danville R. R. Company agreed to transport the new engine from Richmond to Salem free of charge. (4-108)

January 2, 1885- The Mayor and the Captain of Rough and Ready Fire Co. were authorized to hire hands to pump the engine in case of fire, the pay to be 25 cents an hour. (4-119)

February 6, 1885-The Captains of the Fire Company raised \$95 by private subscriptions and the Commissioners appropriated \$25 making a total of \$120, which was used to purchase a new hose carriage or cart. (4-121). A letter from Committee of Rough and Ready Fire Company regarding the purchase of a Steam Fire Engine was read at the meeting on October 2, 1885, along with a petition signed by 56 property holders regarding the purchase of this new equipment. (4-135). The purchase of a steam fire engine would entail a sizeable expenditure, so the Commissioners requested public input. (4-138) Most of the citizens were in favor of the new engine, some were opposed outright, while others were fearful that taxes might be raised:

Information and prices were obtained from various fire equipment concerns, including Mansfield, Clapp & Jones, Silsby, La France and Bottonwood Company. The Board left the matter to Commissioner Fries and the Mayor to negotiate with the manufacturers and to report to the Board as to which equipment would be best to purchase. It was further decided that the new steamer should be full nickeled, and that an old piece of fire apparatus would be traded in on the new equipment.

The three low bids were:

- | | |
|---|-----------------------|
| 1. LaFrance, for steamer like Winston's | \$2500 and old engine |
| 2. Button, full nickel | 2300 " " " |
| 3. Silsby, full nickel | 2200 " " " |



Salem Firefighters pose by their new engine.
(Forsyth County Public Library Photo Collection)

The Committee contacted the Button Company about a lower price, and Silsby Company about a better guarantee. The guarantee and price being equal, the Board would prefer the Button engine. Finally, on July 3, 1886, Commissioner Fries and the Mayor closed the contract for the Button Steamer at \$2200 plus the old engine, delivery to be made by August 15th. (4-156)

The Mayor and Secretary borrowed \$2500 at 6% from the Board of Trustees to pay for the new steamer and also a bill for fire hose in the amount of \$440.26.

After the purchase of this new steamer, some members of the Fire Company wanted to know if the Board was going to pay them anything for keeping the steamer in order. The Board told them that the town had been at a heavy expense in purchasing the new engine and that the members of the Fire Company must not expect pay at this time. (4-166)

The board did agree to appropriate two dollars per month to the Rough and Ready Company for cleaning the new engine after practice or a fire. (4-182)

Upon recommendation from the Fire Company, the Board approved these officers for the new Steamer:

- J. Roberson, Chief Engineer
- T. E. Davis, Assistant Engineer
- A. Howard, Fireman
- Lewis Tesh, Assistant Fireman

On August 6, 1886, the Board accepted an offer from F. & H. Fries to deed to the Board of Commissioners, free of charge, a lot north of their granary on Elm Street for the location of a new engine house. (4-160) F. & H. Fries further agreed to keep a team of horses nearby, which could be used all times at night in case of necessity. The contract for building this Engine House was awarded to Fogle Brothers at the price of \$1150, this price being \$100 lower than the bids of other parties. (4-162) A fire alarm bell was purchased in January 1889 for \$179.14. (4-209)

On August 3, 1888, the Board agreed to donate the sum of \$20 toward the purchase of shirts for the firemen. (4-201)

On January 4, 1889, the officers of the Rough and Ready Fire Company offered a series of recommendations to make the fire department operate more efficiently. They included that the members of the company be cut down to 22 men; that every member be required to pay his corporation tax in full; that each member shall receive the sum of \$1.00 per month for his services; that the engineer shall receive, as now, \$24.00 per year for care of the engine.

The Commissioners approved, but as to the pay of the members of the Fire Company, they agreed to pay the officers \$250.00. Presumably, the officers would pay the members of the company, since the \$250 would be close to \$1.00 per month for 22 men for one year. (4-207)

PLANS FOR SANITARY SEWER SYSTEM

The town was growing quite rapidly since incorporation, and with the increase in population density it was natural that problems arose relative to disposal of domestic waste. In July, 1878, the Board received a complaint that Mr. Nissen's privy was draining into the street and causing a nuisance. Mr. Nissen was asked to deodorize his premises and see if that would help this situation. Furthermore, if the Board would give him time, Mr. Nissen said he would cut a ditch through his garden from his water closet to his stable and turn the waste into his manure pile. (4-24)

Another complaint was made about Mr. Acker's privy, and he was told that he must either clean it out or "throw earth or some other disinfectant on it." (4-29) Robert Belo asked permission to cut a ditch across Main and Salt Streets to lay his sewer pipe. Apparently, this sewer line would extend to Tar Branch.

These are not isolated cases, but represent general conditions in the town, and indicate the need for some method of sewerage disposal. However, the use of open pit privies will be in general use in parts of both Salem and Winston for many years, even after consolidation.

At the meeting on July 3, 1886, Mayor C. H. Fogle read a letter from the Mayor of Winston, advocating a system of sewerage for the two towns. A committee of 5, including the Mayor, was appointed to consult with a similar committee from Winston. (4-157)

On July 16th, this joint committee recommended that Mr. Ludlow be employed to plan a system of sewerage for the water shed from 4th Street to Salem Creek and of a width extending from Cherry to Church streets. It was the understanding that each corporation would bear one half of the cost of the main line from First Street to Salem Creek, and for any other lines each town would pay for the lines of the system within its own territory. The estimated cost of surveying the whole line was from \$150 to \$200 "at nominal wages for Professor Ludlow." The Salem Board approved the making of the survey. (4-158) Ludlow was the Town Engineer for Winston. His home was a Bed and Breakfast Inn at 5th and Summit.

Mr. Ludlow made his report on October 1, 1886, with an estimate of \$1750 as the cost, to Salem, of the outfall sewer main down Tar Branch from 4th Street to Salem Creek. The Salem Board paid \$64 for its part of the survey cost. The Board appointed E. A. Ebert as an agent to obtain the right of way through Salem for the outfall sewer line. (4-163)

However, on June 3, 1887, the Salem Board informed the Winston Board "that inasmuch as our taxes will be cut down in consequences of losing the bank stock taxes, that our Board would not be willing to go into the Sewerage Contract, which the Board endorses." (4-176)

At a meeting of the Salem Board on August 4, 1887, Judge Wilson, Col. Alspaugh and Mayor Gorrell from the Board of Commissioners of Winston, were present and had urged the necessity of building the proposed sewerage system as planned. Judge Wilson stated that if Salem would guarantee the payment of \$1500 to the town of Winston, that Winston would complete the system as proposed. The Salem Board agreed that the Sewerage System would be needed in the near future, but no immediate action was taken. (4-179)

1879

CONSOLIDATION ATTEMPT FAILS

February 7- Mayor Dr. J. F. Shaffner, told the Board that the meeting had been called at the solicitation of Citizens of Winston, requesting the Salem Board to appoint a committee to confer with a similar committee from Winston, to discuss consolidation of the towns.

The Salem Board members were receptive and Mayor Shaffner appointed a ten-man committee, headed by Col. R. L. Patterson, to represent the Salem Board. (4-36)

The Joint Committee submitted a favorable report on February 14, 1879, the preamble of this report says:

- "1st. That the Mayors and Boards of Commissioners of the respective towns take over such action as they may deem necessary, to have prepared a Charter of Incorporation to be presented to our Legislature now in session, which among other necessary provisions should include.
- 2nd. That the towns of Winston and Salem be united under one Charter, with their present boundaries and that the name of said town when united be "City of Salem." The report went on to suggest other provisions to be put in the new charter which would govern the new city."(4-38)

The Charter further provided that the City be divided into four wards, denominated First, Second, Third, and Fourth Wards. The Charter also provided for an annual election to be held on the first Monday in May, at which time two Aldermen were to be elected in each of the four Wards, with the Mayor to be elected at large.

The General Assembly of North Carolina ratified the Act to consolidate the two towns on March 13, 1879. The Consolidation Charter provided for the new corporation to bear the name and style of "The City of Salem", as had been agreed upon by the two town Boards. (4-42)

Elections on Consolidation were held simultaneously in the two towns on the 19th day of April 1879. (4-45)

Precisely who the people in Winston whom started the consolidation movement and what interest they may have had in it is not clear, but it appears to have been political with the consolidation leaders being a waning power group of Republicans and small businessmen.

The Salem newspaper the *People's Press* wrote, "We can see no real benefit for Salem in the proposed union, at present. We may be shortsighted, but judging from past experience, we cannot endorse the movement." One person said of the proposed consolidation "it would be marrying the preacher's daughter to the town rascal--and no man in his right mind would undertake the job."

The movement was really a power struggle for leadership in Winston and few voters turned out.

The vote was	Salem-----	Unopposed 138	Opposed 18	Total Votes 156
	Winston-----	Unopposed 128	Opposed 329	Total Votes 457

In reporting the results, the *Peoples Press* said, "It is to be regretted that the subject was agitated at all" and expressed their hope that "this vexed question has now been quieted for all time, and that in future the relations between the two towns may be of the most pleasant nature."

THE FIRST HEALTH INSPECTOR

August 1, 1879-The Board resolved that every June or as soon thereafter as may be, the Board of Commissioners shall elect a Health Inspector and "his duties shall be to make a thorough canvas of the town, and see to the removal or repair of everything likely to be detrimental to the general health." (4-53) On August 15, Allen Spach was elected Health Inspector and his compensation was to be \$2.50 for every day actually employed. (4-54)

On August 29, Spach reported that he had been well received by the citizens and things were actually better than he expected. There were places that needed attention including a place on Academy St. that was a depository for dead animals and several outhouses. (4-55) His official report was made on September 12. (4-56)

Dec 5, 1879- A fire in Winston caused damage to the Salem Fire Engine. The Winston Commissioners said they would pay the bill for repairs. (4-60)

1880

FIRST LAWSUIT AGAINST THE TOWN

Mayor Shaffner reported on July 5, 1878, that he had been reliably informed that the Board was to be sued by a certain party for an accident which recently occurred on one of the town streets. (4-23) He then asked the Board for authority to employ Counsel to defend the Board in the event of such litigation. A short time thereafter, a suit was brought against the town by or for Miss Lilly Leight. Her father claimed she was injured "by the upsetting of his conveyance in the streets of Salem." (4-45)

Apparently this case was carried over from time to time, but finally came to trial in May, 1880, with the jury verdict being against the town. Mayor Shaffner called a special meeting of the Board on May 19, 1880, so that the Commissioners might "coolly and calmly" consider the cause of Miss Lilly Leight against the Town of Salem. (4-67) The Mayor stated the Jury in its wisdom had given a verdict of \$1600 against the town, and the question for the Board to decide was whether to appeal from the findings of the Jury, or pay the sum stated by the Jury, which with costs and lawyers fees would amount to approximately \$2,000.

Col. Morehead, presumably, Counsel for the Town of Salem, was present and gave as his opinion that the town would never have a better Jury or a fairer charge from a Judge, although he believed that the verdict was an unjust one and contrary to Law and the evidence. Yet, it was apparent the sympathies of the Jury were with the girl, notwithstanding the evidence was preponderantly on the side of the town. Col. Morehead further stated that if the town got a new trial the case might be carried to another county and the sum sued for increased to \$10,000, and he thought that if the case came to trial again, the award would probably be larger. He then advised the Board to accept the verdict.

Attorney J. C. Buxton was also present and had concurred with Col. Morehead. They were both of the opinion that the whole matter could be adjusted without further suits. Moreover, the Plaintiff was anxious for money, and the immediate payment of the award would settle the whole matter. Mayor Shaffner stated to the Board that he had telegraphed to Judge Ruffin to come to Salem, in order to get an opinion from a good lawyer who was not present during the trial and could, therefore, view the case unbiased. Judge Ruffin was not at home, so the Mayor then telegraphed to Thomas Fuller of Raleigh, who was also absent.

The Mayor then called upon each member of the Board for his opinion. While most of the Board members were reluctant to pay out such a large sum of the town's money, they, nevertheless, felt that it would be best to accept the advice of Counsel and settle the case by paying the amount awarded by the Jury, provided they could get a full release from the Leight family. Within the next few days the case was settled. (4-72) The Treasurer's report for the year ending April 20, 1881, shows an expenditure of \$2,052.38 on the Leight damage suit. (4-85) This was a sizeable amount for the little town to have to pay out. The entire amount of taxes levied for 1880 was only \$3,696.13.

TAX INCENTIVES

June 25, 1880- The Board was informed that Rufus Odell of Greensboro was considering building a new weaving mill of 500 looms. The Board passed a resolution that stated that Odell "be invited to consider the advantages which this community can offer." The Board then voted to offer them two years of exemption from taxes if they would locate within the corporate limits of Salem. (4-74) Today, there is no record that the mill was built.

TAX BASE BROADENED

From 1852 to 1870, taxes were levied against Real Estate only. The records indicate that this tax was levied against Real Estate and Personal Property up to around 1877. After this date, the tax was levied on "Real Estate, Personal Property, Money and Solvent Credits." Mention is made that Bank Stocks were not taxable in 1887. The tax rates during the period 1890 averaged from 30 to 40 cents on the \$100 valuation.

1882

SMALL POX VACCINATION

January 20, 1882- Dr. Robert Gray of Winston asked that Salem cooperate in quarantining against small-pox and in the vaccination of school children. (4-90)

At the April 7, 1882 meeting, the Mayor reported that 120 people had been vaccinated (4-91)

1885

April 4, 1885-Firemen were sworn in to act as special Policemen during a fire emergency. (4-123)

HOSPITAL IN WINSTON

Nov. 4, 1885-Mayor C. H. Fogle reported that Mrs. Patterson and Mrs. Bitting called on him requesting that the Town of Salem help pay the rent on a suitable building to be used for a hospital in Winston. (4-183) On December 2, the Board agreed that Salem would pay its proportional part on the rent of the hospital building, based on population. On this basis, it was decided that Salem should pay \$100 per year and Winston to pay \$200 per year. Salem was to send a check in the amount of \$25 quarterly to Mr. Grogan. (4-184) The Grogan House on Liberty Street in Winston was the first hospital since the Civil War.

PUBLIC BATHING DISCOURAGED

April 27, 1887-"...complaints brought against young men and boys washing in the mill race above the bridge and below Happy Hill ford, for loud swearing and talking and indecent exposures of their persons." (4-173)

This resulted in an ordinance passed on May 6, 1887 -"Resolved that bathing in the mill race shall be prohibited between the Race Bridge on Main St and the upper side of Charles Winklers's ice pond and any person violating this ordinance shall be fined two dollars for each offense. (4-174)

May 27, 1887-A.C. Sheppard was elected Police and Nightwatch at the annual election. At the next meeting on June 3, a petition from 61 citizens was read asking the board to reconsider the vote and nominated G.D. Hobbs. (4-176) The Board took no action on the request.

November 4, 1887-"The subject of a better lockup than the one we have now was taken up. The motion was carried that a calaboose be made in the lower part of this building in North West corner of the wood. The motion carried that a committee of two be appointed to have a calaboose cage built." (4-182,183)

December 2, 1887-The Board refused the request of Mr. Wiley Gibson to use his bicycle on the streets of Salem for business purposes. (4-184)

1888

January 6, 1888-"Mr. William Brown wishes to know upon what terms the Board would rent him the old calaboose building (on Main St.) for a wood shop. The motion was carried that the whole matter be left with the Mayor with power to act as he may think proper, rent \$150 per month." (-185)

STREET RAILWAY FRANCHISE

In January 1888, the Salem Commissioners signed an agreement with the Southern Street Railway and Improvement Company, under which gave the company the exclusive right and franchise for a term of ten years from March 1, 1888, "to establish and construct a system of street railway in and for the town of Salem." The Commissioners were obviously very excited about the prospect of the new street railway as it was approved in a call meeting. The agreement laid out where the lines would run and who would be responsible for the upkeep of the streets near the rails. (4-186) This agreement was never fulfilled.

July 24, 1889- "You are requested to meet in the Commissioners Hall tonight at 8 o'clock to hear a proposition relative to Electric Street Railway and Electric Lights for Salem. The party yesterday closed contract for railway in Winston and is anxious to meet our Board so he can leave tomorrow morning to fulfill another engagement."

At the meeting, Mayor Fries called upon Mr. Hawks of Lexington, Kentucky, who represented the contracting firm of Hawks & Hastings. Hawks asked for an exclusive right of way on the streets of Salem for thirty years to operate an Electric Street Railway. He further stated that his company "will use standard rails and make the gauge 4 feet and eight inches, which is standard gauge, so as to be able to have freight delivery in connection with passenger travel. In regard to the Electric Lights will give not less than 25 or more than 43 Arc lights of 1200 candle power, each at the rate of ninety dollars each per annum." Mr. McFarland, an electric expert from the Winston Company was present at this meeting and stated that the "Arc lights are by far the best that can be obtained now."

The Salem Board moved that the Mayor and Hawks draw upon a contract and refer it to an adjourned meeting on the following night at 8 o'clock. Mayor Fries requested several of the Board to take his carriage on Thursday afternoon and in company of Mr. McFarland (who kindly consent to go with them) to ride over town and see about the number and places for the street lights. (5-10)

At their next meeting the Board agreed to give an option to Hawks & Hastings for lighting the streets of Salem for ten years at \$90 per light per annum; this option dependent upon the building and operating of the Electric Street Railway.

Under the contract for the Electric Street Railway it was specified that "the Main Line of railway shall begin at the corporation line of Salem and Winston and shall extend on Main Street to the intersection of Main and Mill Street, and when extended, shall pass Mineral Spring on Marshall Street. The fare shall not exceed five cents on each trip in one direction within the corporate limits of Salem and Winston." The franchise for the street Railway was for thirty years from the 26th of July 1889. The final contract for the street railway was signed for the Town of Salem by Mayor E. H. Fries on July 16, 1890. Frank J. Sprague, President, signed for the Winston and Salem Street Railway Company, along with E. L. Hawks and associates.

The contract was approved but probably with the proposal of the year before on their minds, the Board stated it would only go into effect after the electric street railway system had been built. (5-12) There was a legacy of Frank Sprague. One route of the streetcars bears his name-Sprague Street.

POLICEMAN DUTIES DEFINED

May 25, 1888- Duties of Policeman

1-It is expected of the Policeman to be on duty from 10 AM until 3 AM during spring and summer seasons and to 4 AM during fall and winter months.

2-No Policeman shall leave the corporate precincts of Salem, without permission of the Mayor except in the discharge of his official duties and should he desire to be absent for pleasure or any other consideration he shall obtain the consent of the Mayor to fill his position in his absent and he shall be require to pay such officer during the time he is absent.

3.-It is expected of the Policeman to patrol the town daily both to maintain peace and quiet and demand the observance of the laws and reported promptly all violations of law and order.

4.-Any violations of the above or any violations of the rules governing the Policeman found in the ordinances of the town of Salem or any neglect of duty shall be considered due cause for removal (4-195)

The duties of lamplighter, which had separated from the Police job for some time, were also defined. These included that he would "qualify as Policeman of the town and be subject to all ordinances and rules governing the Policeman but shall not receive additional compensation." (4-196) The lamplighter was paid less than the policeman.

The pay was obviously not a hindrance for there were 10 applicants of the job at this meeting. (4-194)

The duties of the policeman were further defined in the Ordinance revisions of February 1889. Theses revision also included penalties for assaulting police officers and the right to search a house without a warrant if he thought a crime had been committed. (4-219)

An agreement between Salem and Forsyth County in April 1889 allows arrestees from Salem to be confined in the County Jail and to work on the County roads. (4-226).

June 25, 1888-"Com'r. Fries states that Professor Ludlow proposes to take Mr. Lineback's map of the town and do the grade work for \$200 for 100-foot sections or \$250 for 50-foot sections, but inasmuch as the Contract for Getting out Paving Stones has not been complied with grading will be unnecessary." Apparently, the engineering work involving the making of plans and profiles, establishing street grades, and plotting cross-sections on 50 or 100 foot intervals on all the streets had shown on to which the map referred. It also appears that the town was thinking about laying stone block street paving.

August 3, 1888- The Commissioners approved an appropriation of \$20 to buy shirts for the members of the Rough and Ready Fire Company. (4-201)

1889

TREASURER'S REPORT

May 2, 1889- The Treasurer's report showed the annual expenditures were \$8005.93 about one-half of which was for street work. The indebtedness of the town was \$4,730. (4-228)

CORPORATE LIMITS EXTENDED

The corporate limits of the town of Salem remained unchanged from 1856 until 1889. By an Act of the General Assembly of North Carolina, ratified on the March 6, a small area was brought into the town: Beginning at the Northwest corner of the existing town limits on the south side of First Street; running with the south line of First Street west 500 feet; then south parallel with the existing west corporation line, to the north line of the Paper Mill Road (now Bank Street); then along the north line of the Paper Mill Road east to the existing corporation line; then with existing corporation line, north to the beginning on First Street. The area amounted to about 0.05 sq. mi., making the total incorporated area of Salem about 0.90 sq. mi. (4-210 and 213)

REVISED ORDINANCES-IMMINENT DOMAIN, PRISONERS TO WORK, MORALS

The State General Assembly was also asked to approve some other changes in the Town Charter including the right of imminent domain and "Whenever by the provisions of any ordinance or fine is imposed for violation thereof, the Mayor shall have the right if such fine is not paid to require the offender to work on the public streets or do other work for the town to the value of any tax, fine, penalty or forfeiture imposed and adjusted to be paid and should be committed to the custody of the Police who shall execute this sentence and the direction of the Street Commissioners or may by putting the party to work under guard or with ball and chain or other safeguard if necessary." (4-215)

Section 12-Any prostitute or women whose general reputation for chastity is bad, who shall be found on the streets at night, plying her vocation, or soliciting men drinking sitting on the streets or in front of stores or lunging about public houses, or conducting herself in a forward or improper manner shall be deemed guilty of a nuisance and shall be fined \$5.00 for each offence. (4-217)

June 7, 1889-"Commissioner Christ reported a house belonging to Mayor Fries, near their (Fries) warehouse as being filled with bad women and was a nuisance. Mayor said he would attend to it at once and see that it was abated." (5-3)

PASSENGER DEPOT

March 22, 1889-A joint committee representing Salem and Winston selected the location for the first passenger depot, located on the east side of Depot Street, now Patterson Avenue, between First and Second Streets, this site being convenient to both Salem and Winston. (4-222)

MUNICIPAL ELECTION

May 1, 1889-H. E. Fries was elected Mayor, and served for three years. (4-229) C. B. Pfohl was appointed Secretary and Treasurer. The Town made remarkable progress during the administration of Mayor Fries, including the first electric street railway, the first electric street lights, the first sanitary outfall sewer, the Paving of Main Street with Belgian blocks, the first telephones, the establishment of a Board of Health, the first Bond Issue (\$50,000), improvements to Fire Department (including a fire alarm system), improvements to water system, a new town Charter and expansion of Police service.

At the end of his second term as Mayor, on May 1, 1891, the Commissioners paid the following tribute to Mayor Fries: "after a year showing us much unselfish and untiring work, by the Mayor, as this would be impossible for the Board of Commissioners or the citizens of Salem to ever fully appreciate or pay for the time and work he has expended in his efforts to develop and improve the town; but that as a small token of our appreciation, we ask him to accept an additional \$300.00 to his salary, toward the expenses, he has had to incur on account of his duties in the office."

Mayor Fries, after politely, but firmly, declining to accept the additional pay, replied "In returning thanks for the kindness shown by the Board, I desire to say that there are some things money cannot procure, and the evidence esteem, confidence and approbation manifested by the Board in this action are more valuable to me than any amount of money the Board can tender, and because of the expressions made tonight I feel myself fully repaid for all services rendered. In again returning thanks, I desire to say that the work could not have been accomplished without the hearty cooperation of the Board and the various committees, Auditing, Sanitary and Street, and the efficient and valuable aid rendered the Secretary and Treasurer and the Mayor Pro Tem."

LONG TIME SECRETARY-TREASURER-TAX COLLECTOR

When Salem was incorporated, one of the Town Commissioners served as Secretary of the Board. However, in January 1858, the Board combined the positions of Secretary and Treasurer and elected C. L. Rights at a salary of \$20 a year. In 1870, the additional duty of Tax Collector was added to the position, and L. N. Clinard was appointed to this three-job position at a salary of \$75 per year. After serving for nearly 20 years, Clinard retired in 1889, at which time his pay for a year's work was \$150.

TOWN BORROWS MONEY

June 7, 1889-“After the Mayor had stated the condition of the finances, the motion was carried to Board from the Board of Trustees (of the Moravian Church) \$1,000 for 12 months with which to pay a note of \$800.00, which will be due in Wachovia Bank on June 12 and the rest to be used for current expenses of the town.” (5-3)

July 5, 1889- The lamplighter was ordered to leave the lamps on Main St. burning until after the train comes in, unless it is very much after schedule time.” (5-4)

PLANS FOR PAVING MAIN STREET

Much of the discussions during the summer and fall of 1889 revolve around plans to pave Main Street. Each property owner was assessed and the results of the assessment and questions regarding the assessment are handled bit by bit over several meetings.

FIRE INSPECTION

The town of Salem had citizens appointed as fire inspectors since its beginning. In 1889, the responsibility was shifted to the professional fire fighters. “Resolved that the Captain of the Fire Co. appoint a committee of his company whose business shall be to visit all houses, being erected in the incorporation, and secure a plan of the ground floor; said plan to be filed with papers of the Company; and keep the same private for the use of the company, to be studied and in this way make themselves familiar with the interior construction and the best manner of entrance to same.” (5-20)

LOT DEEDED TO COUNTY FOR SCHOOL

July 5, 1889- After some discussion, the Commissioners deeded a lot at the corner of Elm Street and Shallowford Steet to the County. The house on the lot had been used as a free or public school for many years. The County wished to build a new school but could not unless they owned the land. (5-7)