

MASS MEETING AT COMMERCIAL CLUB

Gathering Declares by Unanimous Vote to Request Legislature To Postpone Action.

ON PENDING RAILROAD BILL.

Letters From W. H. Bancroft, W. S. McCormick and Heber M. Wells On the Subject.

A gathering at the Commercial club last evening declared by unanimous vote to request the legislature to postpone action on S. B. 95. This confers additional powers upon the Oregon Short Line, made a careful analysis of the most important clauses of the bill. Replies were made by R. W. Sloan, Questions and cross-questions were asked by persons scattered about the room resulting in a spirited informal discussion. It was decided the bill merits more attention than it has received from the legislature and the vote taken at the mass meeting asks for a five day's postponement of action upon the part of the legislature to permit Utah to study the measure. A motion made by O. H. Hewitt asking that the senate kill the bill was accorded a second.

The clause getting most attention is subdivision 9 of section 3. It gives railroads full power to own, operate and develop coal mines with all privileges of selling their products and those manufactured from the raw output. Fisher Harris read letters from W. S. McCormick, Heber M. Wells, W. H. Bancroft and O. H. Hewitt. Former Governor Wells favors the legislation contributing judicial aid towards increasing the coal supply. Judge Powers is directly opposed to the bill. He said it would work a great injury to the state and its people. Senator Benner X. Smith said that while he introduced the bill he does not intend to let it be anything but a measure to be applied to local conditions only.

President S. H. Love of the state senate presented opposing views. He favored railroads being kept to transportation. Mr. McCormick said: "The whole tendency of civilized legislation is against railroad companies owning coal mines." He said: "It is against the sentiment of the entire country. I do not question the motive of the men behind this bill, but they are not in the interests of you and me, and other citizens of Salt Lake and Utah. I don't care who hauls my coal or carries me, but I don't want to have the prices raised year after year and corporate interests controlling the entire country so you can't turn a hand over." He urged that action be deferred.

L. H. Curtis, Arthur Sweet, H. C. Edwards, E. Bremer, J. C. L. Wood and Representative Parry of Iron county were among the speakers for and against the measure. Harris carried the request of the meeting to the legislature.

FROM MR. BANCROFT.

The texts of the various letters submitted to the club are as follows: President and Board of Governors, Commercial Club, City, Gentlemen: I acknowledge receipt of your invitation of the 5th inst. to attend a meeting of the club at 8 o'clock this evening, at the club rooms, for the purpose of discussing the features of Senate Bill 95, now before the senate. I cordially thank you for this invitation and regret that I am not able to be present personally.

In view of the fact that I shall be unable to attend your meeting, I take this occasion of suggesting to you for your consideration the fact that under the recently enacted interstate commerce law a large part of the supply of coal heretofore furnished in Salt Lake City and other portions of this state, brought from Wyoming mines, controlled by the Union Pacific Coal company, which is associated with the Union Pacific Railroad company, will be cut off. This circumstance will materially affect the supply heretofore enjoyed, and which, as you know, has, from all sources, been inadequate during the present winter, as well as regarding the development of new mines in Wyoming owned by the Union Pacific Coal company, with the view of supplying additional coal for commercial purposes in the adjoining states.

This action of Congress relegates to the several states the necessity of supplying themselves with commercial coal, so far as obtaining coal from mines owned by railroad companies, or auxiliary companies, that would have to be shipped interstate is concerned, and this situation demands the development of coal mines within the state by interests best adapted for that purpose.

THE LARGE COST.

It must not be forgotten that in the opening and development of a coal property by any company, so as to produce coal at the rate even now prevailing, involves not only a very large investment of capital, but a great deal of risk and uncertainty. To illustrate: A mine may be opened at a large expense, and conditions may arise that make it unprofitable to operate. A recent instance of this is in my mind, namely, that of the opening by the Union Pacific Coal company at Spring Valley, Wyo., of a coal mine, the estimated cost of which was \$100,000, and which they have found it unprofitable and impracticable to continue operations, and that investment is lost.

The opening and installing of the necessary machinery in a mine, and the providing of the necessary buildings for employees, supplies, etc., at the very minimum, would require an outlay of \$200,000 for a mine of perhaps a thousand tons a day output, and if you increase that two or three thousand tons a day it would probably involve an expenditure of from \$500,000 to \$1,000,000.

Of course, railroad companies have the right to own coal mines and to operate them and operate them for their own use; that is a power incident to a railroad corporation to supply itself with the necessary fuel for its own operation; it must do that much. To supply the needs of any considerable railroad involves an expenditure such as I have named above, and incident to that it secures to me that there is no good reason why they should not be lawfully permitted to increase the output of mines which they might develop, if they choose to, beyond their own necessities and thus assist in supplying the coal demands of the people in all the various ways in which coal is necessary.

Catarrrlets

Relieve Nasal Catarrh, allay inflammation, soothe and heal the mucous membrane, sweeten and purify the breath. Best gargle for Sore Throat, Sore, or Druggists or mail.

Dyspeptics

Give instant relief in Sour Stomach, Heartburn, Nausea, all discomforts arising from indigestion. Pleasant and economical. Medium size, 25c.; Large, 50c.; Pocket, handsome aluminum bonbonniere, 10c. Druggists or mail. C. I. HOOD CO., Lowell, Mass.

ary for their domestic comfort and the development of the various industrial manufacturing and smelting enterprises of the state. I very cordially assent to the view that, in this connection, railroad companies should not discriminate against the independent coal operator, and should it be found that they are engaged in such discrimination adequate means should be provided to prevent it.

AS TO INDEPENDENTS.

I am informed that an independent coal company is now engaged in opening a mine, at a large expenditure of capital, near the line of the Rio Grande Western railroad, and expects to be in the market by the end of summer with a thousand tons of coal a day, and that they are relying upon that railroad for the transportation of the output to market, and I am also informed that they have received every encouragement of fair treatment from the railroad company, so as to justify this investment. Speaking particularly of the Oregon Short Line Railroad company, I have to advise you that it is not only the duty of the state, but the owing or being interested in any coal mines whatsoever, but to encourage the development of more coal lands by independent operators this company is today engaged in building a line of railroad 30 miles from Kemmerer northwesterly, for the purpose of enabling it to develop the coal lands in that locality and open and develop that mine and have railroad transportation facilities for their output, which, of course, will be sold in all the markets available.

It will be clear to you that the opening of a mine at some distance from the railroad involves the necessity not only of the outlay necessary to the opening of the mine, but the added cost of constructing a railroad to such locality, so that there is a double risk in the investment, for should the mine that is proposed to be opened prove unsuccessful, it would follow that the particular investment in making an extension of the railroad to the mine, and the cost of the mine, would be a greater or less distance, would also prove a loss.

NEW MINES.

Being fully conversant with the seriousness of the coal situation as it has existed during the past year or so, to my mind the most important thing to be considered is an additional coal supply to meet the demands, and this is emphasized by the fact that shortly a very large percentage of the coal now being brought into the state from Wyoming for commercial purposes will be cut off. To meet this condition is of the greatest importance. This can only be done by the opening and developing of additional coal mines, to which end this company will lend every means within its power. I feel convinced that the provisions of the measure now before the legislature will do much towards enabling the railroad companies to lend their efforts to the development of coal mines in which they are interested, in order to provide coal for commercial purposes.

TO CO-OPERATE.

I desire to impress upon the board of governors and the members of the Commercial club, that so far as the interests which I represent are concerned, we are seriously minded of the conditions as pertaining to the coal situation, and it is with the view of relieving this situation that the co-operation of the legislature in enacting such legitimate legislation as may make it possible for us, in the expenditure of many thousands of dollars, to contribute as far as we may be able, to improving the conditions, has been asked. As a commercial body, thoroughly conversant with the conditions that have prevailed in the past and those that are threatening in the future, I cannot but feel that you would readily endorse any measures that might be advantageous in bringing a larger supply of commercial coal to our markets, for domestic, manufacturing and all other purposes as the demand may require, and which is being brought into the state, and I would strongly urge your serious thought and consideration of the subject under discussion in all its aspects. I am, Very respectfully yours, W. H. BANCROFT.

MR. MCCORMICK'S LETTER.

Hon. W. J. Halloran, President, Commercial Club, City.

My Dear Sir: I have the honor to acknowledge receipt of your invitation of the 5th instant to a mass meeting called by the board of governors of the Commercial club, to consider a bill now in the hands of the Utah legislature.

I regret exceedingly that owing to a prior and very important engagement,

I am unable to attend.

I am, Sir, very respectfully,

W. S. MCCORMICK.

Heber M. Wells.

Headaches and Neuralgia From Colds.

LAXATIVE BROMO Quinine, the world wide Cold and Grip remedy removes cause. Calf, for full name. Look for signature E. W. GROVE, 25c.

CHRISTENSEN'S.

New adult classes in dancing will form tonight at 7:30 and 8:30.

STATE STREET A SLOUGH.

Between Fourth and Eighth South Road is a Veritable Quagmire.

State street, between Fourth and Eighth South streets, is a quagmire, a peat bog, in which wagons are mired constantly and that there are many cowboys.

Mr. Moran has the contract to pave the street to Seventh South, and one-third of the cost of the paving is to be paid by labor claims, extra work, and equipment. How many of the new machines in transit, and expects to begin operations shortly. Four or six times six horses necessary to move the wagons through this slough where only two would be required were the roadway in condition. The slough on South street the road is paved with slag from the smelters and there is no trouble there.

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