

acted as chairman of the representatives of the railroads, and Mr. T. G. Webber of the Chamber of Commerce committee presided over the deliberations of the conference as a whole.

Mr. Webber opened the proceedings by explaining the object of the conference. In doing so he briefly reviewed the circumstances leading up to it, including in his exposition a statement of the fact of the suit having been played against the railroads by the Chamber of Commerce; the effort of the business men and shippers to find some more amicable way of securing an adjustment of their grievances; their application for a stay of sixty days and their request for the appointment of the committee now acting to confer with the railroad representatives. The chairman further stated that it was to the advantage of both parties to this investigation to avoid the pending litigation, if it could be done consistently with the interests of each. He insisted that Salt Lake had natural advantages that adapted it to be a distributing center, and urged its claims in that connection to be accorded not only equitable through rates, but also just distributing rates. After enumerating various industries which had been injured by unjust tariff discriminations, the chairman presented the following as the order of business of the conference:

First—Local commodity rates to points tributary to Salt Lake: (a) South, over the Rio Grande Western and Union Pacific railway; (b) West, over the Southern Pacific system; (c) South-east and east, over the Rio Grande Western and Union Pacific; (d) North, over the Short Line and Union Pacific system.

Second—Commodities to be added to the present trans-Missouri westbound tariff.

Third—Class rates approximately based on existing rates from the Missouri river to Colorado common points.

And concluded by laying before the railroad representatives the following statement of demands by the business men and shippers:

The merchandise, farming implements, vehicle and machinery committee ask for special carload commodities to be added to the trans-Missouri tariff; local commodity rates north of Beaver canyon, Nampa and Boise in Idaho, east to Evanston, Wyo., west to Toano, Nev., south and southeast to all points reached by the Union Pacific and Rio Grande Western railways, and modifications in class rates from the east. Also, that present inconsistencies in the trans-continental and trans-Missouri westbound tariffs be corrected.

The manufacturers committee ask certain commodity rates on raw material to place them on a competing basis with factories in Denver and on the coast; f. i. on denim, soda ash, caustic soda, silicate of soda, leather, rosin, chlorate of lime, tallow and rags, and commodity rates on mill stuffs, overalls, jumpers, brick, paper, etc.

The smelters committee ask commodity rates in on coke, lime rock, ore and coal, and rates out on bullion and copper matte.

The mining committee ask lower rates on ore to Utah smelters and to Colorado and Missouri river common points from this city.

The hide and wool committee claim that dealers east and west have advantages over them. They ask that this be corrected by causing the common points in Utah on wool to be extended from Corinne on the north to Juab and Salina

on the south and to the Territorial line on the Rio Grande Western Railway. Also that the minimum carload on wool in some instances be raised from 16,000 to 20,000 pounds and that commodity rates be made out on wool and hides and in on leaf tobacco for sheep dipping purposes.

The live stock and packing house products committee ask commodity rates in on live hogs in double deck cars, and on live stock out, shippers to have the option of routing via Kansas City or Omaha at the same rates. Commodity rates to Colorado and Montana common points on dressed meats and packing-house products.

The lumber committee ask that Salt Lake be made common with Ogden, and a commodity rate from the Missouri river on glass.

The grain committee asked for a rate in from the Missouri river on corn, corn-meal and oil cakes, and commodity rates out on wheat.

The produce committee ask for commodity rates on certain articles to place them on an equality with competing cities east and west now enjoying same, and commodity rates out on potatoes and onions.

The salt committee had no grievances.

Sessions of the conference were held successively, from day to day, from Monday, the 10th instant, till Thursday, the 13th instant. At these meetings all of the railroad representatives were present, as were also the executive committee, the chairman and some of the members of each of the sub-committees. It will therefore be observed that the interests of the business men and shippers were fully represented, and the claims of the several industries clearly explained and advocated.

After the various features of our demands were set forth in detail and discussed, Mr. Gray, on behalf of the railroads, presented a list of concessions. They were not satisfactory to the committee, which, therefore, declined to agree to or accept them. This led to a resumption of the consideration of the subjects in controversy, which resulted in the presentation of the following from Mr. Chairman Gray:

Mr. Chairman—The representatives of the roads have carefully and thoroughly reconsidered the report made yesterday, reaching what we deem final conclusions so far as we can go. We offer these rates in the spirit of compromise, with the understanding that they take effect when stipulations are filed with the interstate commerce commission withdrawing the present suit now pending.

These adjustments and reductions, as revised, were carefully scrutinized and, after mature deliberation, accepted by the executive committee. The latter then prepared a report of its labors, including in it a statement of what the railroad companies had agreed to do in satisfaction of the demands made upon them in behalf of the business interests of this city. The report was presented to a meeting of the general committee on Thursday evening, the 20th inst., and the following resolution, offered by Mr. George M. Scott, was unanimously adopted:

Whereas the executive committee and all of the sub-committees representing the general body of business men and shippers interested in the adjustment of freight rates to and from this city, have met and conferred with the officials and representatives of the several railroads

party to the suit now pending before the interstate commerce commission; and

Whereas, The said committee found the railroad officials and representatives willing to make concessions that would greatly mitigate, if not entirely remove, the unjust discriminations in railroad rates to which Utah business men and shippers have been subjected, and although all that was asked was not obtained, as the general result of the conference is satisfactory; be it

Resolved, That we adopt the report of the executive committee and accept the concessions and terms offered by the railroad companies. And we request the Salt Lake Chamber of Commerce to withdraw the suit planted by it against the said railroads.

Hereto is appended, as part of this report, the above mentioned report of the executive committee, marked "Exhibit A."

It is proper to state that some of the concessions referred to in the executive committee's report as having been made to the mining and smelting industries, are only indefinitely secured so far as the Union Pacific and Rio Grande Western railways are concerned. It will be necessary for these two companies to consult with eastern connections before the promised beneficial changes can exist beyond themselves. The representatives of these two lines have, however, assured the committee that the connecting roads will without doubt concur in the reduced rates.

While what has been conceded by the railroads is not all we ask for, yet it must be admitted that it is generally satisfactory. Some of the gentlemen interested in the re-adjustments did not secure the reductions in their lines of business they hoped for, but they generously sustained the arrangement described in this report. As they regarded the result as good in a general sense, they decided not to stand in the way of an amicable settlement. It is to be regretted that no abatement could be secured on first, second and third class rates from the Missouri river to Utah common points, still what has been obtained in other directions is valuable, and will tend to develop the business of this city as a distributing and manufacturing town.

No stipulations have been entered into by the railroad companies as to the length of time the new rates will prevail. Assurances are given, however, that so soon as the suit of the Chamber of Commerce against the interested railroads is withdrawn, the new tariffs will go into effect, and be regularly listed. And in case there should be any attempt at an early or arbitrary breach of agreement, a united movement on the part of the Chamber and business men of Salt Lake would doubtless prevent its consummation.

The public is indebted to the Chamber for having taken the initiative in the movement to secure an adjustment of the freight commissions affecting this city, and is therefore entitled to popular credit.

It is hoped that the Chamber will confirm the action of its committee, and take appropriate steps toward a speedy settlement of the subject of this report. We are yours respectfully,

Thomas G. Webber,
W. H. Rowe,
George M. Scott,
E. R. Clute,

P. T. Farnsworth,
James Glendinning,
Joseph E. Galagher,
W. H. Remington.