

charter provides for the extension of its lines to the Wyoming border on the east and the Nevada state line in the Deep Creek country on the west. Its board of directors are amongst our most prominent and respected citizens. It has all the machinery of organization complete, including a construction company and a competent engineering department. It has about twelve miles of road completed, doing a suburban passenger business with some freight traffic, such as brick, coal, etc. Its balance sheet shows a profit over and above the operating expenses of this short line during the past year. They have steel rails and ties on hand sufficient to carry the road to Farmington. Their line passes through the heart of all the settlements in the valley. After leaving Kaysville the line bears to the east around the point of the Wasatch, striking the Weber river at Devil's Gate. The distance to Coalville is sixty-two miles, and the profile of the line shows an almost uniform down grade from Coalville to this city, there being only two slight breaks in the grade, at which point the maximum grade is only forty-three feet to the mile; going east the maximum grade is seventy-nine feet, from where the road strikes the Weber. A branch of about twelve miles to the northwest would connect the road with the Central Pacific system. This company realizing that there is no fuel west of this city have wisely concluded to first build to the coal before striking out for the west. They are now negotiating for the sale of their bonds in the east and in Europe, and with proper support and encouragement from our citizens will doubtless succeed.

The Salt Lake & Los Angeles railroad has about fifteen miles of road completed to the westward, terminating for the present at Saltair Beach. The proposed Deep Creek railroad, which has been so long agitated by Colonel T. P. Murray, seems to have taken new life, and it appears to me that if all of these companies would unite their efforts upon one plan of construction to the west and seek such local aid as could doubtless be obtained in money subscriptions, donations of land from real estate owners and from the city, and liberal franchises and right of way through the city—with such backing and support at home, it would be possible to place the bonds of the road abroad, sufficient to equip the line indicated.

The chamber of commerce sent an agent last summer to San Francisco to consult with the promoters of the proposed San Francisco & Great Salt Lake railroad. This agent reported that the men connected with the proposed line were among the heaviest capitalists of California, and they assured him that the road would be built, and that when the proper time came they would co-operate with the Salt Lake people. Our Coalville and Deep Creek road, in connection with the proposed San Francisco road, when built, would leave only the gap from Coalville to Casper in order to create a new transcontinental system, passing directly through Salt Lake City.

The stock and franchises of the American Natural Gas company have been taken up by several gentlemen of Colorado of large wealth and the high-

est standing. They have been engaged for several months in sinking a deep well near the edge of the lake, which, owing to defective pipe casting, recently collapsed and had to be abandoned. They are now engaged in sinking a new well in that portion of the gas field where former developments demonstrated that the apex of the gas bearing formation comes nearest to the surface, and I have been informed that as soon as another well is struck of capacity equal to the so-called "Tuscarora" well, they will commence piping it into the city. I feel quite confident that the gas will be in the city early in the coming spring.

At the present time there is great excitement throughout the country over the reported rich strike of placer gold mines on the San Juan and Colorado rivers in southern Utah. Thousands of people are flocking into that portion of the Territory, so that the region will be thoroughly prospected—resulting, no doubt, in valuable discoveries and the permanent settlement of that portion of the country. The merchants of this city should make an early effort to secure the trade of this new El Dorado, and I would recommend that the Chamber of Commerce send an active, intelligent and alert man there as an agent of the chamber, to report on the prospects of the region, to indicate the best routes from Salt Lake City, and to furnish our business men with all necessary information to enable them to extend their business into that section.

The work of the chamber the past year has been chiefly devoted to the effort to compel the railroads engaged in the transportation business of Utah to reduce, revise and readjust their tariffs, so as to lighten the burdens of the people and relieve our merchants from grievous discrimination from which they were suffering. A reference to the report of the chairman and commissioner of the transportation bureau will show how effective the efforts of the chamber have been in this great contest, and these good results are largely due to the able and thorough manner in which the case was worked up by Commissioner S. W. Sears. I am informed that all the rates agreed upon have been put into effect, except the reduced rates on coke to the smelters and on bullion to the Missouri river. The failure of the companies to put these rates in force as agreed upon looks like bad faith on their part, and I recommend that the new board of directors take the matter up at once, and insist upon the agreement being fulfilled immediately. The usual routine work of the chamber has been carried on. The expense of the railroad contest was heavy, but has been met by the ordinary revenues of the chamber with the special contributions of a few of our most liberal business men to the expense of the transportation bureau. Some of the old debts inherited from last year have been paid, and every bill incurred by the present administration has been paid in full, except the rent of rooms occupied by the chamber, which will doubtless be liquidated in full from the proceeds of the ball. Many of our members are delinquent in their dues. If one-half of the delinquents would pay up, there would be money in the treasury after paying

all our debts. I refer you to the secretary's report for a detailed statement of the financial affairs of the chamber.

On March 24, 1892, the chamber passed and forwarded resolutions to the President of the United States, earnestly urging the President to grant general amnesty to all persons laboring under disabilities through the operations of the Edmunds-Tucker law, and it is a source of much gratification to the members of this chamber, of all shades of religious opinions, that this act of grace and conciliation has been finally accomplished.

The chamber suffered the loss by death of three prominent, able and active members during the year, in the persons of Mr. Orlando J. Hollister, a former secretary, Mr. Frank Dyer, a most liberal member and Mr. William H. Shearman, who was a director at the time of his death. Appropriate resolutions were passed by the board on the occasion of the death of these officers, and engrossed copies thereof sent to the families of the deceased.

I most earnestly urge the new board of directors to enter into hearty co-operation with the World's Fair commission to the end that Salt Lake County may make a creditable showing at the great exposition.

In conclusion I wish to express my thanks to all the members of the retiring board, and to the secretary, for their uniform courtesy and kindness in all our business relations during the year, and I promise the new board a faithful personal support in any measure they may undertake during the year for the advancement and prosperity of our beautiful city.

TRANSPORTATION BUREAU.

Chairman Fred Simon of the transportation bureau, then read the following report:

Colonel J. W. Donnellan, Esq., President Chamber of Commerce:

Dear Sir.—At the request of the secretary of the Chamber of Commerce, I beg to submit a brief report of the transportation bureau, covering the work for the year just passed and closing on Jan. 12 of this year.

Since the organization of the Chamber of Commerce I have taken part in such various duties as were from time to time assigned to the members of that institution, and, realizing that an immense benefit could be secured by obtaining lower freight rates for the merchants of this city, I assisted, three years ago, in the organizing of the transportation bureau, and took great pleasure in furthering its work whenever time and occasion permitted.

Only those who themselves took part in the work can have an idea of the various moves made to do the preliminary work, which finally led up to the engaging of Mr. S. W. Sears as commissioner of the bureau, to whom the suit against the railway companies centering here was entrusted.

You, the members of the board of directors, the members of the Chamber of Commerce and the public at large, are too well acquainted with the outcome of the suit to make it necessary to again go over the ground in this report.