between the Missouri river and the Pacific.

Our new city hall and county court house, which when completed, will have cost a half million dollars, has been pushed with commendable energy and the structure is sufficiently advanced to show what a magnificent building it will be.

Good progress has been made during the year in grading of streets, extension of water service and the sewers. It is to be hoped that the new gravity sewer system proposed by the city engineer, may be adopted by the City Council, and that means may be found to commence the work.

It is time that the city adopted some intelligent and harmonious system of public parks and connecting boulevards. The city owns a number of ten acre blocks, besides Liberty park it also owns large tracts on the bench and up City Creek canyon. The city cemetery is improperly located from a sanitary standpoint, being on a hill side immediately above the most densely populated and most beautiful residence portion of the city. The surface drainage of storm water as well as the underground seepage from the cemetery, flows down through this densely populated section. There should be a cessation of burials in the cemetery. A new one should be established several miles from the city, where easily accessible by railroad, and the remains removed from the present burial ground and the cemetery converted into a public park. The plans for this park and boulevard system should be adopted at once, and the policy pursued hereafter of expending a certain amount in their improvement each year. This city has been destined by nature to become a great health and pleasure resort. Its numerous hot mineral springs, its excellent and health-giving potable mineral waters that are unsurpassed for table use; its great inland salt sea bathing; its majestic scenery; its numerous mountain resorts; its broad and shaded avenues, and above all its pure and invigorating air give it a unique position among the health resorts of the world. These alone, coupled with the fact that this is one of the most charming home places of the west, and that it is the social, political, religious and business center of a vast region of country, are sufficient to maintain a population here of 100,000 people. In this connection attention is called to the remarkable diminution in the death rate, as reported by the board of health, since sewerage and sanitary regulations have been established. If the mortality throughout the year could be maintained at the figures reported for last month it would be absolutely the healthiest city in the world.

In view of the foregoing it seems to me that Salt Lake City is progressing—that its people are alive and very wide awake, and that the record of the year refutes the charges of the "croakers" and "calamity howlers." I do not think that anything is gained by predicting all sorts of disasters—by including, for instance, that railroad shops are to be removed to some other place, notwithstanding the denials of the officials in charge, and it is especially injudicious to publish in the daily papers this and other anticipated evils which may never happen, thus giving aid and comfort to our enemies and would-be rivals, and tending to weaken the confidence of the more timid of our own people as to the future of the city.

Considering the great question that is agitating the financial world—what is the future of silver as a money metal?—it behooves us to look around us and see how we can keep our people employed and how we can maintain the progress of our city in the event of the total cessation of silver mining. Personally I have no fear that such an event will happen. I feel sure that American statesmanship will yet solve the silver problem and will restore to it its functions of a full legal tender debt paying money. But if the worst should happen, a careful perusal of that masterly and surprising compilation of Utah's varied resources contained in Salt Lake *Tribune* of January 1st will show that there are few places in this broad land so favored as this city is in natural sources of wealth and prosperity. Utah is the largest producer of lead of any of the states and territories. Many of the lead mines of the Territory are worked. Some of the very highest grade silver mines will of course continue to be worked, especially those containing considerable quantities of gold. There are many gold mines in the Territory. Gold occurs in paying quantities near Camp Floyd, near the western border, at Osceola, Nev. The Fuel gold mill is now being profitably worked in the Deep Creek country. Gold is found in the Marysvale district, on Indian creek, in Beaver county, near Pioche, in the Monkey Wrench district, just over the border in Nevada, in the Henry Mountains and on the San Juan, the Colorado and Green rivers. Large copper mines have been opened near St. George and in the Deep Creek country. The finer qualities of asphaltum—pure hydro carbon—are now being mined extensively and shipped east, and are largely used in the manufacture of fine varnishes for electrical appliances, etc. Our coal measures are extensive and varied. Some coking coal has been found, and our iron deposits are unsurpassed in extent and quality. Some of our coal now finds a market on the Pacific coast, and if we had a railroad of easy grade to the Pacific our coal would become our chief article of export. Plaster of Paris is now extensively manufactured and shipped all over the Pacific Northwest. Cement and lime are also largely manufactured and exported. We grow and manufacture sugar and cotton to a limited extent at present. Our manufactures of boots and shoes, overalls, etc., find a market in all the surrounding states, going as far east as Denver. The same is true of our blankets, hosiery and all kinds of woolen goods. The Great Salt Lake will yet prove a mine of wealth to this city. We should have here one of the largest chemical works in the country, employing thousands of operatives. The occurrence of cheap salt, cheap sulphur and limestone, with natural gas for fuel, give us all the elements for the economic production of hydro-chloric acid, sulphuric acid, caustic soda, carbonate and sulphate of soda to supply the demand of all the country between Chicago and the Pacific ocean with the above articles. With natural gas, sand, cheap soda and limestone all kinds of glass could be manufactured here profitably.

The different articles produced from plastic and fire-clay should be manufactured here, such as pottery, fire-brick, crucibles, drain and sewer pipe, and tile for fire-proof buildings.

If the Big Cottonwood river coursed through the heart of the city, with a fall of say 300 feet to the mile, it would be freely considered to be an important and valuable factor as a means of power in estimating the future importance of the city. Yet it cuts through the Wasatch mountains at its canyon twelve miles from town with as great a fall as above mentioned, and it is quite as valuable for power purposes as if it were within the city limits, there being only twelve miles of copper wire required to transmit the power to the city. I am pleased to note that H. M. Jones is now engaged in the preliminary work of a great electric plant, the power to be generated by the water of that stream. He calculates on obtaining 1200 horse power with ease using the water at the lowest winter stage. By going up the river a few miles and repeatedly using the water, the power can be increased to several thousand horse-power. This will give cheap electric power in the city for all kinds of small manufacturing, such as running machines, clothing and shoe factories, glove factories, etc. It will also furnish electricity for the electric railways, the light plants, etc., cheaper than can be produced with coal. It will also tend to abate the smoke nuisance. Mr. Jones thinks that his scheme offers a very promising investment to capitalists. He estimates the cost of a plant complete at $200,000, and he has some assurance of the necessary capital from the east.

One of the crying needs of the city is cheap fuel, both for domestic and manufacturing purposes, and there has been considerable agitation during the past few months upon the question. Much talk has been indulged in about building a railroad to the mines near Coalville. There is in my opinion one feasible project for reaching these coal fields with a railroad. The Great Salt Lake and Hot Springs railroad company has a very perfect and comprehensive organization; its 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 highest standing. They have been engaged for several months in sinking a deep well near the edge of the lake, which, owing to defective pipe casing, 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 in 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 21, 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.

That no greater benefits were derived from the arduous labors of the commissioner and of the transportation bureau may, in one sense of the word, be deplorable, and yet, considering the vast benefits derived from this agitation, and concessions granted by the railway companies, the committee does feel itself a hundred-fold repaid for all the time and labor devoted to it.

Our commissioner has in detail rendered you the necessary statements appertaining to the work of the committee, and I would respectfully ask that another strong committee may be appointed by the incoming administration of the Chamber of Commerce, who may continue the work of the transportation bureau and never let up until full justice shall have been done to the merchants and shippers of this city, in removing such discriminations as shall exist here in freight rates charged for merchandise shipped into this city, not forgetting to mention the excessive rates charged for passenger travel and mileage for commercial men. Respectfully submitted,

FRED SIMON,
Chairman Transportation Bureau.

SECRETARY SEARS' REPORT.

Secretary Sears next read his report, which was as follows:

To the President and Members of the Salt Lake Chamber of Commerce:

Gentlemen—As the President's report covers all the important points of the chamber's work for the past year, I deem it unnecessary to make a lengthy report. During the period under review I have occupied the dual position of commissioner of the transportation bureau and secretary of the chamber. A general outline of the work and results of the transportation bureau are familiar to most of the members of this chamber and need be only briefly touched upon now.

On entering upon my duties I made a thorough study of the situation of the transportation companies engaged in the traffic of Utah and their relation to the shippers of this city. This occupied about a month, and the conclusion arrived at was that the only feasible means to adopt for the removal of freight discriminations against this city was to file suits before the interstate commerce commission against all the transportation companies doing business in Utah.

My plans were submitted to the board of directors of the chamber and the transportation bureau, who favored the same and pledged me their support in conducting the cases to a final issue. A complaint was drawn up and filed

(Continued on page 3.)

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of Lewisburg, Pa., [illegible]

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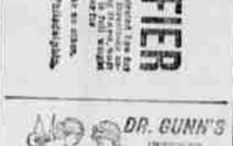

A WORD TO LADIES.

[illegible]

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From Terminus and Tooele [illegible]

DEPART.

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For Ogden and intermediate points [illegible]
For Butte, Portland, San Francisco and Cache Valley [illegible]
For Cache Valley and Park City [illegible]
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CURRENT TIME TABLE

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No. 2—For Provo, Grand Junction and all points East [illegible]
No. 4—For Provo, Grand Junction and all points East [illegible]
No. 6—For Provo, Payson, Eureka and Silver City [illegible]
No. 8—For Bingham, Provo, Manti, and Salina [illegible]
No. 1—For Ogden and West [illegible]
No. 3—For Ogden and the West [illegible]

ARRIVES SALT LAKE.

No. 1—From Provo, Grand Junction and the East [illegible]
No. 3—From Provo, Grand Junction and the East [illegible]
No. 5—From Provo, Payson, Eureka and Silver City [illegible]
No. 7—From Bingham, Provo, Manti, and Salina [illegible]
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