

FREIGHT RATES
WILL BE HIGHER

Action Comes Quicker Than the Interstate Commerce Commission Anticipated.

TARIFF SCHEDULES FILED.

Fresh Meat Shipments Will First Be Affected. Increase Being Very Material.

May be Intended as a Feeler of Public Sentiment With View to Making Rate in Rates on Commodities.

Washington, May 2.—It appears likely that the anticipated increase in railroad freight rates is about to be made. A few days ago a member of the interstate commerce commission expressed the opinion that within three or four months, unless a decided improvement in railroad conditions should take place, it probably would be necessary for the carriers either to increase freight rates or to reduce the wages of their employees.

Sooner than was expected, action looking to an increase in freight rates has been taken. The railways of the southeastern territory have filed with the interstate commerce commission tariffs, effective June 1, increasing their freight rates on fresh meats materially. The proposed rates will affect all fresh meats shipped into the southeastern territory from the north and west. The new rates will take effect at Ohio river and Mississippi river crossings, including Memphis, Tenn., and will be effective into all parts of what is known as the Carolina territory, that is, the section of the country east of Asheville, N. C., and south of Danville, Va. The increase will amount to from 3 cents to 10 cents per 100 pounds on all fresh meats.

It is the first material raise in the rates on foodstuffs made by the railroads of the country for a good many years. It will mean much to the consumers as it will probably result in an increase of approximately 1 cent a pound on low grades of meats and perhaps as much as 2 cents per pound on the select cuts.

While the increase to the consumer in the territory affected by the proposed rates is noticeable, it is likely that it is intended as a feeler of public sentiment, with a view to making a general raise in rates on all commodities. It is conceded by tariff experts of railroads that many of the commodity rates of American railroads now in force are comparatively low and it is regarded by those who have studied the situation that in view of the increased cost of railroad equipment and of every employe, it may be necessary to increase some of the freight rates. This is a matter, however, which the interstate commerce commission probably will inquire into carefully to determine whether the rates proposed are in any sense excessive or unreasonable. The increase of rates on fresh meat into southeastern territory is regarded as the entering wedge of a general increase on all commodities and the result of the inquiry into the question raised will be awaited with interest.

THIRD MAN ARRESTED
FOR DIAMOND ROBBERY

London, May 2.—A third man was arrested today charged with complicity in the jewelry robbery, from the residence of Mrs. David P. Morgan in New York on March 8, last. His name is William Wilson, and he was brought up in the Bow street police court and remanded. His two accomplices are Claud J. Heritier and William O'Connell. One was arrested in London and the other in Liverpool and both of them had been previously remanded. Heritier was formerly a butler in the Morgan home. He and O'Connell had many loose diamonds in their possession when apprehended. After his arrest Wilson confessed to participation in the robbery. Fourteen of the stolen diamonds were found on him.

E. J. STEIBER UNDER ARREST.

Wells-Fargo Money Order Clerk's Accounts to be Examined.

Chicago, May 2.—Edward J. Steiber, money order clerk at the Polk street station for the Wells Fargo Express company, is under arrest here pending an examination of his accounts. He was arrested on a specific charge of appropriating \$5,000 of the company's money, but the total amount of the shortage, according to officials of the company, will probably be anywhere from \$1,000 to \$10,000.

THE RICKMERS LYING EASY.

New York, May 2.—The Oak Island life saving crew which returned today from the stranded ship Peter Rickmers at Zach's Inlet, reports her lying easy in about the same position as yesterday with her crew still on board. Two tugs are standing by waiting to pull the ship off the beach at high water.

ASKED FOR MILK.

Mrs. Buelah Hawkins Wakes Up After an 85 Days' Sleep.

Los Angeles, May 2.—After an unbroken sleep which extended over a period of 85 days Mrs. Buelah Hawkins, a patient at the county hospital, awoke early this morning and asked for a drink of milk. Her return to consciousness was entirely unexpected and came several hours after she had been taken from the clinic room, where she was subjected to observation by mem-

MAIN STREET FROM THE BOSTON BLOCK



Photo by Harry Shipley.

First View of Salt Lake City Taken From Newhouse Sky Scrapers Which Mark the Beginning of a New Commercial Era—See Page 17.

The High School Cadets In Triumph Depart

Three Hundred Lusty Lunged High School Boys On Their Way to Bid Glad Welcome To Fighting Bob and His Fleet of American Battleships—Due in San Francisco Tomorrow Afternoon.

PARIS WORKMEN
OBSERVED MAY DAY

Paris, May 1.—May day was observed in Paris today by large meetings in various quarters of the city at which orators denounced the exploitation of workmen by the capitalist class, after which resolutions in favor of an eight-hour law and the continuation of the social revolution were adopted.

The municipal cavalry kept the crowds moving. There were a few arrests.

Dispatches from various provinces report large meetings and processions in the industrial cities, but no disorders.

MADRID QUIET.

Madrid, May 1.—A procession of 8,000 workmen, representing 40 organizations, paraded through Madrid today, carrying flags and banners. There were no disorders.

THE CLIFF DWELLERS

Senator Smoot Sees President Regard, ing Preservation of Ruins, and He Will Soon Issue Proclamation.

(Special to the "News.")

Washington, D. C., May 2.—Senator Smoot had a conference with the president relative to including in the proposed national reserve in San Juan county ruins of the cliff dwellers in that section of Utah.

The president is in thorough accord with Senator Smoot's suggestion to preserve these historical ruins and the picture paintings still visible as an indication of the life and habits of these prehistoric people.

Senator Smoot said a presidential proclamation will soon issue to place these relics of a past race within a national reserve for preservation.

MEXICAN SMUGGLERS.

Number of New Developments of Case Under Investigation at Nogales.

Nogales, Ariz., May 1.—There have been a number of new developments in the smuggling case under investigation by Mexican authorities this week. Alexander Joffroy, the custom house broker, whose office was closed and sealed by the government yesterday and who took refuge on the American side, crossed the line this morning, surrendered to the officers and is now in custody. M. Laporte of La Moda store has been placed in custody in connection with the affair and Ignacio Aelo, a young custom house broker on the Mexican side, was also arrested, but was later given his liberty. Mr. Dominguez, a clerk in the Joffroy brokerage office, is one of those arrested in connection with the case. Juarez Gonzalez, manager of La Moda, and the driver of the wagon in which contraband goods were found have not been released and are kept incommunicado. The Mexican officers are maintaining their usual secrecy regarding the investigation.

THE TRIUMPHANT MARCH.

Headed by the high school band of 41 pieces, and in column of squads, in heavy marching order, the cadets came up South Temple to Main, marched down Main to Fourth South, counter-marched up Main and South Temple and down to the depot. Only a few minutes remained, as the train was scheduled to leave at 9 o'clock to the east. With amazing quickness all were in their seats. Good-byes followed and the trip had begun.

THE SOLDIER'S FAREWELLS.

During the few minutes given the young soldiers to say good-bye, many interesting things occurred. Many a pretty girl's eyes glistened with—"What? Tears? Pride? Some with one. Some with another. One girl took a large bunch of violets from her belt and pinned them upon her brave warrior.

THE LAST SIGHT.

A few minutes later the train was disappearing down the yards. Mothers and fathers, sisters and brothers, sweethearts and chums watched the train turn a bend. The cadets were at last on their way to act as the body-guard of Admiral Evans during the

CELEBRATION IN HONOR OF THE RETURN OF THE FLEET.

"It will be a glorious thing for Salt Lake and Utah!" was the expression to be heard on all sides when the train was finally out of sight. Utah and Salt Lake will be represented in the most wonderful exhibition of patriotism seen since the return of the soldiers from the Philippines by 300 boys. They will act as body-guard to the man who has had one of the greatest naval feasts in the history of the world. No wonder the big crowd which gathered at the Oregon Short Line depot this morning to see the high school cadet special off, went wild with enthusiasm as car after car, filled with clean looking youngsters, rolled past.

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Ten cars stood on the tracks nearest the depot platform. The train comprised two baggage coaches, one to be used as a commissary car; six tourist sleepers for the cadets and non-commissioned officers; a car for the staff, and a car for the officers and others who will accompany the boys. A huge engine was brought out for a fast run over the first division of the 800-mile stretch.

FOR THE INNER BOY.

Dinner was being prepared by a corps of cooks and assistants in the commissary car when the train pulled out. Three army ranges were placed in sand boxes and upon a chopping shelf were piled many cuts of various meats. Between each couple of berth seats will be placed the tables used on tourist and other sleepers and members of the cook's force will keep the part between the cooking coach and the various sleepers warm at meal hours.

Fond mothers and fathers and sisters and brothers and chums and sweethearts need have no worry about the comfort of their boys in blue. Nothing which could add to their comfort has

been overlooked. The first and most important thing about a growing boy is his—what? Appetite? Of course, so simple. This will be watched carefully. Good, wholesome food will be provided; lots of it, too. Capt. W. J. Grow, commissary officer, will have charge of this department. A big corps of cooks and waiters will be assigned to assist Capt. Grow in his kitchen duties against Enemy Hunger.

SAN FRANCISCO TOMORROW.

Running as a special, the train will reach San Francisco tomorrow afternoon at 3 o'clock. The commissary department has provisions enough for seven meals, four hot and three cold. This amount of food is more than sufficient for the time to be spent on the rails. When the boys reach camp at Fort Mason, Gen. Funston's private enclosure at the Presidio more provisions will be awaiting them.

Dr. Tyndale, N. G. U.; Dr. Plummer, colonel, N. G. U. and Dr. Proutz, captain, N. G. U., will be in charge of the hospital corps. With these facts known, no one need worry about the health of the boys. Good bed clothes and wearing apparel is carried by each man, so that bodily comfort of Salt Lake's army is something which will be watched carefully.

When the cadets are away from camp a trio of guardsmen, comprising Sgt. Foster, signal corps; Sergt. W. A. Campbell, Co. H, First Inf., and Corp. Cowan, First battery, field artillery, will be police duty.

Officers of the N. G. U. and others of military prominence who will be with the boys are: Commandant of cadets Webb, Adjutant-General Wedgwood, N. G. U., who goes to look after things generally as Gov. Cutler's personal representative; Dr. Major Cleveland, drum major of the Twenty-ninth when it was here and now drum major of the First Infantry, N. G. U.; Capt. Wm. Nuttall; Curtis Clawson and Lawrence Bassett, former cadet officers, and Capt. F. H. Manning, who will have charge of the quartermaster department.

The last car—a standard Pullman sleeper—was filled with citizens and newspapermen. Among them were Mayor J. S. Bransford and wife; A. S. Fowler, General E. A. Wedgwood, George N. Lawrence, G. S. Holmes, J. C. Lynch, Dr. and Mrs. C. R. Price, Joel Priest, "Monte" Wilson and others.

The list following is that of officers and members of the high school cadet battalion. It will be noticed that Privates Senzo, Togo and Trinks are young Japanese boys. This trio will doubtless be a feature of the participation of the Salt Lake youngsters in the welcoming home of the fleet.

Privates Senzo, Togo and Trinks are as enthusiastic as any of the cadets to welcome the American fleet. Their appearance with the white boys will be met for thought upon the part of Jingoists.

The list: Company A—Captain Paddison, First Lieutenant Proutz, Second Lieutenant Slade, Sergeants Stratton, Eljerbeck, Hampton, Sadler, Corporals Atkins, Buath, Hummel, Jenkins, Slagel, Privates Bauer, Baueroff, Butler, Beal, Blocken, Brown, Caine, Chung, Clawson, Clayton, Conlin, Richmond, Smith, Sindig, Store, Ther-Gutierrez, Harris, Jennings, Jennings, Kellog, Kunnolly, Lamborne, Leaver, McPherson, McRoberts, Mercer, Offer, Powell, Purviance, Rossmore, Redfern, Schindler, Seear, Short, Daugherty, Davis, Forester, Francis, Whitner, Wright, Williams, Woodard, Yundt, Hinch, Richardson and Wheeling.

Company B—Captain Wright, First Lieutenant Weicker, Second Lieutenant Manning, Sergeants Thomas, Perron, Clayton, Chandlerin, Clark, Corporals Neal, Carmichael, Martinson, Yeaman, Privates Allen, Allison, Ashworth, Bradley, Brain, Brown, Caffey, Chandler, Crowder, Davis, Dubel, Danny, Eljerbeck, Fitzgerald, Freeman, Gault, Johnson, Kay, Kirk, Kimbel, Landenburger, McCurdy, McCarty, Miller, Senzo (Jap.), Togo (Jap.), Parker, Patterson, Rolins, Smith, Sprunt, Staats,



Photo by Harry Shipley.

HIGH SCHOOL CADETS ASSEMBLE FOR FINAL INSTRUCTIONS.

(Continued on page two.)

COST REDUCED
PRICE RAISED

John Norris, Representing Newspaper Publishers, Showed Such Was Case With Paper.

HAD PERSONAL KNOWLEDGE.

Wage of Union Paper Workers In New York State Was \$10.94 Per Week.

He Resolutely Declined to be Drawn Into Discussion of Effect of Protection on Earnings.

Washington, May 2.—According to figures submitted today by John Norris representing the American Newspaper Publishers' association, to the select committee of the house on wood pulp and print paper investigation regarding the increased labor cost per ton of paper produced, the increase amounted to about 52 cents a ton. In spite of statements of the paper men to the contrary, he said, his calculation was correct and yet he charged that the paper makers had put on an increased price of \$12 a ton, alleging that the increase was due to the higher cost of labor. In the case of the Hudson River mill, Mr. Norris presented data showing that even though the mill changed "from a two to a three ton basis" the cost of production of paper actually had been reduced \$1.13 per ton. It was, he said, a matter about which he had personal knowledge.

Mr. Norris, replying to questions by Mr. Mann, gave evidence showing that the average wage of union paper workers in the state of New York for the third quarter of 1906, was \$10.94 per week, which he said was very low. He would not enter into a discussion with Mr. Mann as to the latter's suggestion that it appeared to be about time the wages should be increased.

Answering Messrs. Ryan and Bannon, the witness said that his wage calculations had reference to union helpers, workers and skilled laborers, exclusive of women and children. In the state of Massachusetts, he said, the average weekly wage for 1906 was \$9.20 and that this figure took into account employees of all classes and sects including those under 21 years of age.

Washington, May 2.—In further refutation of the claim of the paper manufacturers regarding the high cost of labor, Mr. Norris offered statistics for the year 1901, which fixed the paper production at 2,782,219 tons at an average labor cost of \$7.45 per week. In 1906, he said, the 6,304 paper workers in the United States received an average wage of \$9.32 per week.

"Some people say that protection increases the wages of working people of the world," Mr. Norris remarked. Mr. Ryan, one of the Democratic members of the committee, but Mr. Norris would not permit himself to be drawn into a discussion of protection.

Further disputing the claims of the paper makers as to the wages paid, Mr. Norris presented in evidence official statistics regarding the pointing and binding of books, which he stated were receiving 75 per cent more wages than were being paid to the paper workers. At this juncture adjournment was taken until Monday morning.

AS YET NO CLUE TO EXPRESS ROBBERS

Pittsburg, May 2.—Although officers are at work on the case, it is stated today there is no definite clue to the identity of the two men who held up and robbed the express car of the New York & St. Louis express train on the Pennsylvania railroad at Walkers Mill, 11 miles from this city Thursday night.

It is still said the booty secured by the robbers was over \$500, two-thirds of which was cash.

MIKADO TO PRESIDENT.

Washington, D. C., May 2.—President Roosevelt today received the following cablegram from the Emperor of Japan in reply to the president's message of condolence in the disaster to the cruiser Matsushima:

"Tokyo, May 2.

"President of the United States of America, Washington, D. C.

"The great sympathy which you have so earnestly expressed on account of this terrible disaster to our war ship Matsushima has touched me very deeply and I hope you will accept for yourself and the American people my sincerest thanks.

(Signed) "MITSUHIITO."

WM. A. STETSON BANKRUPT.

Creditors to Whom He Owed Millions Forced Him Into It.

Boston, May 1.—William A. Stetson, one of the best known leather goods makers in the United States, was petitioned into bankruptcy by his creditors here today. Included with Mr. Stetson in the proceedings were three companies in which he had a controlling interest, the Ford Morocco company of Wilmington, Delaware, of which he was president; The Boston Home Leather company, of which he was secretary; and the W. A. Stetson company of Boston, of which he was the head. According to the attorney for the creditors, the liabilities of Mr. Stetson and his three companies were approximately \$2,500,000 of which \$1,500,000 is secured. The assets are estimated at \$1,200,000. The court is asked to appoint Joseph O. Proctor, a Bostonian, receiver of Mr. Stetson and the companies involved.

CONSIDERATION POSTPONED.

Washington, May 1.—After hearings lasting over a month the house committee on territories today voted to postpone until next December, consideration of the bill guaranteeing interest on construction bonds for a period of 30 years on railroads.