

PRESIDENT TAFT WILL TAKE A HAND

Nation's Executive Promises to
Act in Matter of Rate
Discriminations.

CHARGE BY UTAH DELEGATION

Request Made That Department of
Justice Make Investigation and Not
Interstate Commerce Commission.

Washington, April 21.—President Taft today took up for investigation, and promised to act at once, on a complaint filed with him, alleging that the western railroads are discriminating against Salt Lake City, Ogden and other intermediate cities in the matter of freight rates and are violating the anti-trust laws.

The charges were made by Senators Smoot andutherland, and Representative Howell, of that state. They asked that the matter be taken up by the department of justice rather than by the interstate commerce commission.

The papers filed alleged that Mr. Harrison shows no respect for any law but the federal.

The papers declare the Harrison lines are extremely profitable, and include a petition from commercial bodies in Utah, saying the discrimination has been carried on for many years and that the roads have steadily increased rates and eliminated competition.

HIGH RATES FOR UTAH.
Higher rates, it is said, are being charged for freight from Chicago, Missouri river points and Denver to the Utah territory than for the much longer haul to Pacific coast cities. These rates, says the petition, are without warrant of any competent court of competition.

The roads specified are the Southern Pacific, the Union Pacific, the Great Northern, the Oregon Railroad & Navigation company, the San Pedro, Los Angeles & Salt Lake, the Denver & Rio Grande, the Missouri Pacific, the Colorado Midland, the Burlington & Quincy, the Chicago Rock Island & Pacific, and the Atchafalaya, Topeka & Santa Fe.

TRAFFIC BUREAU SENDS LETTER TO PRESIDENT

The complaint filed with President Taft in a letter addressed to him by the Commercial Traffic Bureau of Salt Lake City, is the basis for the action taken by the nation's executive in taking up the matter of alleged rate discrimination by western railroads. The traffic bureau has addressed letters to the heads of each of the railroad companies interested in western traffic, asking that the rates from Missouri river points to Utah common points, which were shown to be much higher than from the same points to the Pacific coast, a haul of nearly 1,000 miles further, but up to date there has been no response. The bureau therefore decided to take the matter directly before President Taft, and to that end the assistance of the Utah delegation in Congress was solicited and secured.

A petition, bound in book form and containing the signatures of 2,500 representative business men of Salt Lake, Ogden and Provo, was expressed to Senator Smoot on April 16, together with letters addressed jointly to Senators Smoot andutherland and Representative Howell, asking that they deliver the document to the president. The letter was signed by Gov. Spry, United States Dist. Atty. Booth, United

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By Lydia E. Pinkham's
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"I suffered from nervousness and other female troubles for a long time. Doctors had failed to help me. Lydia E. Pinkham's Vegetable Compound was recommended, and I decided to try it. It cured my trouble and made me well and strong, so that I can do all my own work."—Mrs. J. H. HALL, Hardin, Ky.

Another Woman Cured.
Christiana, Tenn.—"I suffered from the worst form of female trouble so that at times I thought I could not live, and my nerves were in a dreadful condition. Lydia E. Pinkham's Vegetable Compound cured me, and made me feel like a different woman. Lydia E. Pinkham's Vegetable Compound is worth its weight in gold to suffering women."—Mrs. Mary Wood, R.F.D. 3.

If you belong to that countless army of women who suffer from some form of female ill, don't hesitate to try Lydia E. Pinkham's Vegetable Compound, made from roots and herbs. For thirty years this famous remedy has been the standard for all forms of female ill, and has cured thousands of women who have been troubled with such ailments as displacements, fibroid tumors, ulceration, inflammation, irregularities, backache, and nervous prostration.

If you want special advice write for it to Mrs. Pinkham, Lynn, Mass. It is free and always helpful.

States Internal Revenue Collector Culister and his commercial traffic bureau, by its president and secretary. The letter in full follows:

Salt Lake City, April 4, 1909.
Sir—This bureau under the laws of this state for the purpose of making every reasonable effort toward securing for its people their fair commercial rights as enjoyed by those of the cities and states everywhere east of the Rocky mountains, with becoming and profound respect present for your high communication, through our delegation in Congress, the accompanying petition in relation thereto, and bearing the signatures of more than 2,500 citizens, bankers, professional men, business companies and commercial organizations of the state—Ogden, Salt Lake City and Provo, including the nationally recognized of the governor, principal state, county and city officials.

Through this state were constructed the entire Pacific railway and under the beneficent protection and assistance of the federal government, which alone made their building possible. The government surely never contemplated that in their operation they would ever be made instrumental in keeping the people of any portion of the country through which they pass in a condition of exceptional and commercial servitude, under any pretext whatever. No state in the Union has been so unfairly patient and submissive beneath the unvarying oppression of the railway transportation lines in a degree equal to that of Utah. Petitions to the carriers have brought no relief, nor assurances that any would be given.

A power, boundless in its ambition for the absolute domination of railway transportation affairs, loud and unceasing in its specious attempts to arouse public sympathy in its persistent appeals for changes in the federal laws, which, if made, would but add increased strength to its already nationally commanding influence, in every possible way, not conflicting with its own selfish interests, relentlessly presses its iron hand against the reasonable commercial rights of these people, until an intolerable condition exists against which no ordinary protest or resistance can be made effectual.

In the efforts made by this bureau for the proper regulation of carriers within the state through the legislature recently adjourned, every attempted

action was brushed aside and rendered fruitless through the increasing activities of numbers of lobbyists, hired and directed by the representatives of this same power.

In the interstate commerce relations of our people, it is prayed that the irresistible strength of the government may be employed in fully bringing about a fair competition and final adjustment of the grievances complained of, and to that end your consideration attention is respectfully but very earnestly invoked. Very respectfully,
CHARLES A. QUIGLEY,
President.

W. S. McCARTHY, Secretary.
The Honorable William H. Taft, President of the United States, Washington, D. C.

LENGTHY PETITION FOR RATE REDUCTION

Following is the petition setting forth the desires of the Commercial Club Pacific bureau on behalf of the business men and shippers of Salt Lake City.

To the President of the United States: Your petitioners, citizens, business people and commercial organizations of the cities of Ogden, Salt Lake City and Provo, in the state of Utah, humbly following their privilege under the Constitution, most respectfully represent that the city of Ogden, having a permanent population of about 39,000, the city of Salt Lake, having a present population of about 10,000 people, the said cities being situated within an extreme distance of but eighty miles from the same line, and with largely identical commercial interests, and in all constituting the most populous and commercially important portions of the east portion of the United States in which they are situated, are now and for many years have been subjected to the most grossly unjust, grossly discriminatory and unlawful practices of the railway companies whose direct lines of railway together with the various other lines connecting therewith to form through lines, constitute the principal common carrier service of the said cities and state to and from the Pacific coast on the west and from the territory of the United States lying beyond the Rocky mountains on the east, to the great detriment of the peace, happiness and prosperity of the people and the proper commercial progress and industrial development of the said cities as well as of the state itself.

LIST OF CHARGES.
That the said oppressive, unjust, grossly discriminatory and unlawful practices of such railway companies, coupled with the same, are as follows:
That contrary to the laws of the United States vastly higher rates of charges for the transportation of freight are almost generally assessed against and collected from the people of the said cities and from Chicago, Missouri river points, Missouri and Denver freight transportation rate territories on the east, and the cities of the Pacific coast on the west, for the much shorter haul, than are assessed and collected for much greater service, or the much longer haul, performed on the same lines and in the same direction between the cities of the Pacific coast on the west and Denver, Missouri river, Mississippi river and Chicago, Missouri river, Missouri and Denver freight transportation rate territories on the east, the shorter haul being included within the longer, and the assessment and collection of charges being upon like property.

That this long continued oppressive and discriminatory method of freight transportation rate making is without the warrant of any competent court of commission, but is wholly the despotic act of corporate greed, and under the arbitrary power of concentrated wealth apparently holding itself above the law to interfere with or govern, and exercised against law abiding communities relatively powerless to resist.

That the said railway companies unlawfully conspiring together establish uniform and steadily increasing freight transportation rates of charges, together with oppressive regulations in respect thereto, with the effect that competition between the various lines is wholly obliterated and the said cities held in a state of commercial bondage and distress.

POWER OF RAILROADS.
That the most important, dominating in power and arrogantly controlling influence of the great railway companies directly concerned in the freight transportation service of the said cities are of enormous and steadily increasing wealth and growing in the amount of dividend disbursements and with continually extending power in the transportation affairs of the country at large until no power less mighty than that of the federal government itself seems in any degree capable of successfully dealing therewith in any effective manner.

That the principal railway companies forming and operating the lines of common carriers complained of are the following:
The Southern Pacific company.
The Union Pacific company.
The Oregon Short Line Railroad company.
The Oregon Railroad & Navigation company.
The San Pedro, Los Angeles & Salt Lake Railroad company.
The Denver & Rio Grande Railroad company.
The Missouri Pacific Railway company.
The Colorado Midland Railway company.
The Colorado & Southern Railway company.
The Chicago, Burlington & Quincy Railroad company.
The Chicago, Rock Island & Pacific Railroad company.
The Atchafalaya, Topeka & Santa Fe Railway company.

Wherefore, your petitioners, faithfully believing that through no other course, nor with necessary and equal expediting, can a complete, just and final determination of the important issues involved be reached, humbly pray that the department of justice may be charged to take early cognizance of the long-standing violations of the laws of the United States and of the past rights of your petitioners by the said railway companies, and by proper action compel them to forthwith and wholly desist therefrom; and that their obedience to all the requirements of the law, particularly with the territory through which the interests and rights of your petitioners are concerned, shall be fully accomplished, to the effect that a just and fair freight transportation rates in any manner or form contrary to law or the just and reasonable rights of your petitioners shall at once be discontinued; and, further, that no exemption to the first terms of the fourth section of the act to regulate commerce, in contrary to such just and reasonable rights, shall thereafter be made operative in or through said territory by the said railway companies in any instance, upon any commodity or to add from any inequality, well after a full hearing as to

Dr. Lyon's PERFECT Tooth Powder

Cleanses, beautifies and
preserves the teeth and
purifies the breath
Used by people of
refinement for almost
Half a Century

fort to reasonably regulate or control within the law.
That the said cities, with numerous small cities situated within the same district through many years of patient endeavor, and in spite of their unjustly retarded growth through the unjust, capricious and arbitrary methods of said railway companies, at this time together constitute a unit of population and commercial magnitude too great to be longer treated as of minor importance in the country, and are justly entitled to a consideration reasonably commensurate therewith.

That it is believed to be just that the said cities may be encouraged and protected in their proper commercial ambitions, only involving the guarantee of their lawful rights in interstate commerce relations, without being subjected to the great expense, trouble, delay, discouragement and possible failure of carrying out their own aided efforts in the prosecution of their proper claims for justice and the enforcement of the laws against the said powerful railway companies in an ordinary way or through ordinary channels.

That the said railway companies, although completely fortified with among the best and most experienced legal counsel obtainable, regularly employed in their exclusive service, and with other essentially unlimited and powerful influences to cause hindrance, delay and discouragement always at their command, fully realize the not uncommon disabilities of individuals and communities in those respects, and avail themselves thereof in the establishment and continuance of their harsh and unlawful methods.

That the following described freight transportation tariff schedules and classifications, copies of which, with further details and amendments thereof, are filed with the interstate commerce commission and therefrom obtainable, are respectfully submitted in partial support of the grievances complained of, there probably being additional tariff schedules of like character and application existing and filed with the said commission, but the descriptions of which are not at this time to your petitioners available:

DISCRIMINATING SCHEDULES.
Joint Freight Tariff, Transmissouri No. 20-E—Interstate Commerce Commission No. 207, effective March 23, 1908; supplement thereto No. 4, effective June 1, 1908; supplement thereto No. 12, effective April 1, 1909.

Transcontinental Freight Bureau Westbound Tariff No. 1-H, effective Jan. 1, 1909; interstate commerce commission No. 85, of E. H. Counties, agent; supplement thereto No. 1, effective Feb. 1, 1909; supplement thereto No. 2, effective March 15, 1909.

Transcontinental Freight Bureau Eastbound Tariff No. 3-F—Interstate commerce commission No. 86, effective Jan. 1, 1909; supplement thereto No. 1, effective Feb. 1, 1909; supplement thereto No. 2, effective Feb. 23, 1909.

Transcontinental Freight Bureau Westbound Tariff No. 4-D—Interstate commerce commission No. 86, of E. H. Counties, agent, effective Jan. 1, 1909; supplement thereto No. 1, effective Feb. 1, 1909; supplement thereto No. 2, effective Feb. 8, 1909.

Transcontinental Freight Bureau Eastbound Tariff No. 2-E—Interstate commerce commission No. 86, effective Jan. 1, 1909; supplement thereto No. 1, effective Feb. 1, 1909.

Transcontinental Freight Bureau Eastbound Proportional Tariff No. 8, R. 95—Interstate commerce commission No. 87, effective Jan. 25, 1909; supplement thereto No. 2, effective Feb. 5, 1909.

Southern Pacific Company Joint and Proportional Freight Tariff No. 47—Interstate commerce commission No. 315, effective April 1, 1909.
San Pedro, Los Angeles & Salt Lake Railroad Company Local and Joint Freight Tariff, S. L. R. No. 211—Interstate commerce commission No. 23, effective Oct. 15, 1908; supplement thereto No. 1, effective Dec. 3, 1908; supplement thereto No. 2, effective Feb. 18, 1909.

Oregon Railroad & Navigation Company Joint Tariff No. 24-O R—Interstate commerce commission No. 1262, effective Dec. 8, 1908; supplement thereto No. 1, effective Feb. 23, 1909.

Colorado Midland Railway Joint Freight Tariff No. 4-B—Interstate commerce commission No. 10, effective March 25, 1908; supplement thereto No. 8, effective Nov. 15, 1908; supplement thereto No. 2, effective Jan. 25, 1909.
The Western Classification No. 45—Interstate commerce commission No. 3, effective Nov. 1, 1908; supplement thereto No. 7, effective Feb. 23, 1909.

ROADS COMPLAINED OF.

That the principal railway companies forming and operating the lines of common carriers complained of are the following:

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The Union Pacific company.
The Oregon Short Line Railroad company.
The Oregon Railroad & Navigation company.
The San Pedro, Los Angeles & Salt Lake Railroad company.
The Denver & Rio Grande Railroad company.
The Missouri Pacific Railway company.
The Colorado Midland Railway company.
The Colorado & Southern Railway company.
The Chicago, Burlington & Quincy Railroad company.
The Chicago, Rock Island & Pacific Railroad company.
The Atchafalaya, Topeka & Santa Fe Railway company.

Wherefore, your petitioners, faithfully believing that through no other course, nor with necessary and equal expediting, can a complete, just and final determination of the important issues involved be reached, humbly pray that the department of justice may be charged to take early cognizance of the long-standing violations of the laws of the United States and of the past rights of your petitioners by the said railway companies, and by proper action compel them to forthwith and wholly desist therefrom; and that their obedience to all the requirements of the law, particularly with the territory through which the interests and rights of your petitioners are concerned, shall be fully accomplished, to the effect that a just and fair freight transportation rates in any manner or form contrary to law or the just and reasonable rights of your petitioners shall at once be discontinued; and, further, that no exemption to the first terms of the fourth section of the act to regulate commerce, in contrary to such just and reasonable rights, shall thereafter be made operative in or through said territory by the said railway companies in any instance, upon any commodity or to add from any inequality, well after a full hearing as to

the reasonable necessity and right thereof by, and an order being obtained from a competent court of competent jurisdiction authorizing the same to be done.

And, as in duly bound, your petitioners will ever pray.
SALT LAKE CITY, Utah, April 1, 1909.

EMINENT AUTHORITIES SAY

That out-door exercise is needed by the American people. That's all very well, but how can people with rheumatism follow that advice? The answer is very simple—use Ballard's Snow Liniment and the rheumatism will get leaving you as sure as a colt. Give quick and permanent relief from rheumatism, neuralgia, lame back and all pains. Sold by E. C. M. 1, Drug Dept., 12 and 14 South Main St., Salt Lake City.

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Hood's Sarsaparilla removes them and cures all the painful and disgusting troubles they cause. Nothing else cleanses the system and clears the complexion like Hood's.

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Ayer's Hair Vigor

Falling Hair
Ayer's Hair Vigor promptly destroys the germ that causes falling hair. It nourishes the hair, restores it to health. The hair stops falling out, grows more rapidly.
We wish you to positively and distinctly understand that Ayer's Hair Vigor does not affect the color of the hair, even to the slightest degree.

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We have been singing the praises of the "Hot Point" Electric Iron for the past two years and as a result we have sold 2,350 of these irons. Now we are going to give the public an opportunity to sing about it. We have accordingly instituted our

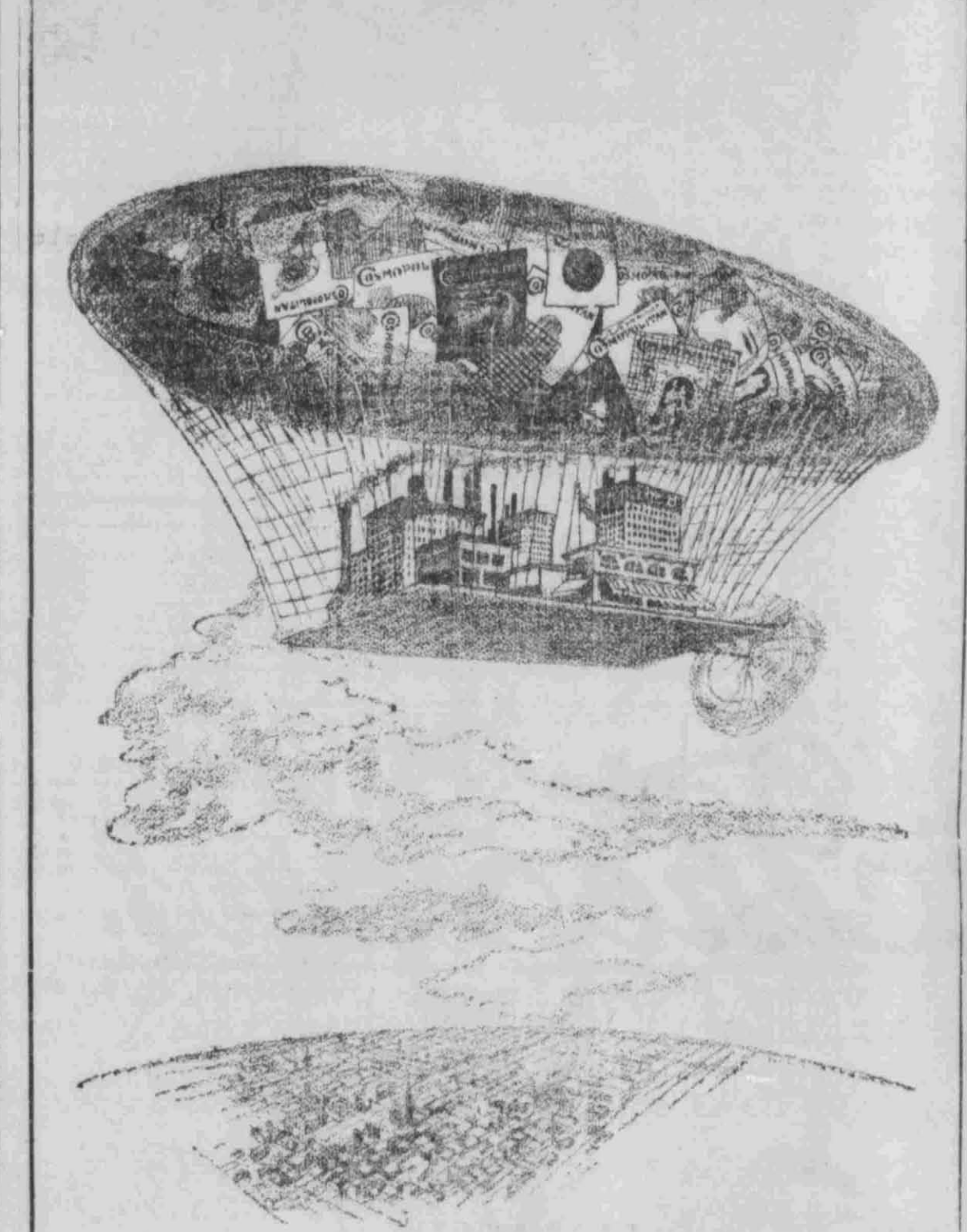
Spring Jingle Contest

If you haven't seen the advertisement of the "Hot Point" Electric Iron in Collier's or the Saturday Evening Post, get one of these magazines and read about this wonderful iron, or phone us and we will send you a circular describing it, or better still—let us send you a "Hot Point" Electric Iron on 30 days' free trial. After using one a short time you should be able to write a volume of poems about its merits.

Order one today. Phone our commercial Dept. for further particulars.

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