

arouse public thought as will result in reaching some speedy remedy. The railroads themselves, as well as other powerful interests, strong corporations and well-meaning but misguided friends, will perhaps answer the quesion in the negative, but what will you

"This association has no desire to wrest from the railroads in the state, or from those knocking at our gates for admission, the management of their own affairs or property, but we sub-nit that the people cannot longer af-ford to be not only passive, but silent, on the subject while these collosal corporations not alone continue, but increase the wrongs which we feel so keenly today.

IMPORTANT FACTOR.

"There is no question but that the railroads have been a very important factor in the development of our state. They have helped us to become what we are, and it is the plain duty of every citizen to encourage their growth until every city town and header in every citizen to encourage their growth until every city, town and hamlet in the State of Utah is united together in bands of steel, but in turn the rail-roads have derived, and continue to derive, their very existence from the people who have granted them fran-chises and other powers, which are so valuable and far-reaching that even our chises and other powers, which are so valuable and far-reaching that even our very homes may be taken for railroad purposes under that old and respected unwritten law 'of the greatest good for the greatest number,' and in return for all this the railroads have obligated themselves to perform well and faithduties toward the public. These in-clude good mervice, reasonable rates and equitable treatment of the public, and in demanding this there is no intention or desire to work any hardship on the railroads.

"Long ago Congress recognized that the railroad condition could be improved by proper legislation, and we are all more or less familiar with the re-sults of this legislation.

INTERSTATE TRAFFIC.

The national laws, however, only ap-The hational laws, however, only ap-ply to interstate traffic, and do not af-frect the conditions within the states themselves. The national laws ought to be sustained by state laws, and 31 states have already created railroad commissions. There are many import-ant reasons why Utah should have a railroad commission, a few of which are here recited. here recited.

The present shortage of coal, to-bere recited. The present shortage of coal, to-sether with the exorbitant price, is an outrage, and under present conditions where is the remedy? Each winter sees the same intolerable situation. Under our very feet there are coal de-posits sufficient to supply the people of this state for a thousand years, while the price exacted by the railroads for its transportation to dur doors is ex-cessive and beyond reasonable pallia-tion. Another equally important phase of the coal situation is the effect that it has in retarding and in many cases absolutely prohbiting the development of manufacturing interests in the state, not only to those already struggling for existence, but those seeking admission within our gates. within our gates.

Last summer a committee of this as-sociation waited upon the railroad ofsociation waited upon the rainoad of-flicials and asked for a storage rate, anticipating just such a coal famine as is now being experienced. One promi-nent official when told that the people's Fights were affected, made slighting Pemarks, and the reply that he did not consider the public entitled to any con-cessions.

NO CONCESSION.

NO CONCESSION. Had this request been granted it would have served very materially to alleviate the present situation. No con-cession was granted, however, and one firm-the D. J. Sharp Coal company--which had the courage to make a stor-age rate of 50 cents per ton, was re-fused further supply of coal, and was forced to discontinue business. A rail-road commission could have investigat-ed and regulated such matters, and would perhaps have saved the officials at the railroad and coal companies

raise rates within the state at a mo-ment's notice, which enables them to favor one shipper as against another.

favor one shipper as against another. They should be required to give ad-vance notice of all changes the same as is required by the interstate com-merce commission on interstate traf-fic. There should be some method outside of the railroads through which disputes resulting from excessive weights could be adjusted. At pres-ent the weights arrived at by repre-sentatives of a weighing association established and controlled by the rail-roads, are final unless the individual lines are disposed to consider favor-ably the evidence in support of weights claimed Ly consignee. claimed Ly consignee.

FREE TRANSPORTATION.

"There exists today a 'local Utah Railway association' commonly known as a 'Poll association,' formed for the purpose of maintaining rates between important Utah competitive points which would be a subject for



Eruption Broke Out in Spots All Over Body-Caused a Continual Itching for Two Years-Doctor's Medicine Did no Good - Cured at Expense of only \$1.25 and Now

THANKS CUTICURA FOR COMPLETE CURE

"Some time ago I wrote you for a book on the Cutieura Remedies and received it O. K. and went and bought the Soap, Ointment, and Pills. They did me more good than any medicine I ever used. They cured me of my skin disease, and I am very thankful to you. My trouble was eruption of the skin, which broke out in spots all over my body, and caused a continual itching which nearly drove me wild at times. I got nearly drove me wild at times. I got medicine of a doctor, but it did not cure me, and when I saw in a paper your ad. I sent to you for the Cuticura book and I studied my case in it. I then went to the drug store and bought one cake of Cuticura Soap, one box of Cu-ticura Ointment, and one vial of Cutticura Ointment, and one vial of Cuti-cura Pills. From the first application I received relief. I used the first set and two extra cakes of Cuticura Soap, and was completely cured. I had suffered for twe years, and I again thank Cuticura for my cure. If you wish, you may publish this. Your friend forever, Claude N. Johnson, Maple Grove Farm, R. F. D. 2, Walnut, Kan., June 15, 1905."

ITCH! ITCH! ITCH!

June 15, 1905."

SCRATCH! SCRATCH! SCRATCH! This is the condition of thousands of skin-tortured men, women, and children, who may be instantly relieved and speedily cured by warm baths with Cuticura Soap cured by warm baths with Cuticura Soap and gentle applications of Cuticura Oint-ment, the great Skin Cure, and mild doses of Cuticura Resolvent Pills, when physicians and all else fail.

Bold throughout the world. Culterra Soap, 25c., Oint-ment, Mc., Heavivent, 50c. (In form of Cherolate Control Phile, Mc. previal of 60), may be had of all druggints. A single set often curse. Potter Drug & Chem. Corp., Sole Proph. Source, Men. Mr Mailed Bree, "All About the Shin, Scalp, and Hair."

Union Pacific and Oregon Short Line railroads, but a large portion of the citizens of our state are still paying exorbitant and in some instances dis-criminating rates. A railroad commission would adjust all this and put rates into effect that would not work a hardship either on the people or the

railroads. railroads. The supreme court in its decision rendered at Washington, Dec. 16, 1906, forever settles beyond dispute the ques-tion of the rights of the state to regu-late rates within its own borders in the following language: "That a state has such power can not be doubted, and it can not be thwarted by any action of a railroad company which does not involve an actual interstate shipment."

"A railroad commission would inves-tigate and cause to be remedied the hundreds of complaints that are daily being made regarding the intolerable conditions of the many railroad stations

of the state, which, with but few ex-ceptions, are a disgrace to the railroads and the communities affilicted with them, a serious meance to health and through our state a very bad opinion of our commonwealth. Many people have passed on to other localities after taking one look at the so-called 'stations' that line the railroads in this state.

INDIVIDUAL 18 POWERLESS.

"Another important reason why the public interests demand a state railroad commission is the fact that individuals with grievances can get no satisfaction when seeking redress. There may be exceptions where a few favored patrons are heard with due courtesy, but as a rule a single individual is powerless, unless he resorts to the courts-a very expensive and impracticable alterna-Often a patron's mild protest is tive, met by the railroad's representative making nothing but a curt or insolent be heard and a remedy reached, with mutual good feeling between all par-ties concerned.

SUPPORT ASKED FOR.

"That legislative action backed by that great factor-public opinion-is necessary to correct these and other existing evils goes without saying, and the the for such solution to a such action to a such a solution to a such a solution to a such a solution to a solution the time for such action is now. This association is distributing thousands of copes of this appeal that all interested support and encouragement as well as the endorsement of every commercial and other organization in the state. You know who represent you in the legis-lature-urge them to support this measure, ask your friends to do the same thing, and thus by united effort and a creation of a strong public sentiment your demands will be felt in the legislature and result in favorable legisla-

MANUFACTURERS & MERCHANTS' ASSOCIATION OF UTAH. "Salt Lake City, Dec. 20, 1906."

THAT'S IT!

Cough yourself into a fit of spasms and then wonder why you don't get well. If you will only try a bottle of Ballard's Horehound Syrup your cough will be a thing of the past. It is a positive cure for Coughs, Influenza, Bronchitis and all Pul-monary diseases. One bottle will convinco you at your druggists, Se, Soc. 31. Sold by Z. C. M. I. Drug Dept., 112 and 114 South Main Street. B

HOLIDAY EXCURSIONS

Via D. & R. G. Dec. 24, 25, 31, Jan 1

One single fare for the round trip between any two points within the State of Utab only. Final limit re-turning January 7th. The Rio Grande goes everywhere in Utab.

Xmas money loaned on your salary. Easy payments. Cherry, 407 D. F. Walker Bidg.

Fresh Theories Are Put Forward In the Grosvenor

Bill.

MUST BE FURTHER MODIFIED.

Shortage of Freight Cars Is a Subject **Receiving Much Attention in Wash**ington at Present Time.

Special Correspondence.

Washington, D. C., Dec. 16 .-- Unusual interest is being manifested in the compromise ship subsidy bill which is now being considered by the house committee on merchant marine and fisheries of which Representative Charles H. Grosvenor of Ohio is chairman. Some ten days ago the element which has blocked the enactment of a subsidy law heretofore agreed to a compromise, and the delicate work of redrafting the new bill was intrusted to Chairman Grosvenor. While the redraft is radically different from the old measure and contains an entirely new principle, there does not appear to be any chance of its friends securing a favorable committee report on it un-

less they modify it further. FOR MAIL SHIPS ONLY.

The new principle spoken of is the subsidizing of mail carrying ships only. The Grosvenor bill gives the postmasthe general authority to expend the money sought to be appropriated in the making of contracts for the carrying of the mails for periods of not less than five years nor more than 10 years. Of five years nor more than 10 years. Of course the subsidized lines would carry cargoes and passengers, and thus the object of the original bill would be got at indirectly. Those who have opposed the old bill all along are not willing to go much further than vote a subsidy for lines to South America as suggest-ed by Secy. of State Root in his west-ern speeches not long ago. They are impressed, as the whole country seems to be now, with the importance of se-curing the share of South American curing the share of South American trade which properly belongs to the United States and are willing to appropriate rather liberally to achieve that purpose, but they oppose the idea of subsidizing a number of small lines which give small promise of bringing about an appreciable increase in commerce.

ELEVEN LINES PROPOSED.

The Grosvenor bill provides subsidies for 11 lines, and several of these will have to be cut out if the support of those who opposed the old bill is to be secured. Particular objection is made secured. Particular objection is made to the proposal to give a subsidy to a line from a gulf port-presumably New Orleans or Galveston-to some port on the lower Mexican coast. No such line could compete with the railways in the carrying of the mails, it is contend-ed, and any money appropriated for it would not being the proper setures ed, and any money appropriated for it would not bring the proper returns. Suggestions for two or three lines to Cuba are not favorably received either. It is only 90 miles from railroad ports in Florida to Cuba, whereas the proposed mail steamship lines would cover a much longer distance, and mails sent by them would reach their destination much later than if sent overland to much later than if sent overland to couthern Florida and thence by boat. One of Mr. Grosvenor's proposals is for a line from a guif port to Rio de Janeiro, and that is objected to on the ground that the length of such a route is much greater than the distance from New York to Rio. It is thought that no final action will be taken by the him

cials is the shortage of freght cars in many parts of the country. Some states have laws which compel the delivery of cars within a certain period after application is filed by the shipper under penalty of heavy fines, but the argument is now made that jus-

supply and use of cars. REMEDY FOR ANOTHER EVIL.

lice can only be done shippers general-ly, and especially shippers of cattle in the southwest, by the enactment of a

providing interestate control of the

Chairman Hepburn of the house com mittee on interstate and foreign com-merce has announced that a bill is to be introduced giving the interstate commerce committee control over joint water and land rates. At present, it is

water and land rates. At present, it is alleged, discriminations are practised which seriously cripple some American manufacturers. Congress is apparent-ly in a mood to remedy as many of the existing transportation evils as it can, and it is thought to be probable that both the measures referred to here may be passed before the end of the present escalor. present session

THE BEST DOCTOR.

Rev. E. C. Horton, Sulphur Springs, Tex., writes, July 19th, 1902: "I have used in my family Ballard's Snow Liniment and Horehound Syrup, and they have proved certainly satisfactory. The liniment is the best we have ever used for head-ache and pains. The cough syrup has been our doctor for the last eight years." Sold by Z. C. M. I. Drug Dept., 112 and 144 South Main Street. B

A Muffler

Would be an appropriate gift, and if you want what is right, we have it, you want what is right, we have it. BROWN, TERRY & WOODRUFF CO. 166 Main Street.

HOW LINCOLN WORKED.

In Harper's for December, W. H. Crook, who was Lincoln's body guard. gives a dramatic picture of Lincoln in war time. He pictures one of the levees at the White House, and ,then:

"The levce was supposed to be over at 11, but some people remained until nearly 12. After they had all left, Mr. Lincoln wrapped himself in the rough gray shawl he usually wore out-of-doors, put on his tail beaver hat, and slipped out of the White House through the basement. According to my orders I followed him, and was alone with President Lincoln for the first time.

'We crossed the garden, which lay where the executive offices now. Mr. Lincoln was bent on nightly visit to Secretary Stanton al the war department. I stole a glance up at him, at the homely face rising so far above me. The strength of it is not lessened in my memory by what would seem to me now the grotest setting of rough shawl and slik hat

"That night, as I said, I was a little nervous. The president noticed it. He seemed to know how I felt, too. I had fallen into line behind him, but he motioned me to walk by his side. He began to talk to me in a kindly way, as though I were a hashful boy whom he wanted to put at his ease, instead of a man appointed to guard him. In part, of course, his motive must have been the dislike of seeming to be guarded, of which I bave spoken. But his manner was due to the intuitive sympathy with every one, of which afterward saw so many instances. was shown particularly toward thos who were subordinate to him. The statesmen who came to consult him, those who had it in their power to influence the policy of the party which had chosen him, never had the con-sideration from Mr. Lincoln that he gave the humblest of those who served

"A few strides of the president's long legs-a few more of mine---brought us to the old-fashioned turn-stile that divided the White House no final action will be taken by the grounds from the enclosure of the war

Ind. Phone 2509

Bell Phone 2800

s so much other work to do. And mos of the guests came out of mere curiosity.

"With these words and the half sigh which followed, we entered the east door of the war department. In those days that was a small, mean, two-story building, just in front of the navy department. We went immediately to Mr. Stanton's office, which was on the second floor, on the north front, and overlooked Pennsylvania avenue and the White House. There, at the door, I waited for him until his conference with Secretary Stanton was over. Then I accompanied him back to the White House. From the memory My Lin House. From the moment Mr. Lin-coln spoke to me so kindly, I feit at home in my new duties. I never lost the feeling which came then that while

the president was so great, he was my friend. The White House never awed me again.

REDUCED RATES For Christmas Holidays

Via Oregon Short Line. Tickets on sale December 20, 21, 22, 24, 25, and 31, and January 1, 1907, final limit January 7th, 1907. See agents for further par-ticulars. City Ticket Office, 201 Main St.

Is there anything better than a book for Christmas. A book expresses so much in life. It is always inspiring. much in life. It is always inspiring, Buy one for yourself as well as your friend. We have anything you wish. If you will begin the new year with a new book, life will ever be sweeter. Come in and buy a book. DESERET NEWS BOOK STORE.

shirts.

Endless in variety of patterns; stiff, pleated and soft bosom. All season-BROWN, TERRY & WOODRUFF CO.

166 Main Stree

This is What They Say.

Those who take Hood's Sarsaparilla Those who take Hood's Sarsaparilla for scrofula, eczema, eruptions, catarrh, rheumatism or dyspepsia, say it cures promptly and permanently, even after all other preparations fail. You may take this medicine with the utmost con-fidence that it will do you good. What it has done for others you have every reason to believe it will do for you. Constipation is cured by Hood's Pills, 25c.



Best Eggs, 30c doz, Creamery Butter, 30c pound, 10-pound Pails Jelly, 65c, 5-gallon Keg Pickles, \$1.00. Three Lic cans Baked Beans, 25c. large tins Veal Loaf, 25c. 2 Jarge tins Salmon, 25 Fine Fat Nebraska Geese, 20c lb. INDEPENDENT GROCERY E. H. NAGLE, Prop.

74 W. First South

BOOKS.