

Owns and Controls But a Moderate

COMPETITORS HAVE SAME.

Percentage of Production of Crude Oil.

New York, May 16 .- The Standard Oil company today issued to its shareholders a statement in reply to the spo cial message recently sent to Congress by President Roosevelt and the report on the country's oil industry by Com missioner Garfield of the hureau o corderations, which accompanied it. The statement is signed by C. M. Pratt, secretary, and was issued by order o the board of directors. It denies posflively the charge that the Standard Oil company benefited by secret rates for the transportation of its products. The statement declares that the estimate that the company saves \$750.000 a year through the operation of certain freight rates could only have been ar-rived at by theorizing. The statement, in part, says:

THE STATEMENT.

"If the claim of Commissioner Gar-field was true, that the Standard Oil field was true, that the Standard Oil company is favored by open rates, it would involve not only collusion be-tween the railroads and the Standard Oil company, but collusion by the rail-roads with each other. It would also involve the consent of a railroad not reaching Whiting. Ind., for example, to the establishment of rates out of that point, which would be injurious to business out of another notes at to business out of another point at which the consenting railroad was re-ceiving traffic. To bring about such an **arrangement** would be tropossible. It may be said generally that there is a competing refinery in almost every sec-tion of the United States where the Standard has a refinery, except at Whiting, Ind.

RATES APPLICABLE TO ALL.

"No rates can be made applicable to the Standard which will not be equally applicable to the Standard's competi-

"After an investigation of shipments during a period of shout 15 years over more than 200,000 miles of railroad the commissioner is not able to show that the Standard Oll company received a single rebate on its interstate ship-ments. He has only been able to call attention to a few instances in which the rate situation, in his opinion, re-quired explanation. This explanation was freely given and we believe would be satisfactory to any man familia with transportation problems.

"If the commissioner had any doubts

as to the regularity of these rates, ho might have brought them to the atnight have brought them to the at tention of the interstate commerce com mission, when the question at issue could have been heard and determined. In the absence of such determination it is surely not within the limits of fairness for the bureau of corporations to cast aspersions upon a great corpotation.

125 RIVALS.

"The company owns and controls only a very moderate percentage of the crude production of the United States, and with at least 125 rival refineries in exclusion. existence it is a palpable absurdity to call it a monopoly. For the last quar-ter of a century more than 60 per cent ter of a century more than 60 per cent of its output has been shipped to for-eign countries. In creating and sus-taining this foreign trade the company taining this foreign trade the company ines of goods to similar points, has encountered innumerable obstacles and incassant competition from other-petroleum industries possessing the ad-vantage of geographical location and cheaper labor, and which are often times developed under the fostering care of their respective governments. If the company maintains a granifying percentage of the world's commerce, it is because it keeps its agreements and delivers products of reliable quality at a geasonable price. reasonable price.
Whatever measure of prosperity it has enjoyed, is not traceable to illegal or reprehensible methods, but to its an accounting matter between the rail-economic and elaborate industrial or-



sanization covering as it does every detail of transportation, manufacture and administration."

TAKES UP GARFIELD REPORT.

The report then takes up the report of Commissioner Garfield under vari-ous heads, including New England and the alleged refusal of the New York. New Haven & Hartford and the Bos-ton & Maine to prorate on oil, with the ton & Maine to prorate on oil, with the Inferred advantage therefrom to the Standard Oil company; shipments to the south, embracing Mr. Garfield's charge that the Standard Oil company has maintained absolute control of the section of country south of the Ohio river and east of the Mississippi through secret rates and open discrim-mations from Whiting, Ind.; the al-leged secret rate from Whiting, Ind., to East St. Louis, and other features of the Garfield report. To all of these charges the report makes explicit de-nial, and goes into octalls on the co-ditions prevailing in the sections prevailing in the sections Concerning the rate to East

Louis, the report says: "Mr. Garfield complains of the appli-cation of a rate of 6 cents per 190 pounds on oil from Whiting, Ind., to East Louis, III, claiming that it was a "secret" rate, and that in the matter of waybilling by the railroads manip-ulation was resorted to with the knowledge of the Standard Oil officials.

AS TO RATES.

About 1890, when the refinery had been established at Whiting, Ind., the Chicago, Burlington & Quincy railroad named to the Standard Oil company a rate of 6 cents per 100 pounds and is-sued and sent to the Standard Oil company a rate sheet from Chicazo to East St. Louis, III. At the same time it advised the Standard Oil company that under its rules the state rate of 6 only from Chicago proper, but from all points both in Illinois and Indiana within the so-called Chicago switch-ing limits, and that under such rules it would absorb the switching charges per car from Whiting to its own ratis, thus applying the 6-cent rate from Whiting to East St. Louis, Subse-quently the Chicago & Alton and the Chicago & Eastern Illinois solicited a share of the business at the same rate, und the business was divided between the three roads.

CHICAGO RATES APPLIED.

For several years the three roads applied the 6-cent rate from Whiting under their widely-known rule, understood by every carload shipper in Chi-cago and vicinity, viz., that Chicago rates would apply to and from all points within the switching limits. A number of these points are just across the border in Indiana and are the seat of important industries, viz., Whiting, Sait Oblasses Unservice and and Sast Chicago, Hammond and Indiana Harbor. The application of Chicago rates to and from these points within the switching limits is of long usage and concerns not only the shipment of oil from Whiting to points in Illinois.

the shipments of many other

Several years ago the rallroads cov-

the shipper necessarily has nothing to do. Commissioner Garfield insisted that the Standard Oil company must have known of the method of manifesting until it was pointed out to him with extreme care that the Chicago-East St. Louis roads hauling the traffic did not reach Whiting, and that the cars were switched to them by Chicago switching road. All the Standard Oll company knows of this transaction is that i

Whiting, consigned to East St. Louis, and that the carrying roads collected freight from the Standard Oll company at the carrying roads collected regular rate of 6 cents per 100 5. There was no secrecy about pounds.

ASSESSING WEIGHTS.

In this section of the report the only reference to Kansas is that there are some 'unfair open rates' -a matter too vague to answer, and the statement that is more important discrimination' lies in the arbitrary weights fixed by the railroads on crude and fuel oil. As is known to every shipper of oil in the United States, it has been the general custom of the railroads to assess the weights of all the liquid products of petroleum at an estimated average of six and four-tenths pounds per gal-lon, and it is so expressed in the tar-iffs. This includes fuel oil, which weighs more than six and four-tenths pounds per gallon, and gasoline and naphtha, which weigh less. Every re-finer in the United States makes inter-state snipments under these conditions. An exception, however, to this general rule was made by the roads running out of Kansas. Shortly after oil was produced in large quantities in Kansas railroads decided that since the produc-ers of crude oil had no light products-gasoline or naphta-to offer that would go toward constituting an average, they would pay the actual weight on the individual product that they offered for transportation. On the the-ory that crude oil was not included in the general average of six and four-tenths pounds the Kansas railroads ap-plied a weight of seven and four-tenths. pounds to crude oil. OBJECTED TO MORE WEIGHT.

"The Standard Oil company, as ex-plained to Mr. Garfield, objected to ad-vanced weight on crude oil, but its ob-jection was unheeded by the railroads. and yet, notwithstanding the foregoing explanation the commissioner includes the Kansas weight rule in the list of things making for favoritism from the railroads to the Standard Oil company. "In California the commissi "In California the commissioner charges that rebates as well as dis-criminations by socret rates have been given on oil. This refers to state rates not within the jurisdiction of the fed-eral authorities. Here it is no question of the Standard Oil company alone, but of many producers and consumers of oil oil.

CALIFORNIA TARIFFS.

"There is no law in California re-quiring the railroads to file the tariffs. quiring the railroads to file the tariffs. When, therefore, the problem was pre-sented in hauling a new and large pro-duction of oil used to a large extent for fuel, they quoted rates to shippers ac-cording to the conditions existing from time to time. No class rates were ap-plied to these shipments, hence, over-charges were inevitable and when made charges were inevitable and when made charges were inevitable and when made were refunded, to make the freight charges correspond with the rates quoted. The same rates quoted to the Standard were quoted to others and m many cases the rates were obtained and used by others before the Standard knew of their existence.

"Mr. Garfield mentions certain Cali-fornia state rates used 'in connection with the interstate shipments.' In reply it may be said, that where state rates were used from any point in Cali-fornia in connection with the interstate rates from some other point in California to a point in Arizona, it was necessary, because no through rates were in force from the point of shipment to destination."

BOOK OF FORMS.

There Will be no Fight Over it in Presbyterian Assembly.

taken into custody on a warrant issued from the municipal court on a com-plaint sworp to by Honry I. Hatfield, a clerk in the office of Vahey. Innes & Mansfield of Boston, attorneys for

STUDENTS OBJECT TO PRINCIPAL

Spokane, Wash., May 16.-A mass meeting of the Students Protective as-sociation of the high school has been called to take place on the school lawn at 2:30 p. m. tomorrew, to pro-test against the re-election of Princi-pal D. E. Cloyd. One plan proposed is for the students to stude the meeting the students to attend the meeting the board of education in a body and state their grievances. An offigy of the principal was found hanging in the school yard Monday.

ILLINOIS LEGSLATURE MEETS IN SPECIAL SESSION

Springville, III., May 16.-After a sensational speech by Lieut. Gov. Sher-man, the special session of the Illinois legislature, which was called by Gov. Dineen to enact a new primary election law, resulted today in the adoption of a bill framed by Speaker E. D. Shurtleff. The measure had a close call receiving only a bare majority in the house. It is expected that Gov. Dineen will sign the bill, making it a law July 1. The passage of the bill is considered a victory for Gov. Dineen, as an effort was made to bring about a final adjournment without the enactment of any sort of a primary law.

Lieut-Gov. Sherman's speech was made after he had announced the vote in the senate. He denounced the bill as a hu-miliating failure.

MY BABY WAS COVERED WITH Sores and scales until cured by Cutl-cura .- Mrs. H. Schaffer, Cumberland, Miss.

out! Pacific Islanders' day, Aug. 8th.

CHEAP RATES EAST.

Via Colorado Midland Railway.

On May 26-28, June 1-3-16 tickets will be sold to Chicago, Minneapolis, Memphis and points west thereof, at Memphis and points west thereof, at rate of one fare plus two dollars for round trip. Limit, October 31st, stop-overs. Call at our ticket office or telephone for full particulars. Dining cars June 1st.

EXCURSION TO HOT POTS

Grand Outing of Salt Lake City and Grand Outing of Salt Lake City and County Teachers to Provo Canyon. Heber and the Hot Pots. Special train leaves Salt Lake 7:45 a. m. Regular train 8:00 a. m. Passengers for Hot Pots must take the special. Round trip fare to Provo Canyon and Heber \$1,25. Stage fare to Hot Pots will not exceed 50 cents. Eventhedy, invited exceed 50 cents. Everybody invited. Dinner at Upper Falls resort 50 cents.

EXCURSIONS EAST

Via Oregon Short Line.

St. Louis St. Paul or Minneapolis.... Chicago Memphis tober 31st.

City Ticket Office, 201 Main St.

DEDICATORY SERVICES

At the Joseph Smith Memorial Monument.

Just issued, giving a detailed account of the journey and services of the Memorial party to Royalton and Sha-ron. Vt. Palmyra, N. Y. The Sacred Grove, The Hill Cumorah and other points of interest in the East. Illus-trated. Send in your orders now. Price 25 cents, postpaid. DESERET NEWS BOOK STORE Des Moines, Ia., May 16 .- There will be no fight over the new book of forme reported to the Presbyterian assembly by Dr. Henry Van Dyke of Princeton

the manager.



5:15 p.m.

ered the matter more specifically by filing with the interstate commerce commission . so-called 'application commission so-called application sheets,' providing that any rate named from Chicago to a point in Illinois or beyond down to a minimum of 6 cents per 100 pounds in carloads would apply from chicago to a be an or a solution of the solutio from all points in all Illinois or Indiana, within the Chicago switching limits. Common usage established the principle of applying Chleago rates from points within the Chleago switching limits up to the thine the practise was covered by application sheets with the inter-state commerce commission. With the

method of waybilling, which is purely

by Dr. Henry Van Dyke of Princeton university, if Dr. Van Dyke can pre-vent it. In an open letter the commis-sioners read here today he expressed regret that such a storm of discussion over the book of prayers and ceremo-nies has arisen and he adds that if there is to be a debate it will not be due to himself. He explains that he was requested with other members of the committee to prepare the book by the last general assembly; and that he has merely com-plied with instructions and that the as-sembly may do what it sees fit with the report. Notwithstanding Dr. Van Dyke's position there promises to be a lively debate on the report. Fifty pres-Dyke's position there promises to be a lively debate on the report. Fifty pres-idents of Preshyterian colleges held a conference this afternoon and agreed that all schools of the denomination should be asked to require 14 hours of Bible study in every four years' course. Bible study in every four years' course. Tonight there is much interest in the contest for moderator, five active can-didates being in the field—Rev. A. B. Marshall of Minneapolis. Rev. T. Clel-and of Duluth, Rev. J. L. Barkley of Detroit, Rev. J. A. Hendry of Jefferson, Mo., and Rev. Hunter Corbett, the lat-ter a missionary who has seen 40 years' service in China. Don't Be Fat

MEN BITTER ENEMIES.

Justice J. E. Taylor Shoots and Kills Saloonkeeper Eage.

Sand Coulee, Mont., May 16.—William C. Eage, a saloonkeeper, who is also interested in coal mining, was shot and instantly killed here today by Justice of the Peace John E. Taylor. Taylor gave himself up and has been taken to Great Falls by Sheriff Hogan. The men had been bitter enemies, and following some words in Force's scheme The men had been bitter enemies, and following some words in Eage's saloon. Taylor left, but was pursued by Eage, who was armed. Taylor turned, and, drawing a pistol, fired, the bullet strik-ing Eage between the eyes and instant-ly killing him. Both men are old cit-izens of Sand Coulee.

izens of Sand Coulee.

RUSSIAN CANDIDATE SHOT. Baku, May 16.-M. Jakovleff, who was the candidate of the Constitutional Democrats for member of the lower house of puarliament, was shot today house of puarliament, was shot today by two unknown men, and died in the hospital.

"AIDS TO NAVIGATION."

Washington, May 16 .- The house com-Washington, May 16.—The house com-mittee on interstate and foreign com-merce today authorized a favorable re-port on an omnibus bill carrying be-tween 20 and 25 projects as "aids to navigstion." and authorizing an appro-polation of something in excess of \$1,300,000.

Among the provisions are: Among the provisions are: Light station at Makapuu Point, Island of Oaku, Territory of Hawaii, \$60,000; light station and range lights at Hon-olulu harbor, \$40,000; fog signal at en-trance to harbor at Humboldt bay, Cal-ifornia, \$15,000; light keeper's dwelling at Cape Mendocino, Cal., \$5,500; light and fog signal station pear Point Ca-brillo, Cal., \$5,000; light vessel for use off the mouch of Columbia river, Or., \$130,000; light keeper's dwelling at Rob-inson point, state of Washington, \$5,000; fog signal at Elshook light station. Light fog signal at Eishook light station state of Washington, \$10,000; new tender for Inspection service in the Thir-teenth light district, \$110,000, in addition to the unexpended balance of \$40,000 for the repair of the tender Manzanilla, to be applied on the new tender.

ARRESTED FOR MURDER.

Bingham, Mc., May 16. Jerry Hayes, alias J. Moulton, was arrested here to-day on the charge of having murdered Mabel Page, for whose death Charles L. Tucker has been sentenced to die next month. Hayes, who was at work at a rail-bad construction camp, was taken to

Scounty Joll at Skon began. He was

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are so reasonable that you will be astonished. Just the things for weddings.

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