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THE DESERET NEWS CO.,
SALT LAKE CITY, UTAH.

CHICAGO TRADE.
SUGG & BEIERSDORF CO.,
MANUFACTURERS OF
Chamber Suits,
Beds, Blankets and Folding
Beds in Walnut, Antique Oak and
American Mahogany.

408 to 410 Canal St., CHICAGO.
Goods can be found at the Co-operative
Furniture Co., and other dealers along
the Territory.

Star Horse Nails,
POLISHED OR BLUED.

Have been sold by the C. M. I.
for over 16 years. They are the best
nails made, and are used by the
best of the nation. No other nails
show so long as any other.

Union Horse Nail Co.,
CHICAGO, ILL.
For sale by C. M. I. and branch
stores.

KIRK'S
WHITE
RUSSIAN
SOAP.

The only brand of Laundry Soap
awarded a first class medal at the
New Orleans Exposition. Guaranteed
absolutely pure, and of the highest
household purposes is the very best
soap.

See that the package bears the name
of JAMES PYLE, New York.

Down With High Prices
30 TO 70 PERCENT OFF
ONE THOUSAND DIFFERENT ARTICLES
Sold Direct to Consumers.

The "Little Detective," \$3.00
L. D. Postel gives Postel's "Little Detective"
Weights from 1/4 oz. to 25 lbs.

FAMILY SCALES, 240 lbs., \$5.
Platform Scales, \$11 to \$20.
Forges and Blacksmiths' Tools.

WAGON SCALES.
Only manufacturers in America
making wagons of all sizes.
Steel for the axle, and all other
parts of the wagon.

SAVES OF ALL SIZES.
No. 4, weight 130 lbs., \$5.
No. 5, weight 200 lbs., \$7.
No. 6, weight 300 lbs., \$10.

SEWING MACHINES.
PRICES REDUCED
FROM \$65 TO \$15.
A beautiful Machine, per-
fectly new, and in the best
condition, for sale at a low price.

Chicago Scale Co.,
151 S. Jefferson St., Chicago, Ill.

NEW YORK TRADE.

ROYAL
Baking Powder

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GENERAL NEWS.

Settlers on Indian Lands to be
Driven Out.

THE COMMERCE COMMISSION.

Winter Still Lingers in the
East.

THE NATIONAL OPERA CO. ETC.

By Telegram to the News.

THE COMMISSION.

Matters Relating to the Commerce
Law.

WASHINGTON, April 18.—In reply to
Bishop Knickerbocker of Indianapolis
who inquired as to the right of the
railway to transport missionaries at
special rates, the commission writes:

"There is no doubt," Judge Cooley
says, "of the right of the railway to
grant special privileges to religious
teachers, and deciding in good faith
what they wish to do, they can scarcely
be said to be incurring the risk of pen-
alties. Penalties are for the wilful vio-
lation of the law, and not for errors of
judgment."

Replies of a similar purport have
been made to inquiries with respect
to transporting persons as acts of
charity.

JUDGE COOLEY
has addressed the following letter to
Hon. J. S. Muldrow, Acting Secretary
of the Interior:

Dear Sir:—The interstate com-
merce commission has received from
you a communication asking for its
opinion upon the questions follow-
ing:

First:—Is it lawful, under the inter-
state commerce act, for a railway com-
pany to make special rates for indi-
viduals, in order that such individuals
may obtain the benefit of the act?

Second:—Whether transportation
over the lines of common carriers of
individual goods for and on behalf of
the individual is prohibited by the act?

THE CONTRACT
may be made by this department for
their transportation from their place
of purchase to ultimate destination,
but it is prohibited for the carrier to
charge, storage or handling of property
at reduced rates for the United States
under section 22 of the interstate com-
merce act.

The facts upon which the questions
arise are given in your communication,
and appear to be as follows: That the
government contracts for the delivery
of supplies needed for the army and
navy at New York, Chicago and
other points, and that the railway
companies are authorized to make spe-
cial rates for the transportation of
supplies from the point of purchase to
the point where they are to be made
use of.

THE COMMISSION
directs me to say to you that it does
not understand it as any general
power to contract for the transportation
of supplies, as you say, that it is
organized for the purpose of
guiding or controlling the actions of
individuals in their private business
or public duties, except when to
its attention when relief, which is
in its power to grant, is prayed.

The commission has the uniform
declined to express opinions on ab-
stract questions of construction at the
request of private citizens or organiza-
tions, and it declines to do so in this
case. In deference to a department
of your government, however, I make
an exception of your request, especially
as there is a doubt whether the govern-
ment which might seriously
affect the ends

for transportation which are to be
called for. Coming to the question,
then, I am directed to advise you that
in view of the statement made by you
of the facts, constitution of itself a com-
plete answer. The commission, how-
ever, is delivered to the govern-
ment at points designated and they
are then transported to the point of
use, and the government is to be made
use of. The transportation is, there-
fore, for the use of the government,
and it is immaterial that it is
contracted for by the government.

IMPORTANT DECISION.
The following is a synopsis embody-
ing the material points in the latest
most important action taken by the
interstate commerce commission.
The decision is rendered on the case
of two petitions for review of the
Blue Railway Conductors and of the
Traders and Travelers' Union, which
are of a kind that has been of great
interest to the public, and especially
interesting on account of the large
number of applications made to the
commission. The latter petition
man with the name of which the
former system of allowing additional
freight baggage has been

INTERFERED WITH.
A portion of the railway conductors ask for
the proper use of the interstate com-
mission of the law as applying to the
freight of baggage to railway employes
and to those who are engaged in the
railway service their business, while
temporarily out of employment and in
special cases, and if the law is not
enforced, the same will be the case
with all others which are composed of
freight of railway employes. In re-
ply the commission says:

"The act to regulate commerce,"
under which the commission is organ-
ized, will show the petitioners and
others who have made similar peti-
tions, that no jurisdiction has been
given to us to answer questions like
those under consideration. Two of
the law of common power upon the
commission to entertain and decide
applications and petitions. Section 4
empowers us, upon application by a
common carrier in special cases, to
charge less for a longer than for a
shorter distance over the same line,
and to provide for the same, and to
relieve from the operation of the former
part of the same section which the
designated

COMMON CARRIER.
may from time to time enjoy. It is ob-
vious that applications like those of the
Railway Conductors and the Traders
and Travelers' Union, which are made
under the duties imposed upon us
by section four, and this is the only
section of the law which the commis-
sion has power to suspend or relax.
Section thirteen authorizes complaints
to the commission and confers juris-
diction to entertain the same, but
neither the Railway Conductors nor
the Traders and Travelers' Union
complain that common carriers have
violated the law. They present no
complaint of anything done or com-
mitted from the provisions of the law.
If the railway company should have
made a conductor and his family to
attend the approaching convention, or
should transport 300 pounds of baggage
free for

COMMERCIAL TRAVELER.
under the registry and indemnity sys-
tem, and some person, feeling in-
jured, should complain of such a
violation of the law, the commission
proper for the commission to entertain
the question of whether the conduct
was or was not a violation of the law,
and if so, whether it is or is not within
the exceptions stated in section 13.
Complaints may also be presented to the

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