

WILL STAND BY THE PRESIDENT.

Democrats in Congress Favor
Radical Railroad Rate
Legislation.

SENATOR ELKINS' POSITION.

Believes Present Law Needs Amend-
ment—Roosevelt and Political
Machines.

Special Correspondence.

Washington, Dec. 8.—What shall we do? That is a question that is agitating many leaders in Congress at the present time. To get down to actual facts, there is a serious problem confronting the Republican majority in both houses of Congress. Perhaps the majority would prefer to avoid the question of rate regulation at this session, but the attitude of the president has made that impossible. A railroad bill must be passed. It must either be a bill in actual accordance with the recommendation of the president or near enough to meet his approval. The attitude of a majority of the Democrats is already clear. Legislation of a radical character—that is, conferring rate-making power on the interstate commerce commission—is the policy of the majority. If this attitude should prevail, the Democrats would be in a position to pass a party rate measure if possible. "It may not be easy," remarked a shrewd observer, "but it is a cinch that the Republicans will find some way to unite a majority of their party and pass a party bill. They are now going to allow a minority of their party and the Democrats to frame a measure of this kind. It would be a party defeat."

LOOKS THAT WAY.

To the casual observer it begins to look that way. Fighting the president does not seem very alluring. "I remember," said Senator Elkins, chairman of the senate committee on interstate commerce, who is looked upon as the head and front of the opposition to the president's plan, "that there was a lot of talk about opposing the president's plan for reciprocity with Cuba. I had no interest in it save to stand by the tariff, but I got into that fight, and I found the fellows sliding out from under, leaving me as the head devil. For years they have been saying that I am opposing the president, and that is what they are saying now." This remark was occasioned by an intimation that Elkins had "surrendered" to the president. "They have always insisted that I am a railroad man, and they seem surprised because I do not come out and declare that I am for whatever the railroads want. The fact is, I have never made any declaration on the subject further than that the present law needed amendment."

A SPLITTING MACHINE.

Every person of common sense is aware that the Republicans have a splendid organization. I once heard a man remark to Secretary Root that the Republican organization was the best known, but Theodore Roosevelt is not a "machine" man. He would smash that or anything else that smacks of machine methods if the machine stood in the way of what he thought was right. If the machine aided him, he would use it. If fighting the machine meant a party split, he would fight it. If he could use the Democratic party as a wing of the Republicans to accomplish results, he would use them. Theodore Roosevelt is a man who does not consider party advantage when he thinks the interests of the whole country are at stake. That is where he stands on the rate question, and I expect to see the Republican party with its machinery that has been so highly praised, swing into line behind him. It is generalship to know when you are beaten and make a seeming victory out of what appears to be a defeat at the beginning of the contest.

THE "PROUDDEST" MOMENT.

Senator Tillman and Senator Dilliver enjoy each other, but there are many passages between them at times. After a general discussion of the pending important questions, Dilliver remarked:

"I saw you during the proudest moment of your life, Senator Tillman. 'When was that?' asked the South Carolina senator.

"It was when you were mounted on a coal black steed," replied Dilliver, "and pranced down the avenue as a part of the splendid cortege which escorted Cleveland to the White House when he was last inaugurated."

This caused a great laugh at the expense of Tillman. He was governor of South Carolina at the time referred to by Dilliver, but in four years he became the most pronounced anti-Cleveland man in the country. He made the most bitter speech ever heard in the senate against Cleveland.

A CURIOUS TRIO.

That recalls a remarkable circumstance. There were at that time three men in the senate all calling themselves Democrats and all opposed to Cleveland. They were Gorman of Maryland, Hill of New York and Tillman of South Carolina. These three were opposed to each other. They did not agree on any of the fundamental principles of democracy and could not be called party men in anything save that they called themselves Democrats. There is not time to go into the number of details where each of these men disagreed with the other, but it is certainly a curious fact that in spite of their mutual disagreements they were all opposed to Cleveland. And, what is more interesting, they opposed Cleveland for distinctly different reasons.

FOR THE OPEN SHOP.

New York Employers' Association Declares for It.

New York, Dec. 8.—Ten thousand structural iron workers in this city today were informed by the Employers' association that the "open shop" had been introduced officially. Their pay envelopes contained a circular announcing that henceforth all applicants for employment must go to the employers' bureau in East Fourteenth street and register. The emergency committee of the Building Trades Employers' association issued this statement:

"There will be no discrimination between union and non-union men, but there will be absolutely no further recognition of the Housewrights and Bridgemen's union. One hundred and twenty-five non-union men have been put to work on five contracts of Post & McCord affected by the ironworkers' strike. The employers intend to put more non-union men to work tomorrow."

Members of the Iron League said today that they were justified in taking this action, as the employees had violated

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ed the arbitration agreement by striking on all Post & McCord contracts. President of the International Bridge and Structural Iron Workers gave as his reason for the strike that Post & McCord are associated in a business way with the American Bridge company, which is accused of employing 25 non-union men at McCord's plant. This was denied by William H. McCord, senior member of the firm in question.

SENATOR MITCHELL'S DEATH RAISES DELICATE QUESTION.

Washington, Dec. 8.—News of the death of Senator Mitchell of Oregon occasioned great surprise at the Capitol. His illness had been of such recent date and so little was known of it that notice of his death came to the senate practically without warning. It raised a delicate question as to the duty of the senate toward their late colleague. Ordinarily when a member dies a committee is appointed to represent the senate at the funeral services, and at the same time the committee is charged with the duty of making a report of the deceased member formally gives notice of the death and announces that later he will make more extended remarks. The senate then adjourns out of respect to the memory of the deceased.

After numerous conferences today between prominent senators and the sergeant-at-arms, the point was raised as to whether the senate would be warranted in following the usual program in the case of Senator Mitchell. It was argued that at the time of his death he stood convicted of an offense under the federal laws and in violation of his oath as a senator of the United States. On the other hand, it was pointed out that the senate has not been notified officially of his conviction and that judgment had been arrested by appeal to the supreme court of the United States, and that the highest court had not passed upon the question of his guilt or innocence. At a late hour today Vice President Fairbanks had not appointed the usual committee, and the impression prevailed that he would postpone action until the senate convened on Monday. It was stated that in the event of the appointment of a committee it would not reach Portland, Ore., in time to attend the funeral services. It is thought likely, therefore, that the vice president will leave to the senate the decision as to what its course should be.

WRECK ON SANTA FE

Train Was Derailed by Tower Man to
Prevent a Collision.

Riverside, Cal., Dec. 8.—Santa Fe train No. 5 was wrecked this morning at the tower house, corner of First street and Colton avenue. The engine, tender and baggage car were thrown off the track on their sides, and under the mass of wreckage lies the mangled body of Walter Cave, fireman.

The train was derailed by the tower man to prevent a collision with the Southern Pacific motor train. The Santa Fe train was on the run from San Bernardino to Los Angeles and was due here at 6:25. It was running fast and when the tower man saw the Southern Pacific train crossing the track directly ahead he threw the switch to prevent a collision.

Cave attempted to climb out of the cab, but was not quick enough, and went under the tender. He was badly cut and bruised. Conductor Archie Cowan was in the rear car with one passenger and neither was hurt. Cave was a single man, living with his mother in San Bernardino.

CONFERENCE ON MUTUAL LIFE MATTERS.

New York, Dec. 8.—Two conferences were held yesterday by the committee on nomination and justification appointed by the trustees of the Mutual Life Insurance company to bring about a settlement of the differences between the two factions in the board over the election of a permanent president.

Frederick Cromwell, the Mutual's temporary president, made public the names of the full committee, as follows: Elbridge T. Gerry, chairman; James S. Joyce, secretary; David P. Willard, H. Tresedale and Dumont Clarke.

Mr. Cromwell said these men had been elected to investigate the matter in the board. He hoped the matter would be cleared up in time for the meeting of the trustees today and, pressed for an opinion as to the probability of this being accomplished, he intimated that he looked for such a result.

When the members of the committee met at noon, they went at once to Mr. Cromwell's office and the conference

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which followed lasted until nearly 4 o'clock.

After the committee left his office, Mr. Cromwell said the discussion had illuminated the situation somewhat, but matters had not progressed far enough to warrant any preliminary to the candidate who would finally be selected.

Following the meeting to Mr. Cromwell's office, the committee went to the office of Sergeant Fish, where it was in conference again until 6 o'clock. Mr. Gerry, who was the first to leave the meeting, refused to make any statement which would throw light upon the result of the deliberations. Mr. Fish was equally reticent.

From a source which is believed to be authoritative, it was learned that Mr. Peabody was still a strong, if not the strongest, candidate for the presidency of the Mutual, and that the second choice was the time the finance committee adjourned, was Sergeant Fish.

OLD FRIGATE NIPSIC

Is to Go Into Commission at Puget
Sound Navy Yard as Prison Ship.

Seattle, Wash., Dec. 8.—The old frigate Nipsic, one of the oldest of the American navy, and the only American ship to escape the typhoon at Apia, Samoa, in 1892, is to go into commission at the Puget sound navy yard on Dec. 23 as a prison ship. For a number of years the Nipsic was used as a receiving ship at the navy yard, but was taken out of commission when the cruiser Philadelphia was built for that service. Her hull being good and with her great beam the navy department decided to make her a prison ship, which is badly needed at the yard.

HEARST FOR GOVERNOR.

Bird S. Coler Says He Must be the
Standard Bearer.

New York, Dec. 8.—At a reception given in his honor tonight by the municipal ownership, Assemblyman-elect and Alderman-elect William R. Hearst, who is contesting the recent mayoralty election, declared he was not a candidate for governor.

Bird S. Coler, newly elected borough president of Brooklyn, said that if it should be impossible to get measures passed at the approaching session of the legislature which would remedy the defects of the election law, it would be necessary to make a state campaign and he added "Whether Mr. Hearst wishes to or not, he will be compelled to take up the fight as our standard-bearer."

KANSAS LAND FRAUD CASES.

Topeka, Kan., Dec. 8.—The investigation of one of the most important of the Kansas land frauds now before the special federal grand jury, now sitting in the city, was brought to a sudden halt today by the commission of United States deputy marshals to locate the six principal witnesses in the case, for whom subpoenas had been issued. It is feared by the federal grand jury that the witnesses learned they were to be subpoenaed and left the state.

The officials have not given out the full details of the case, but the commission in the case under investigation for which the witnesses were subpoenaed.

SUGGESTS A RATE LAW.

Denver, Dec. 8.—Col. W. H. Hughes, president of the Continental Trust company, who presided over the sessions of the Interstate Commerce Law convention, recently held in Chicago, arrived in the city tonight from St. Louis. Col. Hughes was unable to continue his journey to Washington, owing to a severe cold, but sent to President Roosevelt and to the legislative committee of the Interstate Commerce Law association the following suggestion:

"I have but one suggestion to make—that we ask an amendment to the existing laws, giving power to the interstate commerce commission, when a rate has been challenged, and after full hearing, to suspend the rate if it is found to be unreasonable, unjust or discriminatory, until such time as the commission at once suspended and the railroad required to show the full penalty of the act to within ten days substitute therefor another rate to be first approved by the commission."

"If we win on this line, we are safe with the courts. This leaves the rate-making power with the railroads, where it is given us all we ask for, and, in my opinion, need not give rise to constitutional and legal objections raised."

GEN. W. SHEEHAN DEAD.

San Francisco, Cal., Dec. 8.—Gen. T. W. Sheehan is dead. He passed away at his home about noon today, surrounded by members of his family. For 20 years he was business manager of the Record-Union and the Union of this city. He was a member of the national guard for a long time and a few years ago was the general of a brigade. He leaves a wife and five children.

His illness was not prolonged, but it has been known for some weeks that he could not recover.

CANDIDATES FOR SUCCESSOR TO LATE SENATOR MITCHELL

Portland, Ore., Dec. 8.—Gov. Chamberlain will appoint a successor to Senator Mitchell within a week. In an interview today the governor said:

"I have as yet made no selection. Oregon is sorely in need of representation at Washington, but before taking action I shall look over the situation thoroughly and select a man equal to the occasion. I shall make the best selection possible."

It is almost a certainty, however, that the new senator will be a Democrat. Great pressure has already been brought to bear on the governor to select a Portland man, whether Democrat or Republican. Heading the list of possibilities are Col. C. E. S. Wood, a prominent lawyer, and Charles E. Ladd, a banker, Democrat, and T. B. Wilcox, a well known flour mill man, Republican.

If the state's executive should go outside the city in the timber available is Hon. A. Bush, a banker of Salem, and one of the most prominent and able Democrats in the state. Other Democrats of ability are Col. James Bailey of Pendleton, Hon. S. A. White of Baker City and Judge A. H. Bennett of the Dalles. Senator Mitchell's chief counsel during the trial which led to his conviction, and A. E. Reams, a well known lawyer of Jacksonville, who was defeated by Ringer Hermann for Congress at the last election.

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ANTI-AMERICAN BOYCOTT.

Reaches San Francisco and Affects the
Steamer Manchuria.

San Francisco, Dec. 8.—The anti-American boycott has reached this port. It is the custom of the Pacific Mail company to allow peddlers and other small dealers on board their China liners during the luncheon hour for the convenience of the Chinese sailors, firemen, cooks and waiters, who, by reason of the exclusion act, may not do their shopping ashore.

When the Manchuria docked on Tuesday last, notices in Chinese were tacked up all over the ship. These notices called the attention of the Manchuria's crew to the existence of a boycott against American goods and forbade them to buy any wares offered for sale on the liner's decks during her stay in this American port. So far the Manchuria's Chinese have followed the edict of the boycott notice to the letter and the dealers have abandoned their efforts to trade with them.



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Fancy Suspenders, per pair	-	-	-	.50 to 3.00
Mufflers and Full Dress Protectors	-	-	-	.75 to 3.50
Umbrellas	-	-	-	1.00 to 8.00
Fancy Hose--Cotton, Lisle and Cashmere, per pair	-	-	-	.25 to 1.00
Gloves--Dog Skin, Mochas, Golf, etc. per pair	-	-	-	1.25 to 2.50
Handkerchiefs	-	-	-	.05 to 1.50
Night Robes and Pajamas	-	-	-	.75 to 2.50

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