

TRYING TO CURB THE RAILROADS.

Elkins Amendment to Rate Bill
Prohibits Them Engaging
In Coal Industry.

WAS VERY MUCH MODIFIED.

It Finally Was Put to Vote and
Passed by a Vote of
67 to 6.

Washington, May 9.—The senate was prompt today in resumption of the consideration of the Elkins amendment to the rate bill prohibiting interstate railroads from engaging in the production of coal or other commodities.

The vice president decided that the amendment of Senator Dryden to the Elkins provision was in order. The amendment extends to July, 1911, the time when the provision shall go into effect. Several senators made objection that the time suggested was too remote, and Mr. Dryden altered the date to July, 1908. A roll call was promptly ordered and resulted in the adoption of the amendment—44 to 23.

Mr. Hopkins moved to refer the entire coal production subject—the Elkins amendment and the amendments to it—to the committee on interstate commerce. The motion was declared out of order—25 to 48.

A substitute for the Elkins amendment was presented by Senator McLaughlin, but was withdrawn on a point of order.

The McCumber substitute for the Elkins amendment introduced yesterday was next taken up.

Senator Elkins then submitted modifications of his amendment, whereupon Senator McCumber withdrew his substitute, saying that the modifications rendered the Elkins provision acceptable. As modified, the Elkins amendment provides that the provision should not go into effect before May 1, 1909.

Senator Carter opposed the entire proposition because of its antagonistic effect on the copper industry of his state.

Senator Clark of Montana concurred in this, and said in addition that it had been necessary for all the transcontinental railroads to open up coal mines, not only for their own convenience, but as a necessity for the people along their lines. "They have been a factor which we should not overlook in the interest of a few people in Pennsylvania and West Virginia," he said. He also spoke of his own industries, continuing: "How am I to proceed under the provisions of this amendment?" and adding: "I will be between the devil and the deep sea."

He expressed the opinion that the coal question should be dealt with separately from the railroad question.

Senator Teller expressed the opinion that the coal question was a side issue to do more harm than good. A sweeping provision would prove injurious to the development of the west.

Senator Tillman spoke of the difficulty of getting a vote and of the progress that is being made. Some one suggested that he should again move to lay the amendment on the table, but he said that having once been run over he did not want to take the chances of another catastrophe of that character. Moreover, he wanted the senate to act.

"If it does not do so," he said, "I will look as if we lacked either the nerve or the courage necessary. We may just as well understand that if we dodge the question the people will hold us to account. I appeal to the senate to act."

The McCumber amendment was then voted down—11 to 62.

A vote was then taken on the Elkins amendment as modified by its author, and it was passed by a vote of 67 to 6, the negative votes being cast by Messrs. Ankeny, Bulkeley, Clark of Wyoming, Millard, Pettus and Warren.

The provision in the language of the original McCumber substitute, and is as follows:

"From and after May 1, 1908, it shall be unlawful for any common carrier to transport from any state, territory

HUSLER'S FLOUR

Will put you on your feet.

or district of the United States to any other state, territory or district of the United States or to any foreign country, any article or commodity manufactured, mined or produced by it, or under its authority, or which it may own in whole or in part, or in which it may have any interest, direct or indirect, except such articles or commodities as may be necessary or used in the conduct of its business as a common carrier."

After disposing of the question of the transportation of coal the senate today proceeded to the consideration of other amendments to the railroad rate bill, voting some down and accepting others, but acting on all practically without debate. Following are the amendments that were accepted:

By Mr. Elkins, requiring carriers to put in switches for shippers on reasonable terms; by Bailey, including sleeping car companies and express companies in the bill; by Mr. Warner, providing that "it shall be the duty of carriers engaged in interstate commerce to give equally good service and like accommodations to all persons paying the same cost for interstate transportation of passengers."

One of the amendments voted down was that offered by Mr. Elkins requiring one road to make connection with others and to operate with them, and another thus disposed of was the McCumber amendment requiring railroad companies to supply all the special cars required for the proper conduct of its business.

There was no division on either of these propositions, but a roll call was ordered on an amendment by Mr. LaFollette giving the commission jurisdiction over the long and short haul question. The amendment was lost—24 to 46.

Mr. LaFollette's amendment on this provision were cast by Democrats, and the negative votes by Republicans. Senators Cullom and LaFollette voted with the Democrats, and Senators Clark of Montana and Geary with the Republicans.

**EX-PREST. CLEVELAND
ON INDIVIDUAL CHARITY.**

Philadelphia, May 9.—With former President Grover Cleveland as the president of the thirty-third National Conference of Charities and Corrections was held tonight in the Academy of Music. The large auditorium was filled with representatives of organizations engaged in charitable and correctional work from all over the country, but in Canada and Europe, and the ex-president was given an enthusiastic welcome as he stepped on the platform.

Among the many distinguished persons present was Mrs. Cleveland, who occupied a prominent place. Mr. Cleveland made the first address of the meeting, and said in part:

"This National Conference of Charities and Corrections is a very important object. It seeks to accomplish, may well be described as a general clearing house of charitable and correctional work. It is a constituent agency it touches the individual and through the betterment of the individual it seeks the betterment of the nation."

"My thoughts dwell upon the duty of individual charity. In a sense all that is done in discharge of this duty, whether done by individuals or through governmental agencies representing us all, may be said to rest in personal responsibility. It is the duty of each one of us to recognize the fact that in the field of charity we are our brother's keeper. The field is so large and the need is so great that none of us can secure acquaintance without personal service."

"It is the duty of personal service that gives the occasion its greatest importance and significance."

"I have sometimes wondered if those active in charitable work fully appreciate how extensively, under the guise of charity, schemes are put on foot that are either directly or indirectly related to it, or so important and impracticable as to excuse a denial of their appeal for aid; and I am sure that the more we realize this, the more we shall be disposed to be unworthy, disappointing or faddish, as to perplex and discourage those who are to give to sensible and properly organized charity. It is true that quite frequently charitable movements are discouraged or prejudiced."

MRS. HARRISON'S ESTATE.
Victim of Automobile Accident Left
Over Four Million Dollars.

New York, May 9.—The late Mrs. Francis Burton Harrison, who was killed on Nov. 25 by being thrown from an automobile on Long Island, left an estate valued at more than \$4,000,000, according to an appraisal report filed in the surrogate's office today.

Mrs. Harrison's gross personal estate in this state amounts to \$2,212,000, consisting principally of stocks and bonds of the Lackawanna Steel, Crocker estate and Pennsylvania railroad companies, the Crocker-Woolworth National bank, and the various Mackay corporations. The net estate, including Mrs. Harrison in this state is appraised at \$750,000.

The personal estate amounts to \$2,182,000, deduction for the expense of administration, amounting to \$30,000, having been made. Under the terms of the will Mrs. Harrison's entire fortune except a few minor bequests, goes to her husband, Francis Burton Harrison, and her two daughters, Mr. Harrison and Henry L. Scott are the executors.

JOE LEITER SUSPENDED.
Chicago, May 9.—Announcement was made today that Joseph Leiter, who carried on a spectacular "corner" in suspended eight years ago, had been suspended from membership on the Chicago board of trade. Leiter's suspension, it is said, was because of complaint from a trader that a bill for \$5,000 for services rendered during the time the wheat "corner" was in force was still unpaid. In commenting on the action of the board of trade directors, Leiter did not seem to care much about his suspension, saying: "I never go there, anyway."

He admitted that there were four or five old accounts that had not been cleaned up, but declared they would be settled as soon as his creditors became "reasonable."

RIO GRANDE WATERS.
Treaty for Their Satisfactory Disposition
About to be Signed.

Washington, May 9.—Secretary Root and Mr. Casco, the Mexican ambassador, are about to complete a treaty providing for the disposition of waters of the Rio Grande in a manner satisfactory to the United States and Mexico. Negotiations on this subject have been pending for a long time, entirely distinct from the treaty now before the senate, which defines the banks of the Rio Grande and disposes of disputed questions concerning the title to lands affected by the changes in the course of the river.

This treaty is only one of a large number in preparation which relate to water rights, and which include the St. Johns river, the Great Lakes and the Milk river.

SUPPLIES FOR NAVY DEPARTMENT

Shall it Buy Anchors and Like in
Open Market or Continue to
Make Them?

LATTER MORE EXPENSIVE WAY

Resolution Passed by House Giving
Secy. of Navy Discretion in
Matter.

Washington, May 9.—Nearly the entire time of the house was today taken up by two propositions, first, whether the navy department should go into the open market and purchase anchors, chains and cordage or continue to manufacture these articles in the government navy yards as it now does, and second, whether the cost of transportation of coal from Atlantic and Gulf ports to the Philippines in American bottoms should be limited to \$5 or \$6 per ton.

On the first proposition one of the prettiest legislative combats of the session occurred, the debate extending over the major portion of the session. Representative Lord of Michigan, insisted that there could be a saving of \$100,000 a year to the government if the navy department was permitted to go into the free market and purchase anchors, chains and cordage under regulations of the department. Gen. Grosvenor of Ohio and members of the Michigan and Pennsylvania delegations aided Mr. Lord in his fight, the opposition being represented by Mr. Roberts of Massachusetts, Mr. Fitzgerald of New York, Mr. McNary of Massachusetts and Mr. Rixey of Virginia.

Mr. Grosvenor offered a substitute to Mr. Lord's amendment, giving the secretary of the navy the right to purchase the articles above referred to in free markets should it be demonstrated that they could be had from manufacturers cheaper than could be had at the government navy yards. This substitute was adopted, 55 to 78.

As to the second proposition, the cost of transportation of coal is \$5 to \$6 per ton, the efforts put forth by Mr. Fitzgerald of New York and Mr. Hayden of Texas were of no avail. Although votes were had on both amendments limiting cost.

After these propositions were disposed of the reading of the naval bill was continued until the hour of adjournment without exciting debate.

TO PROHIBIT POLYGAMY.

Senator Platt Introduces a Joint Resolution to Prevent It.

Washington, May 9.—Senator Platt today introduced a joint resolution prohibiting polygamy. It provides that "neither polygamy nor polygamous practices shall exist in the United States or any other place subject to this regulation." The bill provides that either is a crime punishable under the laws of the Constitution.

HORNBLOWER RESIGNS.
New York, May 9.—The resignation of William B. Hornblower, the New York lawyer, from the board of trustees of the New York Life Insurance company, was made public today.

MONDAY DEPOT BURNED.
Butte, Mont., May 9.—Fire this afternoon destroyed the depot at Monday, Mont., a small town in Montana.

"DRUNKENNESS"
Cigarette and Tobacco Habits
Cured by
TRIB.

Each package contains 14 fluid ounces, is taken by the mouth, is taken privately. The patient enjoying the same freedom while taking "TRIB" that he would in any other time in life.

Virges & Co., Leading Druggists, Tacoma, Wash., writes: "We enclose herewith check covering 'TRIB' invoice to date. We are both surprised and gratified at the success we are having with 'TRIB.' We find it easier to sell at \$12.50 per treatment than any of the dollar preparations in this line. We are confident that we will sell many times our contract for you."

It requires about four weeks to complete a cure with "TRIB." We have the best failure yet to find where the party taking "TRIB" was sincere. With each treatment we give you an absolute GUARANTEE to cure you. Price \$12.50 for four week's treatment and a cure.

Doull Drug Co., F. C. Schramm,
Owl corner, next door to new Post office. Cor. 1st St. and Main St. "where the cars stop."

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CREDIT TO ALL**

Men's, Youth's and Boys' up-to-date Elgin & Waltham watches, diamonds, etc. Jewelry sold on easy weekly or monthly payments, at lowest prices. No security, no references asked. HUB CLOTHING HOUSE, 30 East First Street.

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EUROPEAN PLAN.
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Location, Opposite Postoffice and Union Pacific Station. Center of Business District, Jackson Boulevard and Clark Street.
300 Rooms at \$1 per day, and upward. Every room has hot and cold water.
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**COLORADO-UTAH
SHORT LINE.**
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Through car Salt Lake City to St. Louis and Kansas City. Only one change at New Orleans. Any information principal points east—low rates for summer travel.
Special attention to ladies and children.
Tourist sleepers through to Chicago, Boston and other points without change.
TWO TRAINS DAILY.
Inquire at Ticket Office, 18 Dooly Block, Salt Lake City. Any information cheerfully given.
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28 West Second St., Salt Lake City, Utah.
Telephone 672.

NEW YORK STREET CLEANING.

Investigation Shows State Senator
Tried to Work a Graft.

New York, May 9.—H. Milton Kennedy, who had a contract for the removal of refuse and ashes from Brooklyn, testified in an investigation of the street cleaning department today that State Senator Patrick McGarrin asked Anthony N. Brady, Kennedy's financial backer, for \$25,000. A letter purporting to be written by Martin W. Littleton, formerly borough president of Brooklyn, pointing out the \$25,000, was read, and the witness said it meant that the sum was to be paid to McGarrin for securing the contract for removing the ashes. Kennedy also testified that Brady had told him that McGarrin wanted the money. The witness said he did not know whether it was said.

MINISTER ASSASSINATED.
Washington, May 9.—Mr. Corea, the Nicaraguan minister here, today received a cablegram stating that Adolfo Altamirano, the Nicaraguan minister of foreign affairs, had been assassinated.

TO AID CALIFORNIA.
Washington, May 9.—The house committee on public lands today authorized a favorable report on a bill which will grant the state of California the public lands of the state from the beginning of the state government, and in that respect puts California on the same basis as other states.

EDITOR ATTACKS COUNT.
Paris, May 9.—Lucien Millevore, editor of the Patrie and member of the chamber of deputies, and Count Melboud Nodules today had an exciting street encounter, during which Millevore broke his cane over the head of the count.

The affair grew out of the recent elections, wherein they both competed for the sixteenth district of Paris. Millevore had refused to accept the count's challenge to fight a duel on the ground that political abuse did not warrant a hostile meeting. Thereupon the count attacked Millevore on the street.

WHEN ALL ELSE FAILS
Curecure succeeds in curing the worst forms of itching, scall humors.

Porch Shades at Z. C. M. I.
New line just in. Will protect you from the sun, but allow the breezes to pass through. \$2.50 to \$6.50.

CHEAP RATES EAST.
Via Colorado Midland Railway.

On May 25-28, June 1-3-16 tickets will be sold to Chicago, Minneapolis, Memphis and points west thereof, at rate of one fare plus two dollars for round trip. Limit, October 31st, stop-overs. Call at ticket office for particulars for full particulars. Dining cars June 1st.

Z. C. M. I., Saltair, May 11. Dancing
Train 8 p. m.

**THE KEELEY
ICE CREAM CO.**
Makes special prices to ward socials, dances, parties, etc. Prompt service. All 'Phones 3223.
—26 RICHARDS STREET.

**YOU would be interested if
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fine silver in them than you
ever imagined and the prices
are so reasonable that you will
be astonished. Just the things
for weddings.**

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Cleaning \$1.00
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LITTLE MONEY**

Tickets are offered at about half the usual rates for round trips to many eastern points on

**May 26 and 28
June 1, 3 and 16**

They are good returning until October 31, 1906, and permit stop-overs at and west of the Missouri River. The Burlington offers Utah people a complete passenger service of daily standard and tourist sleeping cars. In the latter cars comfortable double berths cost just half the usual sleeping car charge.

Tell me where you would like to go and I'll tell you how best to get there and the cost.

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FOR SCHOOL TEACHERS AND
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Time Table in Effect (Nov. 25, 1904)
LEAVE SALT LAKE
6:30 a. m. 11 a. m. 5:45 p. m.
LEAVE OGDEN
7:30 a. m. 12 m. 6:30 7:30 p. m.

**Utah's Most
Popular Rail
Road.**

**CURRENT
TIME TABLE**

DEPART DAILY.
No. 1—Los Angeles Limited 6:45 a. m.
No. 1—Los Angeles Express 12:01 a. m.
No. 61—For Stockton and Tipton. 7:45 a. m.
No. 63—For Nephi and Sanpete Valley 8:00 a. m.
No. 33—For Garfield 11:30 a. m.
No. 63—For Nephi 6:45 p. m.
No. 61—For Nephi and Lynn 8:30 p. m.

ARRIVE DAILY.
No. 4—Los Angeles Limited 3:35 p. m.
No. 2—Los Angeles Express 5:50 a. m.
No. 62—From Lynn & Nephi 9:50 a. m.
No. 64—From Garfield 1:20 p. m.
No. 64—From Nephi & Sanpete Valley 1:50 p. m.
No. 4—From Ogdin, Chicago, St. Louis and Kansas City 5:45 p. m.
No. 43—From Tipton & Stockton. 6:00 p. m.
Finest Dining Car Service in the West.
Only direct line to Los Angeles. Stage connections