

FREIGHT RATE DENVER TO OGDEN

Yesterday's Hearing Brings Out
Fact it is Eighty Per Cent
Of Through Rate.

A REDUCTION IS SUGGESTED.

Made by Commissioner Prouty—Salt
Lake is Deeply Interested in
Basic Line.

Denver, Jan. 23.—The hearing before Interstate Commerce Commissioner Charles A. Prouty on the complaints of the Merchants' Traffic Association and George J. Kindel, manufacturer, alleging illegal discrimination against Denver by the trunk line railroads in freight tariffs, was concluded this afternoon.

The most important development today was the suggestion by Mr. Prouty that the local rates between Missouri river points and Denver, and Denver and Utah points be reduced instead of establishing a new basic division point at Denver as asked for by the petitioners. If this were done without a corresponding reduction in the through rate, he thought it would give a measure of relief to Denver without great harm to other points.

J. A. Monroe of the Union Pacific railway, who was on the stand at the hearing yesterday, resumed the witness stand this morning. He announced that the Union Pacific now had a new tariff in the hands of the printer, making a material reduction in the rates to Denver. He thought this new tariff would go into effect about March.

The matter of water competition to the Pacific coast was brought up and the commissioner intervened to explain that water competition was real and existed by way of Cape Horn and by the isthmus of Tehuantepec.

Mr. Prouty instructed Mr. Monroe to file with the commission an approximate statement of what loss would occur to the Union Pacific, together with the changes in rates and what reduction would be affected by these changes if a reduction in freight on fourth-class matter from the Missouri river to Denver is made to \$1.

Mr. George H. Crosby, freight traffic manager of the Chicago, Burlington & Quincy, was the next witness. Atty. Joel F. Valle conducted the examination of this witness for the railroads. Mr. Valle filed several tables on which he questioned the witness, showing that the rate per ton per mile was less to Denver than it was to Salt Lake and Ogden.

Mr. Crosby stated that from 56 to 75 per cent of the freight received at the various towns on the Burlington road in Colorado was received from Denver. Mr. Crosby said that the city was able to ship mining machinery to all points of the world. Canned goods also were shipped from Denver to all points. In spite of the alleged excessive freight rates, he said he considered Denver a prosperous city, but acknowledged that the tonnage of freight shipped into Colorado and Denver had not increased in the same proportion as the tonnage increase of the rest of the country.

H. A. Gower, traffic manager of the Chicago, Rock Island & Pacific, was the next witness. He said that the same complaints as Denver were made by cities all over the United States. He filed tables tending to show that the carloads of the Rock Island were too low even with the present tariff sheet.

Fred Wild, Jr., general freight agent of the Denver & Rio Grande railroad, was the first witness at the afternoon session. He filed tables to show there had been a general reduction of freight rates on the Rio Grande railroad within the last year and that the Rock Island common points and Utah common points, Mr. Wild stated that the Denver & Rio Grande made its rates on commodities shipped from Denver, 62 per cent of the rates charged for goods from Missouri river common points to Utah common points. This is the same percentage allowed the Rio Grande on goods shipped through Denver over its lines from Missouri river points to Utah common points.

Questioned by the commissioner, Mr. Wild said that the rate on class goods was not figured on this basis and that it would reduce the revenues of the railroad too much.

It was brought out that the rate from Denver to Ogden was 30 per cent of the through rate on all classes and commodities and the rate on the same goods from Omaha to Denver was 60 per cent of the through rate. Therefore, where goods were broken in bulk at Denver and transhipped to Ogden, the total cost was 140 per cent of the through rate.

Mr. Prouty asked if it would not be possible to cut down this per cent to about 120 per cent of the through rate. Mr. Wild said he would be willing to meet with the traffic manager of the Union Pacific railroad to discuss such a matter.

Commissioner Prouty announced that there would be a vigorous protest on the part of Salt Lake if a basic line should be established at Denver, as it would allow Denver almost to reach the rates of Salt Lake, as competition from the Pacific coast now reaches it from the west. He asked Mr. Spiegel whether it would relieve the situation if rates were reduced as he had suggested to Mr. Wild.

Mr. Spiegel answered that he thought it would and the commissioner said he thought that something of that kind ought to prevail in the case of Denver. Mr. Prouty added that the case of Denver depended to a great extent on the disposition of the case of Spokane, which would be heard further at Portland, April 15. If it was desirable to hear further evidence in Denver, it would be heard here on April 22, At-

New Cure For Rupture

New Scientific Appliance, Always a
Perfect Fit—Adjustable to Any Size
Person—Easy, Comfortable, Never
Slips, no Obnoxious Springs
Or Pads—Costs Less Than
Many Common Trusses—
Made for Men (Women
Or Children).

I Send It on Approval—You Wear It—
If Not Satisfied, I
Refund Your Money.

I have invented a rupture appliance that I can safely say, by 30 years' experience in the rupture business, is the only one that will absolutely hold the rupture and never slip and yet is cool, comfortable, conforms to every movement of the body without chafing or hurting and costs less than many ordinary trusses. I have put the price



Jas. Britton, Cured of Rupture by C. E. Brooks.

so low that any person, rich or poor, can buy it. I absolutely guarantee it. I make it to your order—send it to you—you wear it, and if it doesn't satisfy you send it back to me and I will refund your money. That is the fairest proposition ever made by a rupture specialist. The banks or any responsible citizen in Marshall will tell you that in the way I do business—always absolutely on the square.

Here is what Mr. Jas. Britton, a prominent manufacturer of Bethlehem, Pa., writes:

"C. E. Brooks, Esq., Dear Sir—I have been ruptured six years and have always had trouble with it till I got your appliance. It is very easy to wear, fits neat and snug, and is not in the way at any time of day or night. In fact at times I did not know I had it on. It just adapted itself to the shape of the body and clung to the spot no matter what position I was in. It would be a veritable God-send to the unfortunate who suffer from rupture, if all could procure the Brooks Rupture Appliance and wear it. They certainly would never regret it. My rupture is all healed up and nothing ever did it but your appliance. Jas. Britton."

If you have tried most everything else, come to me. Where others fail is where I have my greatest success. Write me today and I will send you my book on Rupture and its Cure, showing my appliance and giving you prices and names of people who have tried it and been cured. It is instant relief when all others fail. Remember I use no salves, no harness, no lies. Just straight business deal at a reasonable price.

C. E. Brooks, 3273 Brooks Bldg., Marshall, Mich.

Arguments in the case would be finally heard at Washington, June 3.

Tomorrow morning testimony will be heard in the cattle-rattles' case.

CURED LUMBAGO.

A. B. Canman, Chicago, writes March 4, 1906: "I have been troubled with lumbago, at different times and tried one physician after another, then different treatments and medicines, and gave up together. So I tried one more, and got a bottle of Ballard's Snow Liniment, which gave me almost instant relief. I can cheerfully recommend it, and will add my name to your list of sufferers." Sold by Z. C. M. & Co., Drug Dept., 112 and 114 S. Main Street.

We Manufacture and Sell

Every description of fine furs and feel assured we can offer better prices than can be obtained elsewhere. Meheys Salt Lake's Permanent Furrier. Established 16 years. Why take chances? Meheys the Furrier, Knutsford.

Your Grocery Man sells a very pure Vinegar. It bears the MOUNT label. Try some.

LIVESTOCK MEN ENDORSE PUBLIC LANDS POLICY.

Denver, Jan. 23.—After a spirited debate today a resolution was adopted by the tenth annual convention of the American National Livestock association supporting the policy of the federal administration in reference to the public lands. Other resolutions were adopted as follows:

Indorsing in glowing terms the efforts of Secy. Wilson in behalf of the livestock industry, and thanking the various branches of the department of agriculture for their efforts.

Approving the organization of the protective Livestock Commission, a company and pledging to it the patronage and support of the association.

Indorsing the present meat inspection law, which provides that the cost of the inspection be paid by the government, and opposing any change placing the cost of said inspection on the packers, as it was felt that such cost, if placed on the packers, would have to be paid by the stockman.

Petitioning the federal government to take a full and comprehensive census of livestock.

Indorsing a bill providing for the prompt furnishing of cars and for the proper interchange of loaded and empty cars between railroads.

Requesting the members of the association to furnish detailed information of delays in the handling of livestock.

Indorsing senate bill 7887, which provides for the furnishing of livestock equipment upon proper notice, and for its prompt movement.

Condemning the action of the railroads in their interpretation of the 24-hour law and requesting its members not to execute the written consent of the shipper to the extension to 36 hours, except where it was absolutely necessary.

Approving the maximum and minimum system of protective tariff and urging the establishment of a permanent non-partisan commission, charged with the duty of studying our trade relations with foreign countries.

Murdo Mackenzie of Trinidad, Colo., was re-elected president, and T. W. Tinsley, of Denver, secretary. Other officers were elected as follows:

First vice president, H. A. Jastro, Bakersfield, Cal.; second vice president, Col. J. Lockhart, treasurer, Col. W. E. Hughes, Denver; attorney, S. H. Cowan, Texas.

The following new members of the executive board were elected:

AN APPEAL FOR SHIP SUBSIDIES

President Sends Special Mes-
sage Urging Congress to
Provide for Them.

PART OF COMMERCIAL SYSTEM

Not Unlike Employment of Consuls to
Promote the Extension of
Business.

Washington, Jan. 23.—The president today sent a message to Congress urging the desirability of legislation to help American shipping and trade by encouraging the building and running of lines of large and swift steamers to South America and the Orient. The message is as follows:

"I call your attention to the great desirability of enacting legislation to help American shipping and trade by encouraging the building and running of lines of large and swift steamers to South America and the Orient.

"The urgent need of our country making an effort to do something like its share of its own carrying trade on the ocean has been called to our attention in a striking fashion by the experience of Secy. Root in his recent South American tour. The result of these experiences he has set forth in his address before the Transmississippi Commercial congress at Kansas City on Nov. 20, last, an address so important that it deserves the careful study of all public men.

"The facts set forth by Mr. Root are striking and cannot but arrest the attention of our people. The great continent to the south of us which should be knit to us by the closest commercial relations, is hardly in direct commercial communication with us at all, its commercial relations being almost exclusively with Europe. Between all the principal South American ports and Europe lines of swift and commodious steamers, subsidized by their home governments, ply regularly. There is no such line of steamers between our ports and the United States. In consequence our shipping in South America is almost a negligible quantity.

For instance, in the year ending June 30, 1905, there entered the port of Rio de Janeiro over 3,000 steamers and sailing vessels from Europe, but from the United States no steamers and only seven sailing vessels, two of which were in distress. One prime reason for this state of things is the fact that those who now do business upon the sea do so upon the basis of subsidized competition.

"State aid to steamship lines is as much a part of the commercial system of today as state employment of consuls to promote business. Our commercial competitors in Europe pay in subsidies to their steamship lines three and four millions. By the proposed legislation the United States will pay relatively less than any one of our competitors. These years ago the Transmississippi congress formally set forth as axiomatic the statement that every ship is a missionary of trade, that steamship lines work for their own country, just as railroad lines work for their terminal points, and that it is as absurd for the United States to depend upon foreign ships to distribute its products as it would be for a partnership store to depend upon wagons of a competing house to deliver its goods. This statement is the literal truth.

"Moreover, it must be remembered that American ships do not have to contend merely against the subsidization of their foreign competitors. The highest wages and the greater cost of maintenance and crews make it almost impossible for our people who do business on the ocean to compete on equal terms with foreign ships unless they are protected somewhat as their fellow countrymen who do business on land are protected. We cannot as a country afford to have the wages and the maintenance of our seamen cut down, and the only alternative, if we are to have seamen at all, is to offset the expense by giving some advantage to the ship itself.

"The proposed law which has been introduced in Congress is in no sense experimental. It is based on the best and most successful precedents, as, for instance, upon the recent Canada contract with the British government. As far as South America is concerned, its aim is to provide from the Atlantic and Pacific coasts better American lines to the great ports of South America than the present European lines. The South American republics now see only our warships. Under this bill our trade friendship will be made evident to them. The bill proposes to build large-sized steamers of 16 knot speed. There are nearly 200 such steamships already in the world's foreign trade, and over three-fourths of them now draw subsidies—postal and admiral—or both.

"The bill will encourage our shipyards, which are almost as necessary to the national defense as battleships, and the efficiency of which depends to a large measure upon their steady employment in large construction. It is of importance to our navy because it gives a considerable fleet of auxiliary steamships, such as is now almost wholly lacking.

"The bill provides for 14 steamships, subsidized to the extent of over \$1,500,000.

WORK WEAKENS THE KIDNEYS.

Don's Kidney Pills Have Done Great
Service for People Who Work
In Salt Lake City.

Most Salt Lake City people work every day in some strained, unnatural position—bending constantly over desks—piling on jolting wagons or cars—doing laborious housework, lifting, reaching or pulling, or trying the back in a hundred and one other ways. All these strains tend to wear, weaken and injure the kidneys until they fall behind in their work of filtering the poisons from the blood. Don's Kidney Pills cure sick kidneys, put new strength in bad backs. Salt Lake City cures prove it.

Thomas Hemmingsway, furniture mover, of 517 West South Temple St., Salt Lake City, Utah, says: "In the last few years I have had several bad spells of backache. I think the trouble was brought on by over-doing in moving heavy articles such as stoves, pianos, etc. When I first got Don's Kidney Pills at the E. J. Hill Drug Co.'s store, I soon found that I need not fear backache or kidney trouble in any form. This remedy promptly rid me of the aching, and if I should ever have a similar attack again it is the only remedy I would use."

For sale by all dealers. Price 50 cents. Foster-McMillan Co., Buffalo, New York, sole agents for the United States.

Remember the name—Don's—and take no other.

600, from the Atlantic coast, all to run to South American ports. It provides upon the Pacific coast for 22 steamers, subsidized to the extent of \$2,500,000, some of these to run to South America, most of them to Manila, Australia and Asia. Be it remembered that while the ships will be owned by our citizens, the cargoes will be largely supplied by the interior, and that the bill will benefit the Mississippi valley as much as it benefits the seaboard.

"I have laid stress upon the benefit to be expected from our trade with South America. The lines to the Orient are also of vital importance. The commercial possibilities of the Pacific are unlimited, and for national reasons it is imperative that we should have direct communication by American lines with Hawaii and the Philippines.

"The existence of our present steamship lines upon the Pacific is seriously threatened by the foreign subsidized lines. Our communications with the markets of Asia and with our possessions in the Philippines, no less than our communications with Australia, should depend not upon foreign, but upon our own ships. The southwest and the northwest should alike be served by these lines, and if this is done they will also give to the Mississippi valley through its entire length the advantage of all transcontinental railroads running to the Pacific coast. To fail to establish adequate lines upon the Pacific is equivalent to proclaiming to the world that we have no intention of rivaling the great commercial power of the Orient. It would surely be dishonorable for us to surrender to our competitors the great commercial power of the Orient, the great commerce we should have with South America and even our own communications with Hawaii and the Philippines.

"I earnestly hope for the enactment of some law like the bill in question."

THEODORE ROOSEVELT.

REPRESENTATIVE HAYES DEFENDS CALIFORNIA.

Washington, Jan. 23.—"Since San Francisco and California in this Japanese school matter have only followed established and long approved precedents, what crime has California committed to deserve the threat of the power of the United States to send against her people the armed forces of the United States?"

He pointed to Hawaii as an example of what might come to the Pacific coast.

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should the Japanese be permitted to enter the schools of the country alongside with children. "All that seems to remain to be done," he declared, "to make these islands a Japanese colony is to pull down the stars and stripes and hoist the flag of Japan," an utterance which called out a round of applause.

SENATE VOTES FOR INCREASE OF SALARIES.

Washington, Jan. 23.—The senate voted down, 17 to 56 an amendment limiting the proposed salary increase to the vice president, speaker and members of the cabinet.

The senate concurred in the house salary increase provision by a vote of 53 to 21.

This insures the inclusion of the amendment in the legislative appropriation bill.

The house provision carried by a vote of 53 to 21, the vote being as follows:

VOTE IN DETAIL.
Yeas—Aldrich, Allee, Ankeny, Benson, Beveridge, Brandegee, Bulkeley, Burdick, Burrows, Carter, Clark, Montana; Clark, Wyoming; Clarke, Arkansas; Crane, Cullom, Daniel, Dick, Dillingham, Dubois, Dupont, Flint, Foraker, Foster, Frye, Fulton, Gallinger, Hale, Heyburn, Hopkins, Kittredge, Knox, Lattimer, Lodge, Long, McCumber, McNary, Millard, Money, Newlands, Nixon, Overman, Penrose, Piles, Piles, Scott, Simmons, Smoot, Spooner, Sutherland, Teller, Tillman, Warner, Warren—53.

Nays—Bacon, Berry, Blackburn, Burdett, Carmack, Clapp, Clay, Culbertson, Frasier, Hansbrough, Hiram, La Follette, McCarty, Mallory, Nelson, Patterson, Perkins, Rayner, Stone, Tallaferro, White—21.

A conference committee was appointed as to other matters of disagreement between the house and the senate on the legislative bill.

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It has been on the market for forty years, and its record in that time is one of which we are justly proud—it is a record of forty years of cures. As a remedy for Rheumatism, Catarrh, Scrofula, Sores and Ulcers, Skin Diseases, Contagious Blood Poison and all diseases arising from an impure or poisoned condition of the blood, S. S. S. has no equal. It goes into the circulation and thoroughly cleanses it of all impurities and makes a complete and lasting cure of these troubles and disorders. It furnishes to weak, polluted blood, rich, health-giving and health-sustaining qualities, and as this pure, fresh stream circulates through the system, all parts of the body are invigorated and made strong and healthy. S. S. S. is the only blood medicine on the market that can claim absolute freedom from minerals in any form. This great medicine is the product of nature's forests and fields, and is made from the healing, cleansing juices and extracts of roots, herbs and barks. It is, therefore, in addition to being a certain cure for blood troubles, an absolutely safe medicine for young or old. It is not an experiment to use S. S. S.; it is a remedy with a record and one that has proven its worth and ability by its forty years of cures. If you need a blood remedy begin the use of S. S. S., and write our physicians and they will send you a book concerning your trouble, and will give you, without charge, any medical advice.

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Gold Teeth, best red rubber, \$5.00
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CURES COUGHS, COLDS, HOARSENESS, SORE THROAT.

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