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THE RATE QUESTION.

The petition of the Traffic Bureau, pertaining to railroad rates, now received by the Interstate Commerce Commission, is a document of which the author may justly feel proud. It sets forth in clear terms what the grievances are. It shows that the questions raised affect not only Utah but a vast intermountain region, the development of which is necessarily retarded by discriminating rates, and it states what changes can reasonably be made in the schedules without injury to the railroad interests.

The following paragraph may be quoted as containing the gist of the entire petition:

"Arbitrary, oppressive and exceptional methods of transportation rate making especially calculated to promote the growth and prosperity of San Francisco and other cities of the Pacific coast, and to produce and maintain an opposite condition of commercial servitude and distress for the cities and State of Utah, have always been and are now employed and enforced by the said railway companies, methods not tolerated elsewhere in the whole country by communities capable of successful resistance, and in this region of their beginning they should long ago have righteously found their end. But through the unceasing exercise of vast corporate power and influence, alike fertile in pretext and merciless in execution, they have not only relentlessly clung to this action but spreading to others in this great region as new railway construction has arisen therein, they still overshadow the whole with a withering blight of commercial influence, destructive alike to the welfare of its people and the development of the country, and stand the last striking example of the inequality of justice in conditions as between the west and the east."

The entire question is now before the Interstate Commerce commission, the body before whom it ought to have been brought at once, as soon as it became evident that the presidents of the roads were not disposed to take any action upon the letter addressed to them. As we have said before, we believe every phase of it will now be investigated with perfect impartiality and thoroughness. The case has attracted attention throughout the country and the Commission cannot but realize that it is of more than common importance. Public opinion, however, should support the Traffic Bureau, for the influence of vast interests will undoubtedly be lined up against it in this struggle.

Utah is entitled to cheaper rates than has been accorded to it. Just what the reduction should be must be left to experts to say, but it is clear that the business interests of the coast cities should not be considered by any common carrier to the detriment of inland points. As far as the roads are concerned the interests of one place should be just as sacred as those of another. From every point of view, Utah is entitled to the best rates that can be obtained.

While we are in full sympathy with the movement for the abolition of unjust discrimination in railroad rates, we cannot admit, as intimated by a morning paper, that high freight rates is the only factor responsible for the high cost of living in this city. That they have something to do with it is true, but not to the extent some imagine. Rates, we believe, are now lower, on an average, than they were some years ago, and yet the cost of the necessities of life have advanced.

Another factor must be considered in connection with the cost of living in this city. We have an extravagant City government that is spending the regular taxes with lavish hands, always being behind in its accounts because it has not the financial ability to make both ends meet; and, in addition, has created an enormous debt upon which interest must be paid. Now, it is evident that any man who lives beyond his income and borrows money for luxuries, will find his money rolling away from him at a tremendous speed. Interest eats up an income very fast. That is why debt means bondage. And that is the situation in this city. The city is in debt up to the limit. The citizens pay for it. They pay, not only directly in the taxes assessed against them, but indirectly, through the higher cost of living made necessary on account of the higher taxes the producers and the merchants must pay, the consumer paying his portion of those taxes, as well as his own.

The city, in order to become as prosperous as it ought to be, must not only have the benefit of reasonable transportation rates but it must get rid of an extravagant administration that has been willing to sacrifice it upon the altar of its anti-"Monoclon" policy, and place its affairs in the hands of business men willing to serve for the good of the community, and capable of giving it an economic and clean government. Let us get rid of the enormous indebtedness as fast as possible. Let us reduce the government expenses to reasonable limits and give the taxpayers the benefit. Let us make the City as morally clean as possible. Let us get rid of the grafters. Then, decent citizens will flock here from all parts of the country. They will fill valleys after valley and build them up. For people like Utah.

Then let us have the transportation rates to which the State is entitled. Let us also have peace upon the broad American principle of equal opportunities to all.

THE SAME FOURTH.

All over the land the cry is heard for a "safer" Fourth of July. The statistics showing the fatalities due to the careless handling of explosives have had the effect of opening the eyes of many to the folly of making the Nation's holiday a day of human sacrifice. But there will be no "safer Fourth" until a safer method of celebration shall have been adopted.

John Adams declared that Independence day "ought to be solemnized with pomp and parade, with shows, games, sports, guns, bells, bonfires and illuminations, from one end of this country to the other." He also suggested that it be commemorated "as the day of deliverance by solemn acts of devotion to God Almighty." This, undoubtedly, was the idea of the framers of the Declaration of Independence. But we have departed entirely from that beautiful ideal. There is no longer any solemnity in the pomp and parade, and the religious celebration has become obsolete. We claim to be a Christian Nation and clamor for the insertion of the name of the Deity in the Constitution, but we exclude God from our celebration of the day upon which God gave us liberty and commemorated it in a truly pagan fashion. Coming generations would be justified in classing us as fire worshippers.

There is an interesting description of an early Independence day celebration attended by Washington, held at Spring Gardens, Va. It commenced with the firing of cannon at daybreak. Then Washington reviewed a parade of infantry, cavalry, and artillery. Afterwards he went to church and heard a sermon on "Independence, Patriotism and the Duties of Citizenship," by an eminent Presbyterian preacher. There was also a banquet with no less than fourteen speeches. The subjects of the orators were: "The Day We Celebrate," "Firmness in the Present Crisis," "The Patriots of '76," "The President of the United States," "The Vice President," "Congress," "The Governor of the Commonwealth of Virginia," "Our Infant Navy," "The Gallant Youth of America," "Millions for Defense and Not One Cent for Tribute," "Gallatin," "Pinckney and Marshall," "General George Washington, the First of Heroes and the Best of Men." Washington withdrew as the last toast was proposed. This gives an idea of the solemnity with which the Nation's national day was celebrated in the early days.

They are now talking of the Springfield plan of celebration. What that plan is set forth in an article in the Atlantic Monthly for June. According to this, the aims of the framers of that plan have been to restrict the indiscriminate use of fireworks and explosives, and to provide, under definite control, extensive and varied entertainment. In seeking these things the opportunity afforded by the enlistment of the energy and ingenuity of all elements of the population was quickly appreciated.

Every one was interested in making the holiday a success. The program provided for morning, afternoon and evening. The great parade came first, school children, uniformed boys representing different wards, floats prepared by representatives of different nationalities, bands of music and choral societies. The floats enabled the foreign born to present the heroic side of their history in instructive contrast with the ideals often emphasized in the provincial caricatures familiar to Americans. The mass singing of national airs attracted thousands and aroused great enthusiasm.

In the afternoon there were picnics, with games, athletic sports on land and water, and something of the educational in the form of a well-matured address upon a suitable theme. At night the city was transformed into fairyland. Illuminations were everywhere. Fireworks were used at four central points where thousands were able to enjoy them. Throughout the day there was individual freedom everywhere, but the idea of central organization and management was dominant.

Patriotic societies might well study this plan and take the lead in trying to have it adopted in other cities. In the various Utah settlements the people have celebrated very much according to this pattern, in times gone by. They should go back to the good old time, when the celebration was sane; that would prevent the insane doings that remind one of anarchy rather than liberty.

INCOME TAX PROPOSALS.

Wise men, says an olden proverb, change their views; fools do not. And we believe it was Emerson who remarked that consistency is the hobgoblin of little minds.

President Taft's change of view on the subject of the income tax is due, no doubt, to a closer investigation of all the conditions surrounding this form of taxation than he had been able to make prior to this time.

During the progress of the recent presidential campaign Mr. Taft said in his letter of acceptance:

"The Democratic platform demands two constitutional amendments—one providing for an income tax and the other for the election of Senators by the people. In my judgment an amendment to the Constitution for an income tax is not necessary. I believe that an income tax, when the protective system of customs and the internal revenue tax shall not furnish income enough for governmental needs, can and should be devised which under the decisions of the Supreme Court will conform to the Constitution."

In his recent message to Congress on the subject of the taxation of the net incomes of corporations, the President uses the following language:

"Although I have not considered a constitutional amendment as necessary to the exercise of certain phases of this power, a mature consideration has satisfied me that an amendment is the only proper course for its establishment to its full extent. I therefore recommend to the Congress that both houses by a two-thirds vote shall propose an amendment to the Constitution conferring the power to levy an in-

come tax upon the national government without apportionment among the States in proportion to population.

"This course is much to be preferred to the one proposed of re-enacting a law once judicially declared to be unconstitutional. For the Congress to assume that the court will reverse itself and to enact legislation on such an assumption, will not strengthen popular confidence in the stability of judicial construction of the Constitution. It is much wiser policy to accept the decision and remedy the defect by amendment in due and regular course."

The President's conclusions on this subject, a reversal of his earlier opinions, show not only that he is not afraid to revise his judgment and change his attitude, but that he is actively in earnest as to the nation's welfare, which he is thus shown to place above party platforms and personal declarations previously set forth. This we regard as a mark of breadth and true greatness in any public man.

It may be recalled that the Republican platform adopted at Chicago was silent on the subject of the taxation of incomes. On the other hand the Democratic platform, adopted at Denver, contained the following declaration:

"We favor an income tax as part of our revenue system, and we urge the submission of a constitutional amendment specifically authorizing Congress to levy and collect a tax upon individual and corporate incomes, to the end that wealth may bear its proportionate share of the burdens of the Federal government."

During the resistance to the income tax law passed during President Cleveland's administration the Supreme Court held that a Federal tax on rent was a tax on real estate, and therefore unconstitutional. Another case was soon brought before the court in which it was contended that any sort of an income tax was unconstitutional. This was the famous Pollock case, in which the court stood four to four, Judge Jackson of Tennessee being ill and unable to sit. On a rehearing, Judge Jackson took part and supported the constitutionality of the law. But one of the justices who had voted to uphold the law at the first hearing, voted against it on the rehearing, and in spite of Justice Jackson's arising from a sick bed to sustain the law, it was declared unconstitutional by a majority of one vote.

President Taft now holds that the federal government ought to possess the constitutional power to tax incomes and that the safe and sure way of giving to it this power, is by a constitutional amendment.

A three-fourths vote of the States will be sufficient to amend the Constitution and to give Congress the right to lay a tax on incomes.

Age brings far more regrets than wisdom.

The black heart is the worst part of the black hand.

Tattooing has gone out of style. Still it has left its mark.

Even in horse racing the first shall be last on appointed days.

It is fun to see "shorts" and little chickens run to cover.

The quickest way to uplift the negro is to put him on an elevator.

It is an easy matter to improve on nature, especially ill-nature.

A duty on hides has a tendency to skin the shoe manufacturers.

For the automobilist the death rate is from forty to sixty miles an hour.

It is not true of the tariff schedules that what goes up must come down.

A society high flying woman makes the money fly faster than an albatross does.

And now all that the free lumber senators can do is to cry, "Shiver my timbers."

Maude, "with the exquisite face," playing Joan of Arc, makes the Maid a living reality.

Senator Aldrich has been called all kinds of names but no one has been able to call him down.

It is said that Leon Ling was admitted to the country as an actor. He has proven to be a very bad actor.

Mr. Bryan emphatically denies that he is a candidate for the Nebraska senatorship. Still dreaming dreams.

A few men may be loved for the enemies they have made but most men are loved for the money they have made.

The pistol match between the National Guard team and the police shows that the police lead an aimless life.

It would simply have been impossible for Mrs. Gould to have changed her mind as often as she changed her gowns.

Why not let the foreigner pay the two per cent tax on the net earnings of corporations the same as he does the tariff tax on importations?

To the Paris bourse J. P. Morgan's appeal in behalf of U. S. Steel stocks is made in the language of the ghost of Hamlet's father: "List, list, O list."

Some Americans have presented an automobile to the pope. It looks like irony, for what possible use can the Prisoner of the Vatican have for an automobile?

In the past ten years France has expended on her navy the enormous sum of seven hundred million dollars. And she has to show for it, not the finest navy in the world, but the greatest scandal in naval administration in the world.

CALCULATIONS UPSET.

Minneapolis Journal.
Colonel George Harvey, who edits Harper's Weekly, has been telling some of the incidents which preceded the campaign of 1905, when the Sixtieth Congress was elected. Colonel Harvey had met Colonel Bryan in Europe

just before the latter sailed for home, and had talked with him about the advisability of making a campaign for Democracy, pure and simple. It was Harvey's idea that on this issue the house could be turned Democratic, and the way paved for a Democratic president in 1908. Mr. Bryan appeared to fall in with his views, and assurance was given by Harvey that the Cleveland Democrats would fall in line behind Mr. Bryan. Mr. Bryan landed in New York, went to Madison Square garden and made his railroad ownership speech. The next morning Mr. Harvey says, the Sixtieth Congress was assuredly Republican. Why did Mr. Bryan make a radical speech, when a conservative utterance was expected of him? The Washington Post says it was because Mr. Bryan thought he could not succeed without Mr. Hearst, and the Madison Square speech was to get Mr. Hearst. It did not get him. Mr. Hearst had ambitions of his own. The Independence League had been formed, and Mr. Hearst actually believed that it would grow into a national movement that would land him the presidency. Both were disappointed. Mr. Bryan in the defeat of Hearst, and Hearst in the complete failure of the Independence movement. The moral is that it is difficult for two or ten men to fathom what 20,000, 400 men are going to do.

WHAT CROPS MEAN.

Philadelphia Press.
A railroad president says a \$4,000,000 order for new cars and locomotives hangs upon the size of this year's harvest. He represents only a twenty-fifth of the country's railroad mileage. It is fair to assume, therefore, that the railroads are prepared to spend \$100,000,000 for new equipment if the crop are big. Good news from the farms means equally good news for manufacturers of steel and makers of cars and builders of locomotives. He does not always know it, but the city worker is as vitally concerned in the harvests as is the man in the fields. Prosperity hinges upon the amount of corn, wheat, hay and oats which this garden part of the world will produce this year. Every day of sunshine is now actually worth millions to the people of this country.

JUST FOR FUN

"Yes, I'm just tired to death getting ready to go away. I've been at it six weeks."

"How long will you be gone?"

"A week."—Cleveland Plain Dealer.

Professor (of political economy)—What do you understand by the term "ultimate consumer?"

Praternaturally Solemn Student—The garbage crematory, is it not?

Oil Trust—Isn't it a shame they are hounding us so? It makes me burn with indignation.

Sugar Trust—It certainly is a frost for refining influence.—Baltimore American.

"Oh, dear!" sighed her husband's wife, "I can't find a pin anywhere. I wonder where all the pins go to anyway."

"That's a difficult question to answer," replied his wife's husband, "because they are always pointed in one direction and headed another."—Chicago News.

"I suppose you will always be ready to answer when your country calls you."

"Yes," answered Senator Sorghum, "and what's more, if I see any occasion when I can be of service, I won't stand on ceremony with my country. I'll speak first."—Washington Star.

RECENT PUBLICATIONS.

"The Ladybird," the complete novellette in the July number of Godey's, is undoubtedly make a strong appeal to readers who like stories of love and adventure. This is the first long story of L. R. Ridge. "The Ladybird" is the name given the heroine of the novel, when she disguises herself as a boy and goes to work on a cattle ranch. The background of the story is New Zealand, where the youth of the author was spent. Written in a vigorous, stirring style, the story is chock-full of really big situations deftly handled. The characters are intensely human, and clearly drawn, the kind that stay with one long after he has read of them. Godey's for July also has stories by E. Phillips Oppenheim, Arthur W. Marchmont, Edwin Bliss, Theodore Roberts, Jennie Harris Oliver, George K. Stiles, Eleanor Vary Allen, Stephen Jewett, Preston Ward, and others, in all 160 pages.—79-89 Seventh Ave., New York.

How little we of the present age, with its multiplicity of mechanical conveniences, can realize of those long, dark ages of development, when truly invention was the offspring of dire necessity, than we ever have known. Strange to consider, that in all the ages a primary essential to existence—whether of civil, tribal or national life—has been weapons of defense and combat, and so strife, whether with wild beasts or trained armies, has been as travel preceding birth—ever a precursor of a new and more enlightened generation. Our armored battle fleets, aerial scouts and submarine sleuths, mean no more to us than did the flint-headed spear and the stone hammer to the ancient cave man; the same instinct is the exponent of both eras. Curious then, it is, to have reached a period when, with serious intent, nations unite in holding "Peace Congresses" to discuss the feasibility of the abolishment of warfare, not, however, with any abatement of the production of the numerous devices relied upon by the several nations for self-protection. In the July number of Popular Mechanics, H. H. Windsor suggests a plan by which world peace might be assured. The same number of the magazine, however, discusses among its 232 articles and 237 illustrations, the use of aeroplanes as scouts, the control of war fleets by wireless, the conditions of the U. S. battle fleet since the world-grinding trip, the use in England, of automobiles for moving land forces, and describes the new English battleship "Vanguard." Elaborate preparations for world peace! Popular Mechanics, be it remembered, is not partial to any phase of mechanical development. Among the July features are articles on "Mechanics of Fire Brigades," "The Scheme to Signal Mars," "Rules of the Road for Auto Drivers," 225 Washington St., Chicago.

The following is the list of contents of Hampton's Magazine for July: "Water Power and the Price of Bread," John L. Matthews; "The Red Dress," (a story), Edwin Balmer and William B. McHugh; "The Chateau d'Iden," Elliott Hubbard; "The Lower" (a poem), Theodosia Garrison; "Aldrich, Ross of the Senate," Judson C. Welby; "Mr. Marston's Chauffeurette" (a story), Ellis Parson Butler; "Hitting Power of the American Navy," Rear Admiral Robley D. Evans; "The True Story of the Great Vanderbilt Fortune," Charles Edward Russell; "The Story of the 'Santal' (a story), Joseph W. What I Think of Psychic Research," Cesare Lombroso; "The Casting Away of Clarence Q. Dooby" (a story), Harris Merion Lyon; "Plays and Players," (a story), assisted by Jeanette Cooper; "Personalities," "Forty Minutes from Park Row" (a story), Anna McClure Sholl; "The Appearance of Evil" (a story), Eleanor Stuart; "The Story of the 'Santal' (a story), F. P. Kettle; "Editorial Notes," and "Writers and Their Work,"—86 West 35th St., New York.

Z. C. M. I.

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