

MR. ROCKEFELLER'S GIFT OF \$100,000.

Chief Solicitor of Standard Oil Co.
Makes a Statement in Reference
To Recent Discussion.

MADE HIS MONEY HONESTLY.

Country Assertion is False and Vile,
And Made by Ministers in Pretended
Interest of Morality. Doubly Vile.

New York, April 6.—S. C. T. Dodd, chief solicitor of the Standard Oil company, gave a statement today with reference to the recent discussions as to the acceptance of a gift of \$100,000 offered by J. D. Rockefeller for missionary work.

Mr. Dodd declares that the statement that Mr. Rockefeller made his money dishonestly, "is false, is vile, and, being made by ministers in the pretended interest of morality, is doubly vile."

Mr. Dodd then says that the Standard Oil company does not own a share of stock in any railroad company, does not control any railroad company, and that since the enactment of the interstate commerce law, has not received lower rates than other shippers by rebates, arrangements, devices or plans of any character. The testimony of the Standard Oil company, before the industrial commission is quoted in this connection.

With reference to gas and copper companies Mr. Dodd says: "No doubt, many have been prejudiced against Mr. Rockefeller by sensational writers. Those articles, accompanied by portraits and caricatures, were intended to create the impression that Mr. Rockefeller was principal in the affairs relating to the organization of the gas and copper companies, although no such connection is stated."

MR. DODD'S STATEMENT.

"There may well be a difference of opinion on the abstract question whether the board of missions should receive gifts unless satisfied that the giver is honest, but all will agree that he who brings his gift to the altar must come with clean hands. Still more should be who ministers at the altar and receives the gift be free from stain. There is no excuse for those who make money dishonestly and still less excuse for those who in the name of religion falsely accuse their fellowmen."

"The objection to Mr. Rockefeller's gift is based upon the allegation that he made his money dishonestly. This allegation is false, as was given in the Standard Oil company's statement of 1904. The statement of Mr. Rockefeller's gift is based upon the allegation that he made his money dishonestly. This allegation is false, as was given in the Standard Oil company's statement of 1904. The statement of Mr. Rockefeller's gift is based upon the allegation that he made his money dishonestly. This allegation is false, as was given in the Standard Oil company's statement of 1904."

SAYS ASSERTION IS UNTRUE.

"The assertion is not true. No such facts as are here stated have been disclosed by any investigation nor supported by evidence in any court of law. No such facts exist to be proved. The Standard Oil company does not own a share of stock in any railroad company, does not control any railroad company, and does not receive lower rates than other shippers by rebates, arrangements, devices or plans of any character."

"The question of railway rebates and Standard control of railways was investigated by the United States industrial commission in 1904 and they reported no such facts. Members of the Standard and the railways were questioned in relation to these subjects. It was shown that prior to the enactment of the interstate commerce law the rebate system was universal. Railroads made their nominal rates higher than they expected to obtain from regular shippers and the amount of actual freight to be paid was a matter of contract. Each shipper made the best terms he could."

"The Standard did not invent this system, but it found it existing and used it. It is a business without submitting to it. Like all other shippers, it made the best terms it was able to make with the railroads. Its refineries were located at points where it could take advantage of every competition. It also strove to give equivalents for rebates in freight. It shipped not only terminal, but terminal facilities and assumed all risks of loss. Public opinion, more enlightened in these days than in those, may have discovered that this was all wrong, but at that time the

TEA

Tea is like poetry; also like eggs; a little bit like woman herself. There is no mid-dling.

business man who did not accept that method would better have closed his shop.

ABOUT REBATES.

"The stories told of the immense aggregate of the rebates paid to the Standard were shown by that investigation to be untrue. A large portion of the rebates paid were not discriminatory. They were paid to all shippers who shipped exclusively by rail. It was impossible for any shipper to know with certainty what rates his competitors were making."

"The Standard often found that its competitors had been paying less rates than it paid. Furthermore, the public obtained the advantage of the low rates received. A reduced price for rebates paid were not discriminatory. They were paid to all shippers who shipped exclusively by rail. It was impossible for any shipper to know with certainty what rates his competitors were making."

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"The evidence before the industrial commission shows very clearly to any unprejudiced mind that since the enactment of the interstate commerce law the Standard has obeyed it in every particular. The evidence of the Standard managers and freight agents was corroborated by the certificates of all managers and freight agents of all the leading railways of the United States to the effect that by no rebates, arrangements, devices or plans of any character had the Standard received less rates than other shippers."

"It is true that allegations to the contrary were made before the commission; but these were founded upon surmise and were not sustained by proof. Neither did the commission find them to be true. Any candid man who will read the evidence must be satisfied of the truth of the facts sworn to by the Standard Oil company, corroborated as they are by the officers and agents of the roads themselves."

REPLY TO DR. GLADEN.

"On the subject specifically alleged by Dr. Gladden, Howard Page, the freight agent of the Standard Oil company, testified as follows:

"Q. Is it a fact, as has been frequently asserted, that the Standard Oil road where the Standard Oil has very large shipments the rates on oil are frequently made, relatively speaking, lower than over other roads where the business is small, or the Standard Oil company's interests are relatively small, and that this difference in rates to the advantage of the Standard Oil is brought about by the influence of the Standard Oil company's freight agent?"

"A. That is absolutely not true, sir. In the first place, I do not know any railroad on which competitors of the Standard Oil company ship that we do not ship on equal terms. The rates of the United States from the various oil-shipping points are on a basis. In other words, the same rates apply from all of the Pennsylvania oil fields, both east and west, and the same is true of the Lima field; and, while we may not be located at the very point some competitor is, he has the same rate from his shipping point in that field that we have from our shipping point in the same field."

"Q. Are the Standard Oil company officials or stockholders ever in a position, as railroad men, where they can give favors to the Standard Oil company in its shipments?"

"A. I am glad you asked that question, sir. I do not think it, but I know it. Mr. Gladden wishes to give that impression, and I can say in reply that since I have had any knowledge of railroad rates on the Standard Oil company's business, no official of the Standard Oil company, who is connected with railroads, has ever made a rate or arrangement for the Standard Oil company, nor have any of those gentlemen who are connected and have interests with railroads ever asked me to give undue or unreasonable, or, in fact, any share of the Standard Oil company's business over such a railroad. In other words, the Standard Oil company's business stands on its own merits, and, as I before said, none of these gentlemen who may or may not have interests in these various railroads have ever made a rate or made an arrangement for Standard Oil company business. That business is done by me, or by the proper party in whose territory or district the question may arise."

NO FAVORS GIVEN.

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DR. KIRKWOOD, Dentist.

If you want your dental work done without being hurt, we can do it. Our machine made crowns, are perfect, they cost a trifle more than the old style, but are worth ten times as much, our methods on all bridge and crown work are all new and up-to-date. We guarantee all work. Painless extraction of teeth a specialty.

GLADDEN'S STATEMENT INCORRECT.

"Such evidence should satisfy any candid mind of the incorrectness of Mr. Gladden's assertion. It will prove to be not a mind like Dr. Gladden's, who subsequently made the statement that 'the denial that rebates have been extorted since the interstate commerce law was passed is not credible. I know from statements made to myself by parties implicated that such rebates have been extorted by other corporations. I doubt if the Standard is more virtuous than the rest.'"

"In a mind so prejudiced, evidence is lost. Dr. Gladden seems to know something of cases in the courts on the subject of rebates and should know of several important cases tried in the courts of Pennsylvania against a prominent railroad to recover penalties for granting rebates in which every effort was made to prove rebates to the Standard Oil company. No such proof could be produced, but it was proved that rebates were allowed and paid to two of the Standard's principal competitors. This may serve to remove Dr. Gladden's doubt whether the Standard is more virtuous than the rest."

POOR STUDENT OF PERFECTION.

"Those who contend that the Standard has been built by means of railway discrimination willfully shut their eyes to the real causes of the Standard's success and the poor students of the problem of modern industrial combinations."

"If this, the only specific allegation made against John D. Rockefeller, is proven to be false, it should make the public, and particularly the religious public, more careful and charitable in its allegations. No doubt many have been prejudiced against Mr. Rockefeller by sensational writers, whose articles, accompanied by portraits and caricatures, are intended to create the impression that Mr. Rockefeller was principal in the affairs relating to the organization of the gas and copper companies, although no such connection is stated."

"The Standard Oil company has already denied that it had any connection or interest, directly or indirectly, in the organization of these corporations, and on the best authority, the same denial is now made for John D. Rockefeller. He had no connection with nor interest in, directly or indirectly, the organization of the corporations."

CHAIRMAN EVANS' ANSWER.

Cambridge, Mass., April 6.—Rev. Daniel Evans, chairman of the committee of Congregational clergymen who have entered a protest against the acceptance by the American board of Christian missions of a gift of \$100,000 from John D. Rockefeller, was shown tonight the statement given out in New York by General Solicitor Dodd of the Standard Oil company. Mr. Evans said that it was interesting to know that the Standard Oil company was beginning to talk. Dr. Gladden, who had raised the question of rebates, was well able, he said, to answer the company's charges."

"We did not originate these charges," said Mr. Evans, "we say that Mr. Rockefeller and the Standard Oil company are charged with various indignities. We are not yet cleared and, not being cleared of them, we do not feel that we have the moral right to stand in relations of honor with them. The printed story of the Standard Oil company gives specification after specification as to what the company has done, not only in the matter of rebates, but in leaving tributes upon other concerns, in crushing out competition, in establishing a system of monopolies to find out the private business of other concerns, etc. These documents are either positive proof of the iniquitous methods of the Standard Oil company or magnificent opportunities for a suit of libel against the publisher."

"It will take very much more than a general denial on the part of a lawyer to answer the accumulated evidence given to the public by Henry D. Lloyd in his 'Wealth vs. Commonwealth' and by other writers."

DR. GLADDEN'S REPLY.

Columbus, O., April 6.—Rev. Dr. Washington Gladden, moderator of the general council of the Congregational churches of the United States tonight gave the following signed reply to the statement of S. C. T. Dodd, general counsel of the Standard Oil company: "Mr. Dodd said that 'Standard Oil' does not own a share of stock in any railroad company and does not control any railroad company."

"By this statement Mr. Dodd intends to convey and does convey to the public the meaning that the group of men with common interests have always owned and controlled the Standard Oil company, and for whom the phrase 'Standard Oil' is an accurate and convenient synonym. I don't own any railroad stock or control any railroad."

"Is this statement, which Mr. Dodd intends to convey, a true statement? Will Mr. Dodd specifically state that the group of men thus described do not own enough stock practically to control many of our important railroads?"

"Until this question is definitely answered, other parts of the manifesto may be neglected."

"WASHINGTON GLADDEN."

JOHN PAUL JONES.

An Old Scotch Lady Says His Body is in Dumfries.

St. Paul, April 6.—J. A. Wheelock, editor of the Pioneer Press, who is at present in Redlands, Cal., in a communication to that paper says that a Mrs. Preston, an aged resident of Redlands, but a native of Dumfries, Scotland, declares that the grave of John Paul Jones, for which Ambassador Porter has been searching in the old cemeteries of Paris, is really located at Dumfries, Scotland. When Mrs. Preston read the quest of Ambassador Porter she immediately wrote to him to tell him where the grave of John Paul Jones was.

She well remembered it, for it is marked with a stone which bears the sinister inscription: "John Paul Jones, the Black Pirate." Her story is that his mother caused his remains to be transported from Paris and buried among the graves of his kindred in his native village. Because John Paul Jones had not even speeded his native village during his raids on the coast towns of the British Isles, the villagers vented their wrath on his memory by inscribing the epithet of "The Black Pirate" on his tombstone.

Thrown from Buggy and Killed.

Fresno, Cal., April 6.—This afternoon Z. T. Tracy was thrown from a buggy in a runaway near Del Rey and received injuries from which he died. With Tracy at the time was his wife, a bride of a few hours. The horse took fright from a brush-pile and tore down the road. Tracy pulled on the lines, but both lines broke and the couple clung to the rig at the mercy of the frenzied animal. At the corner the buggy overturned. Mrs. Tracy was slightly injured. She is almost insane with grief.

DR. KIRKWOOD, Dentist.

If you want your dental work done without being hurt, we can do it. Our machine made crowns, are perfect, they cost a trifle more than the old style, but are worth ten times as much, our methods on all bridge and crown work are all new and up-to-date. We guarantee all work. Painless extraction of teeth a specialty.

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Our Fine, Artistic Line of FRAMED PICTURES and MEDALLIONS, the latest and best products of

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The Leading Manufacturers of this line of Art Goods in America. Now is the time to

Decorate Your Homes

With Beautiful Creations of Art at Low Prices.

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Our Big RATING BOOK For 1905 is Now Being Compiled.

It's Free To Members.

It will contain the rating of everybody—those who pay and those who don't. It will be larger and more complete than ever. This rating book—it's indispensable to every merchant—is free to members of this association. Members also enjoy free collections. If you're alive to your best interests—you'll investigate.



THE Merchants' Protective Assn.

Scientific Collections of Bad Debts. General offices, top floor Commercial National Bank Bldg., Salt Lake City.

FRANCIS G. LUKE, General Manager. Some People Don't Like Us.

Are You Interested in a Mine?

Then we believe we can interest you in our MINING MACHINERY DEPARTMENT. We have a complete stock of everything for the mine and mill with quality and prices that will secure your order.

The Salt Lake Hardware Co.

EVERYTHING IN HARDWARE - 42 TO 52 W. 2nd St. ST.

There only one

"THAT GOOD COAL."

and we are agents for Utah.

BAMBERGER,

101 Melhorn St.,
U. S. A.

Stock

GROWERS attention is called to our special Conference Offer on Sheep and Cattle Tags. From April 5 to 13 we will give all customers mentioning this ad. a discount of 10 per cent on Sheep and Cattle Tag orders.

Salt Lake Stamp Co.,

Cor. 3rd St. and West Temple Streets.

Time Table

IN EFFECT April 2, 1905

ARRIVE.

From Ogden, Portland, Butte, San Francisco, Chicago, St. Louis, Omaha and Denver... 8:40 a.m.
From Ogden and Intermediate points... 9:20 a.m.
From Ogden, Cache Valley, and Intermediate points... 11:55 a.m.
From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver, and San Francisco... 1:46 p.m.
From Ogden, Chicago, St. Louis, St. Anthony, Portland and San Francisco... 7:40 p.m.

DEPART.

For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis... 7:00 a.m.
For Ogden, Portland, St. Anthony, San Francisco and Intermediate points... 10:20 a.m.
For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis, and San Francisco... 1:40 p.m.
For Ogden, Cache Valley, Butte, San Francisco, Chicago, St. Louis and Intermediate points... 11:45 p.m.

T. M. SCHUMACHER, Traf. Mgr.
D. E. HURLEY, G. P. & T. A.
D. H. SPENCER, A. G. & T. A.
City Ticket Office, 201 Main Street.
Telephone 250.

COLORADO-UTAH

MISSOURI PACIFIC RAILWAY

SHORT LINE TO ST. LOUIS.

Through car Salt Lake City to St. Louis and Kansas City. Only one change to New York, Buffalo and principal points east—low rates for summer travel. Special attention to ladies and children.

Tourists sleepers through to Chicago, Boston and other points, without change.

TWO TRAINS DAILY.

Inquire at ticket office, 103 Duane Block, Salt Lake City. Any information cheerfully given.

H. C. TOWNSEND,
G. P. & T. A. Missouri Pacific Ry., St. Louis, Mo.

WE MAKE TRAVEL EASY

Santa Fe

The Sign of Safety, Speed and Comfort.

3-TRAINS DAILY—

From UTAH and KANSAS CITY, ST. JOE, CHICAGO, GALVESTON, EL PASO and the Mining Camps of New Mexico and Arizona.

Ask us about cheap rates this Summer.

C. F. WARREN, Gen. Agent.
The Atchison, Topeka & Santa Fe Railway Co., Salt Lake City, Utah.

CALIFORNIA EXCURSION

VIA SOUTHERN PACIFIC.

April 11 to 15, May 2, 3, 4, 12, 13, 14.

\$30.00

San Francisco or Los Angeles and return 90 Day Limit Stopovers.

San Francisco and return, one way via Port and... **\$42.50**
Los Angeles and return, one way via Portland... **\$52.00**

For further particulars call on or address

D. R. GRAY, General Agent, 201 Main St., Salt Lake City.

SALT LAKE ROUTE

TIME TABLE

San Pedro, Los Angeles and Salt Lake City.
DEPART.
From Oregon Short Line Depot, Salt Lake City.
For Provo, Lehi, Fairfield and Mercer, connecting at Nephi for Mant and intermediate points on Sanpete Valley Ry. 8:00 a.m.
For Garfield Beach, Tropic, Stockton, Mammoth, Boreas and Silver City via Leaning Rock cut-off... 7:45 a.m.
For Provo, American Fork, Lehi, Juab, Milford, Panguitch, Caliente and Intermediate points... 6:30 p.m.

ARRIVE.

From Provo, American Fork, Lehi, Juab, Milford, Panguitch, Caliente and Intermediate points... 9:45 a.m.
From Provo, Lehi, Fairfield, Mercer and Sanpete Valley Railway points... 5:35 p.m.
From Silver City, Mammoth, Tropic, Stockton, Boreas and Garfield Beach... 6:35 p.m.

Daily Pullman Buffet Sleeping Car service between Salt Lake City and Milford, Modeno and Caliente.

Stage connections for all mining districts in southern Utah and Nevada. City Ticket Office, 17 West 2nd South St. Telephone 193.

E. W. GILBERT, J. L. MOORE,
Gen'l Pass. Agt. Dist. Pass. Agt.

THE DENVER & RIO GRANDE RAILROAD

Current Time Table, In effect Oct. 1st, 1904.

LEAVE SALT LAKE CITY.

No. 12—For Heber, Provo and Marysville... 8:00 a.m.
No. 19—For Park City... 8:15 a.m.
No. 6—For Denver and East... 8:30 a.m.
No. 6—For Ogden and East... 9:30 a.m.
No. 1—For Ogden and West... 1:45 p.m.
No. 2—For Denver and East... 1:55 p.m.
No. 7—For Provo and East... 1:55 p.m.
No. 112—For Bingham... 8:10 a.m.
No. 114—For Bingham... 8:30 a.m.
No. 3—For Ogden and Local points... 6:05 p.m.
No. 4—For Denver and East... 8:05 p.m.
No. 3—For Ogden and Local points... 8:45 p.m.

ARRIVE SALT LAKE CITY.

No. 6—From Ogden and the West... 8:40 a.m.
No. 12—From Ogden and Local points... 9:30 a.m.
No. 1—From Boreas and Provo... 10:30 a.m.
No. 6—From Denver and East... 10:30 a.m.
No. 7—From Denver and East... 1:35 p.m.
No. 3—From Ogden and the West... 6:15 p.m.
No. 6—From Heber, Provo and Marysville... 6:30 p.m.
No. 12—From Bingham... 10:30 a.m.
No. 112—From Bingham... 10:30 a.m.
All trains except Nos. 1 and 6 stop at intermediate points.

Ticket Office, Daily Block, Phone 335.
J. A. BENTON,
Gen. Agt. Pass. Dept.

"The Lagoon Road"

Salt Lake and Ogden Railway.

Time Table in effect Sept. 1, 1904.

Leave Salt Lake, 6:30 and 9 a.m., 3:30 and 5:30 p.m.
Leave Farmington and Lagoon, 7:30 and 10 a.m., 4:30 and 6:30 p.m.
Extra trains at 11 a.m. and 1:30 p.m. on Sundays and Holidays.

A. D. PIERSON, Gen'l Pass. Agt.
J. B. BEAN, Excursion Agt.
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Tear an Allcock's Porous Plaster in two lengths, and apply on soles of feet; renew the plaster every time the feet are bathed. You will be surprised how it will relieve rheumatism in the feet or ankles.

For tired or lame feet relief is afforded at once.

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Allcock's Plaster is the original and genuine porous plaster and have never been equalled as a pain-curer. We guarantee to cure no cellulitis, opium or any poison whatever. Absolutely safe, wonderfully curative.

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