

nation in the first place and did not ask my consent to it when he ordered the police officers to take him out of the court room and to the doctor's office for the examination. I was influenced to give my consent after we arrived at the doctor's office by being told that there was no other way of getting evidence against Tryon. Of course I was willing to prosecute the man if he had assaulted my girl, and naturally gave my consent to the examination after being told that there was no other way out of it. I don't think Judge Brown did right in trying to throw the responsibility on me."

DIDN'T GET FACTS.

But This Did Not Prevent Arrest of Innocent Persons.

The jump at conclusions never stops investigation and desire to do something administrative of the "Great American" party, non-adjacent to the city court yesterday afternoon when two professors of the Utah University were subjected to the indignity of arrest and police court humiliation.

Their accuser was Prof. Chief Vail, and this is how they were brought under his official suspicion. The two professors, early in the week some discarded advertising matter from the street cars was found containing the name of "Cummings," a member of the board of education. That gentleman soon proved that he was not guilty. Then Vail concluded that another "Prof." must be the man wanted, and he was brought in. This was Horace H. Cummings, professor of agricultural science. This gentleman, who had long since been a non-transgressor, Vail had made mistake No. 2, and apologized and the victims of his inquiry were generous enough to accept explanations—they had to.

The facts in connection with the nuisance complained of were that the newspapers were deposited in garbage cans and placed near the curb, to be taken away by the scavengers. The latter failed to do their duty, and the cans remained there several days. Finally the children of the neighborhood got together and to get these the youngsters toppled the cans over and scattered the contents over the street. What they failed to do in this regard was not left undone by the wind. Hence the littered condition of the street, which brought about the arrest of two entirely innocent persons, who were put to inconvenience and humiliation by having an unwarranted action on the part of Chief Vail.

Prof. Horace Cummings at one time had the management of the street railway advertising business, but had long since ceased to be in any way connected therewith. Prof. Byron Cummings never at any time was identified with a scheme.

PASSED 84TH MILE POST.

Mrs. Bathsheba W. Smith's Birthday Fittingly Celebrated Yesterday.

Yesterday marked the 84th mile post in the life of Mrs. Bathsheba W. Smith, president of the General Relief society of the Church. In honor of the venerated lady, a birthday party and reception was provided by the officers and general board of the organization, together with the family of Mrs. Smith. The party was held at the residence of Mrs. Rebecca E. Little, 10 east First South street, and was attended by about 100 persons. Among those who participated were President John R. Winder, Elders John Henry Smith, George Albert Smith, C. W. Penrose, Orson F. Whitney, and many others of prominence.

All present joined in singing a favorite hymn, after which prayer was offered by Elder Charles W. Penrose. The greeting to the honored guest was made by Mrs. Emmeline E. Wells, who also read an original poem. Mrs. Smith feebly responded, and her speeches were made by several ladies and gentlemen, including President Winder and the Apostles present.

The First President, who presented Mrs. Smith with a beautiful bouquet of white carnations, 84 in number, one to represent each year of her life. Mrs. Smith wore a gown of white silk, the material of which was entirely of home production, which was presented to her by her fellow workers in the Relief society cause. Many beautiful flowers were also showered upon her, and a wreath was placed upon her head.

Solos were rendered by Mrs. Maggie Hull and H. S. Ensign, and dainty refreshments were served. The party lasted from 2 o'clock, and a most pleasant time was enjoyed by all present. The much esteemed guest of honor was showered with good wishes by those assembled to do her honor, and the wish was particularly kind to her, that she will enjoy many returns of the day.

WON A SALT LAKE BRIDE.

Chicago Man Tells What Earthquake Did For Him in City of the Saints.

That "pity is akin to love" is fully illustrated in the case of Arthur Woodson of Chicago, a guest of the Windsor hotel, one of the survivors of the San Francisco earthquake, who won first the pity and then the love of Ethel McDonough of Salt Lake City, who is the Denver Post.

Mr. Woodson was in San Francisco at the time of the earthquake and lost all his belongings. He was pressed into the work gang by the military for the first two days after the shock, and then went to Salt Lake City.

The women of the "Mormon" capital extended a helping hand to the refugee, and among the workers at the relief station was an 18-year-old school girl, who was particularly kind to the Chicago man. She was so kind and he appreciated her care so much, that young Woodson decided to remain in Salt Lake City until his parents sent him funds to return home.

This took several days, and the Chicago man improved his time and opportunity to such an extent that when the funds came a portion of them went to purchase an engagement ring for the school girl, whose name is Ethel McDonough. Mr. Woodson intends to continue his law studies in Chicago, and when admitted to the Illinois bar will return to Salt Lake City for his bride, who by that time will have completed her studies in the high school of her city.

"I didn't know Miss McDonough long before I saw she was the one girl for me, and I thought there was no harm in telling her so," said Mr. Woodson when confiding the story of his rapid ascent to a Denver auditor.

"When I found that she reciprocated the feeling I actually thanked that earthquake for coming along. Only for it, you know, I would not have met the girl, for I stopped over in Salt Lake City for a week early in April, and intended returning to Chicago by the southern route."

"I am going on to Chicago right away, and expect to come through here with my wife next winter. I will finish my law studies, and after admission to the bar will practice in Chicago."

FOREST RANGERS APPOINTED.

(Special to the "News.") Washington, D. C., May 4.—L. J. Workman of Rusk City, O. G. Nelson of Koonsham, Jos. P. Madison of Pleasant, H. H. Stevens of Oakley, D. E. Matteson of Salina, Utah; E. C. Fierman of Louna, and A. P. Saye of Pocatello, Idaho, have been appointed rangers.

Three thousand packages sold in one week, is the result of our first week's sales of

SWEET'S TOASTED Marshmallows

Speaks well for a new specialty. They must have won many friends among the candy consuming public. If you have not tried them do so at once upon our recommendation.

Sweet Candy Co., Manufacturers.

A BATTLESHIP RACE.

New York, May 4.—When the battleships Maine, Missouri, Kearsarge and Kentucky, the first squadron, first division of the North Atlantic fleet, under command of Rear Admiral Evans, left Guantanamo at 3 p. m. last Saturday, it was known in advance, says today's Tribune, that the Maine and the Missouri would race to New York under natural and forced draught and nearly every dollar the men had was wagered on the result. The Kentucky and the Kearsarge were also to test their racing powers and nearly all the money aboard these ships was put up in bets. At 8 a. m. Sunday the signal for the start was made from the Maine, and for two hours the battleships steamed under ordinary draught. The Maine finally 1,200 yards in the lead. From 10 a. m. until 2 p. m. the ships raced under forced draught and at 12:50 p. m. the Missouri overtook the Maine and led her by 1,500 yards when the test under forced draught ended.

The pressure of steam generated on the battleships was unusual, and when the squadron reached port yesterday the ochre funnels were black with soot and burned paint. The entire fleet admitted that the Missouri will probably carry the honors for target practice and speed tests.

According to the best reports obtainable yesterday, the Missouri, commanded by Capt. Edwin C. Pendleton, has the highest average in great guns and torpedo practice, and unless the Ohio's average exceeds that of the Missouri the latter ship will capture the trophy won held by the Oregon. Her 12-inch gun record is 37 hits in 37 shots, and she also has a record of 12 hits in 12 shots with her torpedoes.

LATE LOCALS.

Bank Closing.—Today's local bank closings amounted to \$441,546.58 as against \$345,729.12 for the same day last year.

Meet on Friday.—The daughters of the Confederacy will hold regular meetings at the Canyon hotel parlors every Friday afternoon, at 3 o'clock. The program of the day will consist of songs, readings and addresses. All southern ladies and confederate veterans are urged to be present.

Probation Officer Resigns.—Probation Officer E. M. Clark of the juvenile court today tendered his resignation and will leave tomorrow for Nevada to accept a more lucrative position with the Nevada Copper Mining company and the Northern Central Railway company.

BUSINESS NOTES.

The Van Dyke corner on Canyon road, just off State street, has been sold to Mosiah Evans of Garland, Utah, for the sum of \$3,500. The property is one of the best pieces known in that part of the town having been originally built by the late Robert Cleghorn and later purchased by Mr. William Van Dyke, who lived there up to the time of his death. Mr. Evans has bought the property as an investment, but may occupy it some time in the future.

A copy of the articles of incorporation of the Saupette Valley Coal company of Mt. Pleasant was filed in the secretary of state's office today. The capital stock of the company is \$20,000, divided into shares of the par value of \$10 each. John Monson is president; B. R. Hansen, vice president; Daniel Rasmussen, secretary; A. C. Wall, treasurer.

TODAY'S MONEY MARKET.

New York, May 4.—Close: Prime mercantile paper 5 1/2 @ 6 per cent. Sterling exchange steady at 48.90 @ 95 for demand and at 48.50 @ 95 for 60 day bills; posted rates 48.2 @ 48.5; commercial bills 48.0 @ 48.5; Mexican dollars 30 1/2.

Government bonds, steady; railroad bonds irregular. Money on call firm, 4 1/2 per cent, lowest 4, ruling rate 4 1/2, closing bid 4, offered 5. Time loans firm, 60 and 90 days and six months 6 per cent.

That Tired Feeling

That comes to you every spring is a sign that your blood is wanting in vitality, just as pimples and other eruptions are signs that it is impure.

One of the great facts of experience and observation is that Hood's Sarsaparilla always removes That Tired Feeling, gives new life and new courage.

Today buy and begin to take

Hood's Sarsaparilla

In liquid or tablet form. 100 Doses \$1.

HELP WANTED.

GIRL FOR GENERAL HOUSEWORK at once. 21 E. 1st Street.

MALE HELP WANTED.

"DESTRUCTION OF SAN FRANCISCO"—Best book. Large profits. Act quick. Sample free. Globe Company, 721 Chestnut St. Phila.

LOST.

1 BORREL MARE, CLIPPED, 1100 lbs.; 1 bay mare, 900 lbs.; 1 bay pony, \$200. Liberal reward by addressing 120 W. South Temple Street.

OIL INDUSTRY AND FREIGHT RATES.

(Continued from page one.)

which enters so largely into the cost of the finished product and hence a most important factor in competition.

OUTPUT OF OIL.

Taking up the subject of the output of refined oil, Mr. Garfield finds that it amounts to about 25,000,000 barrels annually, of which the Standard Oil company directly and indirectly controls about 23,000,000, and approximately the same proportion of the other finished products of petroleum. Continuing the report says:

"The standard claims that the location of its refineries and the use of pipe lines are natural advantages to which it is justly entitled by reason of the energy and foresight of its managers. While in a measure that is true, it must not be forgotten that these advantages were in part obtained by means of unfair competitive methods after years of fierce industrial strife.

PIPE LINE DEVELOPMENT.

The development of the pipe line system by the Standard Oil company was the result of special agreements with railroad companies. Furthermore, those so-called natural advantages have been and are being greatly increased by discrimination in freight rates, both published and secret, interstate and state, which give the Standard monopolistic control in the greater portion of the country, and which so limit competition as to practically prevent the extension of the business of any independent oil producer to a point which even remotely endangers the supremacy of the Standard.

RESULT OF DELIMITATION.

"An immediate result of this delimitation of the competitive area is shown by the prices of ordinary illuminating oil throughout the country. After deducting the freight rate, the price of such oil is usually from two cents to five cents a gallon higher in the non-competitive than in the competitive fields. A reasonable profit upon refined oil is about one-half a cent per gallon. It is clear that exorbitant profits are obtained in the non-competitive fields. This monopolistic control extends from the well of the producer to the doorstep of the consumer."

Mr. Garfield cites the fact that the New York Central Railroad company refused for itself and affiliated lines to give access to records of state rates.

STANDARD OIL CO. LIES.

At the beginning of the investigation, he says, the Standard Oil company denied that it had obtained in recent years or was now obtaining any rebate or other transportation discrimination as against its competitors, and yet he says that a most careful review of the facts and the explanation leads to the conclusion that the Standard Oil company has habitually received from the railroads, and is now receiving, secret rates and other unjust and illegal discriminations.

SAVINGS ON RATES.

"In 1904 these rates saved to the Standard Oil company three-quarters of a million dollars, representing the difference between the open rates and the rates actually paid. 'These discriminations,' he says, 'have been so long continued, so secret, so ingenious, so large in amount as to make it certain that they were due to concerted action by the Standard and the railroads.' He says further that the Standard is receiving the benefit of open rates, the published rates from the leading Standard shipping points being relatively much more than rates from the shipping points of its competitors.

DISCRIMINATIONS.

Mr. Garfield then refers to seven instances of important discriminations in favor of the Standard Oil company in various parts of the country, and says that most of the secret rates and some of the open discriminations discovered by the bureau were abolished by the railroads shortly after such discovery. After calling attention to the good which already has resulted from the investigation, Mr. Garfield

says the changes effected have put the independents upon a fairer footing and make competition a possible in territories heretofore inaccessible. The report concludes as follows:

STILL IN FORCE.

"Nevertheless the widespread discriminations open rates still in force leave the independents at serious disadvantage. The investigation has only incidentally touched state shipments from distributing centers, particularly in less than carload lots. The few instances examined suggest the probability of discriminations on such shipments which, taken in connection with through traffic, may result in discriminations on the interstate business.

METHODS AND DEVICES.

"I have cited these particular instances to show the various methods by which discriminations are obtained, and to call particular attention to methods which, if legal, are mere devices to obtain exactly the same result as would be obtained by rebates paid on interstate business. Any freight discrimination, whether it be state or interstate, tends to give control of markets to the preferred shipper, and makes monopoly possible. If existing law merely prohibits a special rate device for obtaining discrimination, and permits the same result to be accomplished in a different way, then the legislation is to that effect a sham.

PUBLISHING TARIFFS.

"This investigation has shown very clearly one glaring defect in the interstate commerce law, viz.: the method of filing and publishing tariffs. Although a tariff or a rate has been filed with the commission in compliance with the terms of the law, none but the favored shipper may know of its existence. Tariffs may be made and rates may be combined in such manner as to make it practically impossible for the ordinary shipper to find them. As long as the state rates are not required to be made public, and shippers use such rates in combination with interstate rates, all manner of devices to evade the purpose of the law are possible. All state rates used in connection with interstate shipments should be filed with the interstate commerce commission, and a radical change, should be made in the direction of simplifying tariffs and in methods of posting and filing them."

RESULT OF INVESTIGATION.

Explaining more in detail the results of his investigation Commissioner Garfield says:

"The general result of the investigation has been to disclose the existence of numerous and flagrant discriminations by the railroads in behalf of the Standard Oil company, and its affiliated corporations. With comparatively few exceptions, mainly of other large concerns in California, the Standard has been the sole beneficiary of such discriminations. In almost every section of the country that company has been found to enjoy some unfair advantages over its competitors and some of these discriminations affect enormous areas.

"Discriminations in the transportation of oil embrace a variety of forms, the most important of which may be classed under the following heads:

DISCRIMINATIONS CLASSIFIED.

"1.—Secret and semi-secret rates.
"2.—Discriminations in the open arrangement of rates.
"3.—Discriminations in classification and rules of shipment.

"4.—Discriminations in treatment of private tank cars."

Many of the secret rates discovered by the bureau of corporations have applied only on shipments of oil wholly within single states. The Standard Oil company, which controls refineries in 20 states, is obviously in a position to make extensive use of such interstate rates, or as they are ordinarily designated, state rates. For the purpose of more effectively concealing the secret rates given to the Standard Oil company, railroads in several important cases have used peculiar methods of billing and accounting.

BLIND BILLING.

"In some cases oil has been 'blind billed,' that is to say, the waybills have been made out showing the kind of cargo transported and its weight, but without showing, as is the usual custom, any freight rate or the amount of the freight charges. In such instances the collection of freight is ordinarily made, not by the local agent of the railroad, but through the central office, by the presentation to the Standard of a summary bill showing the amount of freight charges at the secret

rate. Local agents often do not know what the actual rates used on blind bills are.

SECRET RATES AND REBATES.

"An especially large number of secret rates and rebates in the transportation of oil was found in California. In all more than 50 distinct violations of tariffs on oil were discovered in this state, the total concessions to shippers and consignees under these rates as compared with the published tariffs may be safely estimated at about \$200,000 per year, of which amount about \$100,000 went to the Standard.

The commissioner, under the head of possibility of further discriminations, said:

"It seems wholly possible that there may exist a multitude of other discriminations, effected by secret rates or even by rebates, of great aggregate importance involving the distribution of oil, especially in less than carload lots. The Standard Oil company ships enormous quantities of oil in less than carloads, and although the distances involved in such cases are usually comparatively short, the amount of freight charges under the high rates which prevail on such business under regular tariffs would be very great and the possibilities of departure from these charges extensive. It is perfectly clear that the distinction between the rebate and the secret rate is merely one of accounting."

Regarding discrimination in the open arrangement of rates, Commissioner Garfield declares:

DIFFERENT METHODS.

"Different methods are used in different places and under different conditions, but the net result is that from Maine to California, the general arrangement of open rates on petroleum oil is such as to give the Standard an unreasonable advantage over its competitors.

"The conclusion is unavoidable that the Standard Oil company has had an important voice in the construction of such rates and this concern is supported by specific evidence developed by the investigation."

UNREASONABLE DIFFERENCES.

In many cases, he says, there are unreasonable differences between rates on oil in carloads and less than carloads. He charges that discrimination is practiced in some instances in the treatment of private tank cars. On this point, he says:

"In most sections of the country all refineries operating tank cars of their own receive equal treatment in respect to the mileage allowances. On the Pacific coast, however, most independent refineries receive 6-1/2 cent per mile and this on loaded movements only. An exception is made where the haul exceeds 80 miles, in which case a cent per mile is allowed on the excess mileage over that distance, but again on the loaded movement only. The Union Tank Line and the Waters-Pierce company—alone a Standard concern—are the only oil companies operating tank cars on the lines of the Southern Pacific company and the Santa Fe on the Pacific coast which receive three-fourths cent per mile on both loaded and empty cars.

COMPETES WITH RAILROADS.

Similar discriminations are practiced by some of the trans-continental systems traveling the northwestern states. The advantages of the Standard Oil company would alone give it a highly favorable position in the oil industry. To a certain extent the policy of railroad rates would be to neutralize these advantages by giving favorable rates to the smaller refiner. The Standard Oil company, through its pipe lines and its fleet of oil carrying vessels, is a very active and powerful competitor of railroads. Except in the Texas and California fields, it has already taken the transportation of crude oil almost wholly away from railroads.

RAILROAD POLICY.

The general policy of the railroads with regard to other freight traffic has been to equalize conditions of competition in given markets by the use of commodity rates relatively more favorable to distant producing points than to the nearer producing points. But it appears that in the case of the oil industry, the policy has been generally reversed and natural disadvantages of the independents have been enormously increased.

UNION DENTAL CO.

215 South Main.
HONEST WORK
HONEST PRICES

Painless Extraction of Teeth or No Pay. All Work Positively Guaranteed. Phone: Bell, 112-X. Ind., 112-X.

Banks' MILLINERY

116 Main St.



HE Sale continues all next week but Saturday will be the banner day for choice of the stocks. About the only numbers not being reduced are the "special orders" in black and White.

All who investigate the Ribbon department find qualities and prices surprisingly low.

The flower stock is just what is wanted in design style and colorings.

Val Laces being so scarce in the east a big supply was laid in. One customer after investigating some "Sales" remarked "Yours are cheaper regular than what are offered at sale prices elsewhere."

The reductions on all staple lines averages 33 1-3 per cent.

116 SOUTH MAIN STREET.

White Frost Sanitary Refrigerator

Have You Seen It?

An Enamel Refrigerator entirely free from any material which will absorb and emit obnoxious odors, or which will decompose and decay.

SEE IT IN OUR EAST WINDOW

H. Dinwoodey Furniture Co.

Specials at Teet's New Bargain Store, 128 State Street

We have just received a Car of Crockery, and can give you some of the Greatest Bargains you ever had

DISHES!

White Plates 5c and 6c
Nice Thin White Tea Cups and
Saucers 6c
White Dish Bowls 5c
White Vegetable Dishes 8c and 10c
White Desert Dishes 2 for 5c
Gold Decorated Plates, 6c, 8c and 10c
Gold Decorated Tea Cups and
Saucers 12c
Gold Decorated Sauce Dishes 5c
White Meat Platters 8c
White Cream Pitchers 8c
COME AND SEE US IF YOU WANT
DISHES.

GLASSWARE BARGAINS!

Nice Clear Table Tumblers 2 1/2c
Beautiful Thin Flint Blown Tumblers 5c
Nice Desert Glass Dishes 2 for 5c
2 Salt and Pepper Shakers for 5c
Beautiful Pressed Glass Vinegar Bottles 10c
Strap Pitchers 10c
Large Clear Sparkling Berry Bowls 10c
FINE WINE GLASSES 3c
Fine Glass Pickled Dishes 5c
NICE 16-INCH VASES ONLY 15c
Nice 4 Piece Glass Sets 33c
WE NOW HAVE TONS AND TONS OF CROCKERY AND GLASSWARE.

SHOES!

IF YOU NEED SHOES WE HAVE THEM.
Ladies' Shoes 98c up
Ladies' Oxfords 75c and up
Men's Shoes \$1.25 and up

GRANITEWARE SPECIALS!

We have the largest stock of Granite-ware in the city.
Granite Drinking Cups 5c
Granite Dippers 5c
Granite Pie Plates 5c
Small Granite Sauce Pans 5c
NO. 18 GRANITE SAUCE PANS 10c
Granite Preserving Kettles, 10c and up
Granite Dish Pans 20c
Granite Mush Cookers 30c
Granite Coffee Pots 10c
Granite Bread Pans 10c
2 TIN PIE PLATES FOR 5c
Tin Coffee Pots 8c
TIN DISH PANS 10c
10 Quart Tin Water Pails 12c

HUNDREDS AND HUNDREDS OF OTHER USEFUL ARTICLES IN GRANITE AND TINWARE.

Come and See us if you want Clothing, Notions, Hardware, Carpets, or anything else at a Bargain.

REMEMBER THE PLACE.

TEETS,

New Orpheum Theatre Building, No. 128 State Street

Shown at Siegel's NEW STORE.

Styles such as any reputable Custom Tailor would be proud to produce. Our New Atterbury, High Art and Roycroft Suits are shining examples of the progress of Modern Clothes Making.

Not only do we show these fine models in the high-class fabrics, but their exact duplicates in styles and patterns of well-wearing woollens at the very popular price—

\$15

Some extraordinary values for that money. You should see them.



Siegel's

228 and 230 Main St.

FOR ABSOLUTE SECURITY

Place Your Fire Insurance With Conflagration Proof Companies.

New York Underwriters
Commercial Union of London
Phoenix of London
London Assurance of London
Scotch Underwriters of Edinburgh

Smedley-Wakeling Insurance Agency
204 ATLAS BLOCK