

## MUST HAVE RATE DISCRIMINATIONS

James J. Hill of the Great Northern Declares That They Are Necessary.

## DENSITY OF TRAFFIC CONTROLS.

Attributes Ninety Per Cent of Accidents To Non-Observance of the Rules.

Washington, May 3.—Robert Mather of the Rock Island system was before the senate committee on interstate commerce today. No changes were necessary in the present law except the restriction of the scope and power of the interstate commerce commission, he said.

James J. Hill, president of the Great Northern, followed. He said there were no safe basis on which a low rate could be made, and that was the cost of producing the transportation. The value of the service is determined by the density of the traffic, and that makes the rate.

Rates vary with conditions. In making rates on his road, he said, they had to take into consideration what the country produces. The railroad was charged with the responsibility of every man who lives on the road if that man worked.

Discriminations were necessary, declared Mr. Hill. When his road was built he went to Washington state and found that its greatest product was lumber. There was a rate of 90 cents per 100 pounds on lumber to the eastern market. Lumber dealers said they could ship at 65 cents. He knew they could not do it and he made a rate of 40 cents and was shipping large quantities of lumber. This was a discrimination against lumber on the eastern end of the road, but in 10 years there would be no lumber produced in that section.

It was because the cars going out with merchandise brought loads back that these low rates could be made. Besides the merchandise for the Pacific coast, his road handled freight for the orient. Large quantities of flour at one time were hauled from the Twin Cities to the orient, but the interstate commerce commission stopped it.

This statement produced a fire of questions from members of the committee, and in reply Mr. Hill explained that the commission was compelled to make its through rates with the commission. This rate being made public, was out by rival railroads, which were not compelled to make their rates public. This company under the law could not change its rates for seven or eight days, and meanwhile the other lines took the cargoes. If the ships of the company did not carry a pound of freight it would make no difference with the dividends.

Speaking of the great tonnage of the railroads, Mr. Hill warned the committee to be careful and not cripple the business of the country—"not for ourselves," he added, "because before you get down to it there would be a great many corpses about the country."

He spoke of the congestion of freight at eastern ports and said business was going to the Pacific coast. Shipping rates to Europe from gulf ports were very much higher. Roads east of Chicago would have to raise their rates in order to get means to build more extensive terminals.

Mr. Hill said that while Congress was legislating for safety appliances for employees, it might provide better safety for the public. He attributed 90 per cent of the accidents to non-observance of rules.

He told of a shipment of locomotives from Philadelphia to Yonkers by his company at a rate equal to what any other company charged for transporting locomotives 500 miles. "This is a case," he remarked, "for the interstate commerce commission to take up and investigate. They would find somebody was charging too much."

Commenting upon the statement of Mr. Hill that in 20 years there had been a reduction of rates from 2 cents to 75 cent per ton per mile, Chairman Elkins asked what would happen to rates in the next 20 years.

"Give the roads fair treatment," replied Mr. Hill, "and in 20 years I think the rate will come down to a half a cent per ton per mile."

Mr. Hill said the ability of the railroads to raise money for increasing their equipment and for building additional lines would be destroyed by taking away from them the power to make rates. He criticized the terminal charges enforced below the Harlem river in New York, saying they were greater than the rate from Buffalo to Harlem. He suggested that the interstate commerce commission might investigate these terminal charges.

"Why don't the commissioners take up that matter?" asked Chairman Elkins.

"They are too busy," replied Mr. Hill, "trying to get power to fix railroad rates."

There was quite an interesting discussion between Mr. Hill and Mr. Elkins about the competition of Canadian roads. The latter asked what ought to be done to meet the rates and rebates on the Canadian lines.

"We are willing to work out our own competitive," replied Mr. Hill. "Before we are through with them they will cease cutting rates."

He said that some years ago the transcontinental association paid the Canadian Pacific road \$500,000 a year.

## Husler's Flour

It is a GOOD BREAD FLOUR. Easy? Yes!

to get out of certain business on which the road was cutting rates from New York to San Francisco. This arrangement lasted only three years. Replying to Senator Foraker, Mr. Hill said interest would suffer if export traffic with non-contiguous countries was exempted from control by the interstate commerce commission. This was brought out by the previous remark of Mr. Hill that his company had to withdraw its rate on flour to Japan because the commission insisted that the rate should be published.

Replying to a question by Senator Clapp as to the effect of the Panama canal on the railroads, Mr. Hill said that for Atlantic and gulf ports and for 150 miles inland the canal would be of some advantage. "But," he added, "for all interior points we will meet any rate made by the canal route."

Again questioned by Senator Clapp, Mr. Hill declared that every railway officer should be disqualified from engaging in the production of traffic on a line where he is on the pay roll, because of the temptation to favor the company in which he was interested.

Mr. Hill concluded the committee adjourned until tomorrow.

## AMERICAN RAILWAY ALLIANCE EXHIBITION

Washington, May 3.—The American Railway Alliance exhibition was formally opened here today in the presence of nearly 1,000 delegates to the International Railway congress. Speeches were made by Royce of War Taft, Secy. of the exhibit, President George A. Day of the exhibit, T. L. Lawrence, deputy chairman of the London & North Western railway, and Stuyvesant Fish, president of the American section of the congress.

George Westinghouse, in accepting the chairmanship of the exercises, predicted a new era in railroading by the substitution of electricity for steam in the moving of trains.

Secy. Paul Morton spoke as follows: "The story of the transportation of this country and the improvements in transportation facilities is the history of American progress. It is no exaggeration to say that the prominent commercial position of the United States in the world today is chiefly on account of its low railroad rates, and it is not at all out of the way for me to say that the country would not today be as prosperous as it is."

It has been estimated that where one dollar has been invested in railroads in the United States the value of agricultural property has been increased \$10. The steel rail and the steam engine, with all other railway appliances, have been pioneers in the development of this country. Today, with great luxury and comfort, and at a cost of less than three cents a mile, travels accomplished in less than one hour what, 60 years ago, was more than a day's journey.

The railroad freight rates in the United States are low. No other country has any such cheap carrying of goods. There are very few complaints of rates in this country, because they are too high. Complaints of extortionate rates are the exception, not the rule. Rates are lower in the United States than anywhere else in the world. They probably aggregate 40 per cent lower.

"This alone is something to be proud of, but, coupled with this fact, the lowest rates in existence, the wages paid by American railroads to their employees are approximately 50 per cent more than the wages paid to railroad men in other countries."

"Considering the further fact, that the American railroads probably pay higher prices for materials than other railroads in the world, only serves to emphasize the triumph in transportation which has been achieved in America."

"It has been my observation that complaints of unreasonable rates to railroad men always receive prompt and satisfactory attention."

"While in a sense railroad transportation is a natural monopoly, in broader sense it is all competitive. Market competition prevails everywhere, and is always a controlling force in rate-making."

"It is a source of great satisfaction to all of us to have so many distinguished foreigners in our midst. We know there is much that we can learn from them in regard to transportation. I know that we are studying the improvements they are making with the same eagerness that they are studying ours. We hope that these international gatherings will be fruitful of great good to the railroads abroad and at home."

"I am sure that the results will be, in the long run, cheaper, safer and better carriage of both passengers and freight everywhere throughout the world."

Secy. Taft followed, speaking a humorous vein.

**CLOAK MANUFACTURERS.** Form an Organization on the Open Shop Basis.

New York, May 4.—The first cloak and suit manufacturers' association formed since 1894, when there was a general strike and lockout of cloakmakers, involving 18,000 men and women, has been organized on the open shop basis. In the new organization are 55 large firms, with an aggregate capital of \$20,000,000. Those interested disclaim any antagonism toward unions but profess to further arbitration and industrial peace in their trades.

## BLOOMER POISON MAN'S GREATEST ENEMY

The disease that has done more than any other to wreck, ruin and humiliate life, is Contagious Blood Poison. Sorrow, shame and suffering go hand in hand with this great enemy, and man has always hated and fought it as he has no other disease. It is the most powerful of all poisons; no matter how pure the blood may be, when its virus enters, the entire circulation becomes poisoned and its chain of horrible symptoms begin to show. Usually the first sign is a small sore or ulcer, not at all alarming in appearance, but the blood is being saturated with the deadly poison, and soon the mouth and throat begin to ulcerate, the hair and eyebrows drop out, a red eruption breaks out on the body, copper-colored spots and sores make their appearance and the poison even works down into the bones and attacks the nerves. Not only is the disease hereditary, being transmitted from parent to child, in the form of scrofula, weak eyes, soft bones, weak, puny constitutions, etc., but is also so highly contagious that many a life has been ruined by a friendly hand shake, or from using the toilet articles of one infected with the poison. To cure this blighting, deadly curse the blood must be purified, and nothing will do it so quickly and surely as S. S. S. It goes down to the very bottom of the trouble, drives out every particle of the poison and makes the blood clean and strong. It does not hide or cover up anything, but from the first begins to expel the poison and build up and strengthen the system. S. S. S. is guaranteed purely vegetable. We offer a reward of \$1,000 for proof that it contains a particle of mineral of any kind. Book on the disease, with instructions for home treatment, and any advice desired, without charge.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

## INVESTMENT OF VLADIVOSTOK

Russian Military Circles Expect That Gen. Oyama Will Hasten It.

## TO CUT OFF ROJESTVENSKY.

Admiralty Professes Ignorance as to Whether He and Nebogloff Have Made a Junction.

Paris, May 3.—A dispatch to the Temps from St. Petersburg says that dispatches received there through Russian channels confirm the previous reports that the Russian cruisers which have had their headquarters at Vladivostok since the outbreak of the war with Japan have left that port. Military circles at St. Petersburg. It is added, expect Gen. Oyama will hasten the investment of Vladivostok for the purpose of cutting off Admiral Rojestvensky's squadron from the Russian naval base.

The officials do not expect a junction of the Russian warships before May 5, as Admiral Nebogloff must take an coal before proceeding to the island of Hainan.

**NO JUNCTION YET.** St. Petersburg, May 3.—The admiralty here professes ignorance as to whether Admiral Nebogloff and Admiral Rojestvensky have joined forces, but the impression prevails in naval circles that the junction has not been effected. Indeed, some doubt is expressed whether Nebogloff's division has yet entered the China sea.

The admiralty officials vigorously deny any intention of sending the protected cruiser Akashi and a torpedo boat destroyer interned at Shanghai to join Admiral Rojestvensky, and some resentment is shown against the British and French authorities for having officially warned China upon the basis of Japanese representations in this connection.

**JAPS WATCHING SQUADRON.** Paris, May 3.—Notwithstanding denials, it appears that the Japanese officials are carefully observing the continued presence of vessels of Admiral Rojestvensky's squadron off the Indo-China coast and are seeking information from the French authorities concerning the nature and duration of their stay.

The members of the legation have addressed several inquiries to the foreign office, asking particularly whether the ships were inside French waters. The reply given was that all the vessels of the Russian squadron have left French waters. These inquiries appear to indicate the purpose of the Japanese to submit further representations or lay grounds for subsequent action.

**NO WIRELESS STATION FOUND.** Amoy, China, May 3.—The provincial and military officials have finished an examination of this vicinity under orders from Peking to ascertain if the charge of the Russian consul at Foo Chow that the Japanese have a wireless station here to communicate with Peking is true.

The officials say they have found nothing to show that there is a wireless station in this neighborhood. It is considered probable, however, that a secret station may have been established on an outlying island.

The Japanese claim that the Russian charge was made to secure privileges here for vessels of Admiral Rojestvensky's squadron.

## PRESIDENT WANTS TO KILL A GRIZZLY

Glenwood Springs, Colo., May 3.—For three days the president's hunting party has been stymied bound in the mountains. Rain and snow have fallen continuously and tonight there is no sign of a break. The roads are muddy and the trails exceedingly dangerous for horsemen.

The hunters intended to move to the East Divide creek on Monday, but as the party will break up on Saturday, the camp will likely be moved to the head of Gardiner creek as soon as horses and men can get through.

Mountain streams are raging torrents, and most of them cannot be crossed. Grizzly bears are the only kind of game that will be hunted for from now on. Thus far the king of the Rocky mountain beasts has eluded the president, but he is very anxious to get one. Ten brown bears have fallen to the party and some were off-size.

President Roosevelt is expected here Saturday night and will be in Glenwood Springs at 5 p. m. on Monday morning, and reach Denver at 5 p. m. that day. This is more than an hour faster than the fast passenger schedule. The train will be made up of the private car "Rocket," a Union Pacific railroad library car and a baggage car.

A pilot carrying officials of the Denver & Rio Grande railroad and Denver newspaper men will be run ahead of the special as far as Denver.

## Bribery Was Resorted To.

Philadelphia, May 3.—One of the senators today in the proposition to lease the municipal gas works to the United Gas Improvement company was the reading at a news meeting held at the Academy of Music tonight of an affidavit made by Robert Dornan, a carpenter manufacturer, that bribery was resorted to when the United Gas company secured its present 30 years' lease of the gas works in 1897.

Mr. Dornan's affidavit declares that a syndicate of which he was a member submitted a better bid for the lease than that of the United States Gas company, but that in consideration of \$10,000 cash paid to each member and other valuable considerations the syndicate afterward withdrew its bid. Mr. Dornan says, however, that he and other men refused to accept their shares of the money which was paid, he alleges, by Thomas Dolan, a representative of the gas company.

## Golf Back in Milwaukee.

Milwaukee, Wis., May 3.—Henry C. Golf, former assistant cashier of the First National bank of this city, charged with embezzlement, who was arrested in Chicago today was brought back to Milwaukee tonight, and is locked up at the central police station.

## Burglars Kill Policeman.

St. Paul, Minn., May 3.—Special Policeman Ruffin was shot and killed today by two men said to have been committing burglary in a lumber yard. Two men giving their names as Harry Larabee of Los Angeles and James Hogan of Omaha, are in jail charged with the crime.

## ECZEMA FOR TWO YEARS

Little Girl's Awful Suffering With Terrible Skin Humor. Sleepless Nights for Mother.

"My little girl had been suffering for two years from eczema, and during that time I could not get a night's sleep, as her ailment was very severe. I had tried so many remedies, deriving no benefit, I had given up all hope. But as a last resort I was persuaded to try Cuticura, and one box of the Ointment, and two bottles of the Resolvent, together with the soap, effected a permanent cure.—Mrs. I. B. Jones, Addington, Ind. T."

## COLORADO-UTAH

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## 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, 100 Duquesne Block, Salt Lake City. Any information cheerfully given. G. P. & T. A. MISSOURI PACIFIC RY. ST. LOUIS, MO.

## CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Dr. J. C. Fletcher and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

## What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

## GENUINE CASTORIA ALWAYS

Bears the Signature of Dr. J. C. Fletcher.

## The Kind You Have Always Bought

In Use For Over 30 Years

## Life-Malt

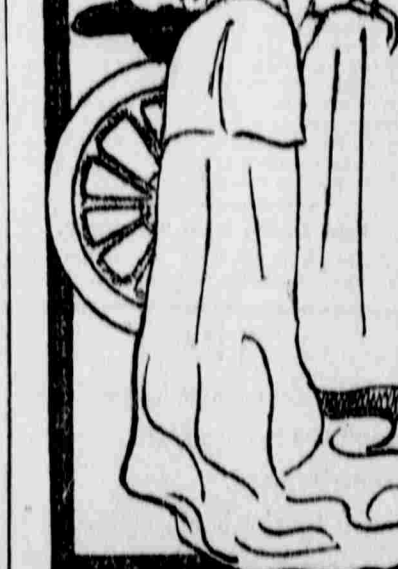
THE TONIC YOU LIKE

Clears the complexion, purifies the blood, builds firm, healthy, solid flesh.

## Greatest Strength Builder Known to Medical Science

Before or After Fatiguing Journeys TAKE A SIP

25c a Bottle. Z. C. M. I. Drug Dept. Distributors.



## Little Girl's Awful Suffering With Terrible Skin Humor. Sleepless Nights for Mother.

"My little girl had been suffering for two years from eczema, and during that time I could not get a night's sleep, as her ailment was very severe. I had tried so many remedies, deriving no benefit, I had given up all hope. But as a last resort I was persuaded to try Cuticura, and one box of the Ointment, and two bottles of the Resolvent, together with the soap, effected a permanent cure.—Mrs. I. B. Jones, Addington, Ind. T."

The program of the meeting includes scientific treatises, practical instructions, and model performances. There will be present at the congress representatives from Italy, Germany, England and Ireland, France and Belgium, Austria-Hungary and Switzerland. Divisions also have been sent to prominent church musicians in this country to attend the congress but sufficient time has not yet elapsed for their replies to be received.

## TEA

We are doing our part in raising the grade of tea in this country.

Your glass returns your money if you don't like Boddin's Best.

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, 100 Duquesne Block, Salt Lake City. Any information cheerfully given. G. P. & T. A. MISSOURI PACIFIC RY. ST. LOUIS, MO.

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Clears the complexion, purifies the blood, builds firm, healthy, solid flesh.

## Greatest Strength Builder Known to Medical Science

Before or After Fatiguing Journeys TAKE A SIP

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TIME TABLE Effective May 1st, 1905.

DEPART DAILY. From Oregon short Line Depot, Salt Lake City. No. 1—For Portland & Tule Lake. No. 2—For Provo, Merced, Hanford and Points on San Joaquin Valley. No. 3—For Provo, Nephel and Hanford. No. 4—For Los Angeles and Intermediate Points. No. 5—For Nephel and Intermediate Points. No. 6—For Los Angeles and Intermediate Points. No. 7—For Los Angeles and Intermediate Points. No. 8—For Los Angeles and Intermediate Points. No. 9—For Los Angeles and Intermediate Points. No. 10—For Los Angeles and Intermediate Points. No. 11—For Los Angeles and Intermediate Points. No. 12—For Los Angeles and Intermediate Points. No. 13—For Los Angeles and Intermediate Points. No. 14—For Los Angeles and Intermediate Points. No. 15—For Los Angeles and Intermediate Points. No. 16—For Los Angeles and Intermediate Points. No. 17—For Los Angeles and Intermediate Points. No. 18—For Los Angeles and Intermediate Points. No. 19—For Los Angeles and Intermediate Points. 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