

Men with two hands and one head can find work through a want ad., whether they are "skilled workmen" or not.

The mills of civilization turn out an always-increasing crowd of homeless-seekers—and they are all ad-readers.

COBBERS RAISE LOUD PROTEST

Declare Salt Lake Route's New Local Freight Rates Are Prohibitive.

GENERAL INCREASE LARGE.

Attention Called to Fact That Advances Are Made in Territory Under Absolute Control.

Merchants Assert That Los Angeles Shippers Can Enter Utah Fields Under Material Advantages.

The Salt Lake Route's new freight tariff is being received with anything but favor among Salt Lake and Ogden jobbers who assert that the advances made upon numerous classes of freight are prohibitive.

It is pointed out that increases in rates are made upon business which the Salt Lake Route alone controls; in other words upon traffic between towns reached only by the Salt Lake Route. Towns enjoying other railroads will see no change.

Heretofore Ogden has paid the same rates as Salt Lake upon some freight which after Sept. 6 (the date upon which the new tariff becomes effective), it must pay local rates between Ogden and Salt Lake in addition to the increase on rates from Salt Lake to destination.

The present rate to Milford from either Salt Lake or Ogden is 67 cents; the rate to go into effect Sept. 6, will be \$1.04, from Salt Lake to Milford, only. In addition to the increase of 27 cents which Salt Lake will pay, Ogden must pay an additional local rate of 30 cents making the Junction City's increase 57 cents per 100 pounds.

Salt Lake jobbers have a serious grievance. It is in the shape of a new tariff just issued by the Salt Lake Route to become effective September 6. This shows an advance in numerous freight rates that is considered prohibitive by local jobbers.

Not many years ago when the Salt Lake Route was building we were told that Salt Lake was to be treated fairly and squarely. We heard this promise every 15 minutes. Sandwiched in between these nice-sounding declarations were requests for rights of various kinds. The new road wanted one concession after another as new roads do and Salt Lake, influenced by the promises made so readily aided and encouraged the new enterprise, as was only right and proper. Whatever could be granted was granted; the Clark road was given a right royal welcome. But that was a few years ago. The system has grown and prospered as its annual records show and it is now in need of no favors from this city. So to assert its independence and power supreme it has boosted its local freight rates, "is the way one Salt Lake merchant expressed himself this morning.

OGDEN HIT HARD.

Salt Lake is not the only sufferer. Ogden, too, will feel the weight of the ax the Salt Lake Route has been sharpening for the blow to fall September 6 for after that date it will not only have to pay the increase in rates but the local freight rates between Salt Lake and the Junction City. In many instances this means an increase of over fifty cents on former rates. Thus the jobbers of Salt Lake and the Junction City say they have to do some wonderful figuring to attempt to compete with the coast cities for the business of towns, closer by several hundred miles, to Salt Lake or Ogden than to any coast supply center. "The Salt Lake Route has put in the highest rates permissible" seems to be the local jobbers' unanimous opinion.

SIGNIFICANT CHANGE.

A feature of the change is the fact that the advances have been made only on freight going into the Salt Lake Route's exclusive territory. There is no advance on business passing between points enjoying other railroads. Tonic remains the same. The Rio Grande in the Salt Lake Route's competitor in the Tonic district. Rates to Eureka are the same for the same reason. Rates to cities on the main lines of the Rio Grande and Salt Lake Route, Springfield, Provo, etc., are not going to be pushed up any. The reason can be seen without a signboard. Only towns totally in the Salt Lake Route's territory are to have higher rates after Sept. 6. These towns are closer to Salt Lake than they are to Los Angeles or any coast city. Local merchants, jobbers of Salt Lake and Ogden, can get merchandise to them more quickly than any coast city can. But to do this the local merchants must use the Salt Lake Route. This partly explains how the rates come to be raised. "Other high to do business with the Salt Lake" route indeed! Its policy is "to do" not "for" the city, whose name it bears, snorted another jobber angrily.

COMMISSION POWERLESS.

A score and more of illustrations can be used to show the general ineffectiveness of the commission. The new tariff introduces itself by announcing on its cover that it is the local freight tariff, naming class rates for transportation of freight between joints in Utah, Nevada, and California (east of Daguerre, Cal., inclusive). It was issued Aug. 2, mailed to the interstate commerce commission on the same date. "So far as the rates which affect Utah most are concerned, the interstate commerce commission is powerless. It can say nothing about the rates between Utah points" because it can make no suggestions except upon rates applying to interstate traffic. So Salt Lake and Ogden must either bugger and other high-class vehicles.

THAT OLD STORY.

The old explanation of "water competition" has always been at the tongue tips of freight officials trying to show why the rate to the coast from Missouri river points and shipped back to points within Utah's boundary as cheaply and in some instances at less cost than Salt Lake. But now, as has also been explained, must pay a rate between Salt Lake and Ogden. This is a Chinese puzzle to Utah jobbers; some ground must be and is yielded in view of water competition. Let's see what merchants can't see why railroads want so much on the same plea.

WHERE OGDEN GETS IT.

But to return to the tariff which is causing so much unfavorable comment among Salt Lake and Ogden jobbers. One change which resembles all is that made in the freight between Salt Lake, Ogden and Milford. Salt Lake will continue to pay 67 cents per hundred pounds on class 1 freight to Milford until Sept. 6. After that it will have to pay to the coast an increase of 27 cents. But Ogden is treated even worse. As was explained, the Junction City has been on an equal footing with Salt Lake, but now, as has also been explained, must pay a rate between Salt Lake and Ogden. This is a Chinese puzzle to Utah jobbers; some ground must be and is yielded in view of water competition. Let's see what merchants can't see why railroads want so much on the same plea.

SOME SAMPLES.

This increase is a fair example of dozens of others. The freight passing between Salt Lake, Ogden and Milford in all its tariff classifications, the changes show the following increases: On class 1 freight, 27 cents; Salt Lake to Milford is 28 cents higher than the present rate, which dies a much regretted death Sept. 6. The local rate between Salt Lake and Ogden is 25 cents, so the increase to be paid by the latter is 53 cents. Fifty-three cents difference on every hundred pounds of freight is a fearful increase, explain the shippers. The increase on class 2 is 16 cents from Salt Lake and 36 from Ogden. A similar result is obtained by turning upon the new and old tariffs on classes D and E. Salt Lake and Ogden are now paying 34 cents on class 1 freight at the present time. After Sept. 6 a reduction of eight cents becomes effective, as the new rate is to be 26 cents. But the local rate between Salt Lake and Ogden is 11 cents, so Ogden will pay 37 cents, a three-cent increase.

ONE CENT REDUCTION.

But to placate the Junction City jobbers the new tariff does provide one or two reductions for Ogden. On class E, Salt Lake and Ogden are now paying 36 cents; the new rate will be 25 cents. The reduction between Ogden and Salt Lake is eight cents, so Ogden will have to pay but 29 cents after September 6—a magnificent reduction of one cent!

ADVANCES AND REDUCTIONS.

To aid Ogdenites in learning easily how much increase they are going to pay on freight, the reductions between Salt Lake Route's lemon drops it is convenient to explain at this junction that on class 1 freight, Ogden will pay 39 cents in addition to the increase from Salt Lake; 20 cents on advances made on class 3 freight; 20 cents on class 3; 16 cents on class 4; 15 cents on class 5, A and B; 14 cents on class 5, C and D; 14 cents on class 5, E; 11 cents on class 5, F; 8 cents on class 5, G and H; 8 cents on class 5, I and J; 8 cents on class 5, K and L; 8 cents on class 5, M and N; 8 cents on class 5, O and P; 8 cents on class 5, Q and R; 8 cents on class 5, S and T; 8 cents on class 5, U and V; 8 cents on class 5, W and X; 8 cents on class 5, Y and Z; 8 cents on class 5, AA and BB; 8 cents on class 5, CC and DD; 8 cents on class 5, EE and FF; 8 cents on class 5, GG and HH; 8 cents on class 5, II and JJ; 8 cents on class 5, KK and LL; 8 cents on class 5, MM and NN; 8 cents on class 5, OO and PP; 8 cents on class 5, QQ and RR; 8 cents on class 5, SS and TT; 8 cents on class 5, UU and VV; 8 cents on class 5, WW and XX; 8 cents on class 5, YY and ZZ; 8 cents on class 5, AAA and BBB; 8 cents on class 5, CCC and DDD; 8 cents on class 5, EEE and FFF; 8 cents on class 5, GGG and HHH; 8 cents on class 5, III and JJJ; 8 cents on class 5, KKK and LLL; 8 cents on class 5, MMM and NNN; 8 cents on class 5, OOO and PPP; 8 cents on class 5, QQQ and RRR; 8 cents on class 5, SSS and TTT; 8 cents on class 5, UUU and VVV; 8 cents on class 5, WWW and XXX; 8 cents on class 5, YYY and ZZZ; 8 cents on class 5, AAAA and BBBB; 8 cents on class 5, CCCC and DDDD; 8 cents on class 5, EEEE and FFFF; 8 cents on class 5, GGGG and HHHH; 8 cents on class 5, IIII and JJJJ; 8 cents on class 5, KKKK and LLLL; 8 cents on class 5, MMMM and NNNN; 8 cents on class 5, OOOO and PPPP; 8 cents on class 5, QQQQ and RRRR; 8 cents on class 5, SSSS and TTTT; 8 cents on class 5, UUUU and VVVV; 8 cents on class 5, WWWW and XXXX; 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