

not of talk; that he believed the people were entitled to relief and he proposed to give it to them if he could. Truth's informant states that Senator Elkins' interview with the president was lengthy and stormy, but that Elkins went away much impressed with Roosevelt's firmness.

"Any tinkering with rates would raise Cain with stocks," said the railroad man who spoke with Truth. "It would mean a general upsetting of affairs. If we were sure that the bill would pass, and I fear that the influence of the president will cause it to pass, it would be much better for the railroads themselves to make these changes, because if they are made by authority of law, instead of being voluntary, the appearance of things would indicate that the corporations were being forced into giving up money that might go to the dividend fund and there you have a tumble in securities right away. It does not take a great deal to upset the stock market.

"Not that the roads as a whole would suffer much loss by any such action," he continued, "for after all it would be only a balancing up, but the idea of having been compelled to do a thing would be hurtful. There are a few lines that would get it in the neck from such a proceeding. Because while they all say rebates have been abolished, it is not true everywhere. Rebates have been lessened and cases are less frequent, but there is a favored class left just the same and they are beneficiaries. And they are not small shippers either.

Truth knows of a hardware company in this city that received a secret rebate of 50 per cent on its freights from the east. The secrecy was lifted by a suit in court not long ago, in which the hardware company sued the manufacturers to recover damages because the manufacturers had shipped goods to the hardware company over a line other than that with which the hardware company had the rebate arrangement. The hardware company, of course, dare not set out the fact of the rebate arrangement in its pleadings, but enough transpired in court to show the fact.

"One thing may be depended upon," he continued, "and that is the abolition of the private car line. Because regulation, such as is proposed means practical abolition. It is proposed to make them publish their rates and include all charges in the published rates. When this is done you can bet the private car men will be seeking to make different arrangements."

"And I am informed," he said, "that publication of rates is not the only amendment to the law suggested. There will be some other action taken of even a more drastic sort."

It is stated that the president desires that congress shall enact a law providing for a uniform system of bookkeeping and that expert examiners, such as are now employed in the examination of national banks, will be engaged to check up all books once or twice a year, thus giving the business of the roads a publicity they have not yet enjoyed, which will tend to discover any secret rebates, and that all traffic agreement shall be made public immediately upon adoption. The question of terminal abuses and "elevator charges" which have been a means of division of profits with small industrial lines will also be taken up and an amendment to the present law enacted designed to correct any abuses in that direction.

As was stated, the president is very firm in his view and that he has influence enough to force the senate to accept them is almost, if not entirely, conceded by the representatives of the several lines.

The railroads want to place the matter of fixing rates in the hands of con-

gress, believing that body more easily handled than would be a commission of experts. Of course the reasons for this are obvious. It would be one section compromising with another and "you tickle me and I'll tickle you" from start to finish and the result would be no change in rates at all.

The president does not seem to care what the political effect will be so long as the public receives the relief to which it is entitled and in this stand he will be backed by the entire country, a comparatively few railroad men excepted.

MORE CRANKS COMING.

And now comes the glad tidings that another band of religious cranks is coming to Utah to "convert" us. Surprised as we have been with the antics of the "Holy Jumpers," the rantings of the itinerant spouters who have held alleged gospel meetings along the pavements and warned us that the Lord of Heaven and Earth was going to appear in His wrath right away, we thought perhaps "The Holy Ghost and Us" fellows and the balance would let us alone. But it is not to be. Walter and Henry, Mary and Benjamin, who claim to be the "angels" of Revelations who are to open the seventh seal, are bound for Salt Lake in a prairie schooner, and when they get here they are going to open fire. Their motto is "Live Forever" and their mission on earth is to gather the ten lost tribes of Israel and cause them to congregate at Benton Harbor, Michigan, the site of the New Jerusalem on earth. The millennium is to be established, called up or what not, and we are to have a high old time here on earth.

What have we done that we should be treated so? Why should these people cross four thickly populated states, where more of the ten lost tribes may be presumed to reside than here, in order to get a whack at us few? Can't they let us alone? It seems as if every new freak religion that starts up wants to establish itself here in Utah. It is a wonder that this bald old grafter, Dowle, and his mob of earthly angels, hasn't come long ere this. He threatened us once, but hasn't carried out his promise. But every long-haired crank of a man and every short-haired crank of a woman with a "Divine Mission," who could get here, has come and some of them are with us yet. Dancing dervishes, shouting, screeching women, insane old men, blatant young men, noisy cranks of all sorts have whopped it up for years and have been coming and going day by day. How long, oh how long must we stand it? Is there no balm in Gilead; is there no physician with a club to stand at the portals and meet these new language destroyers?

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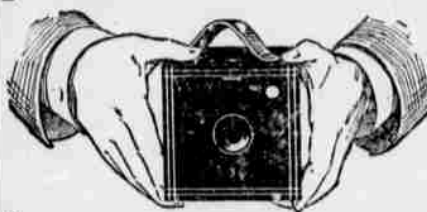
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