

ALL FREIGHT TRAFFIC IS HALTED HERE

The Ogden Standard-Examiner

WEATHER FORECAST
Occasional rain tonight and Saturday; colder in west portion Saturday; fresh to strong winds.

Quite often the most interesting news of the day is to be found in the want ad section.

Fiftieth Year—No. 85

Price Five Cents

OGDEN CITY, UTAH, FRIDAY EVENING, APRIL 9, 1920.

STATEMENT ISSUED BY YARDMEN OF OGDEN

One Switchman Shot; Many Are Slugged

CHICAGO REPORTS MEN RETURNING WALKOUT FEVER IS STRONG IN WEST

PREDICTION OF EARLY BREAK IN WALKOUT SCOUTED BY "OUTLAWS"

CHICAGO, April 9.—Striking switchmen, who have been on strike here for nine days, began returning to work this morning. Brotherhood officials who have been fighting the "illegal" walkout of their men, do not claim that the strike is broken, but were much encouraged by reports from several roads that the men, in small groups, were reporting for work. The Chicago Junction Railway, the Belt line connecting the stockyards and packing plants with the trunk lines, was one of the first to report. Eleven engine crews were at work this morning, the report said, as compared to three yesterday. While the switching and freight situation showed improvement, the congestion in the yards grew so great that seven of the eight railroads entering the Dearborn street station were unable to run passenger trains downtown. They are discharging passengers at suburban stations to complete the trip on elevated or surface cars. Only the Santa Fe was running into the station this morning.

CHICAGO, April 9.—Continued spread of the insurgent strike of insurgent switchmen and engineers on railroads throughout the country was indicated by reports today showing that more than 20,000 men had joined the walkouts. Eight thousand insurgents were out in the Chicago district where the strike had its inception nine days ago and reports from a score of cities from coast to coast predicted additions to the strikers' ranks during the day. Railroad and brotherhood officials, who have appealed to loyal union men to assist in breaking the strikes, declared the Chicago strike would be broken within 48 hours and said with its abatement the strikers in other parts of the country would end.

Chairmen of the brotherhoods announced there had been an improvement in the Chicago district and that men were slowly returning to work. They asserted that freight traffic was 50 per cent normal.

On the other hand leaders of the outlying yardmen's union declared the strike was growing and that the men would continue to remain out of the parent unions.

Threatened With Expulsion. Notices were sent out by chairmen of the Brotherhood of Railroad Trainmen to all strikers reiterating their demand that the men return to work and threatening them with expulsion from the union.

One thousand brotherhood men from other cities had answered the call for strikebreakers here, it was said. Although it was estimated that between 40,000 and 50,000 packing house and stockyard employees had been thrown out of employment today as a result of the stoppage of cattle shipments, packers announced that no shortage of meat need be feared. Many industrial plants reported thousands of employees would be thrown out of work if the freight tie-up continued another week.

Nearly 4000 employees of 23 railroads entering Toledo, including switchmen, engineers and firemen were reported idle today.

In the St. Louis district, including East St. Louis and Madison, Ill., freight traffic was reported virtually at a standstill with yardmen of 27 roads on strike.

Southwest Has Embargo. All railroads in Kansas City, Mo., operating under contracts with the Brotherhood of Railroad Trainmen, were affected and the strike had spread today to Kansas City, Kan., and Rosedale, and industrial suburb.

Points throughout the southwest report embargoes had been placed on freight and cattle shipments to St. Louis, Kansas City, and Chicago and freight traffic between New Orleans and Chicago on all lines was suspended.

Rail centers throughout California felt the freight restrictions and eastward along the transcontinental lines

THOUSANDS IDLE AS SWITCHMEN'S WALKOUT GROWS

A summary taken from throughout the country early today follows:
Chicago—8,000 men on strike and freight traffic estimated 50 per cent of normal.
Toledo—4,000 employees of 23 roads idle.
St. Louis district—5,000 men out; freight traffic virtually tied up.
Buffalo—2,000 men idle.
Jersey City—2,000 yardmen and other workers out.
Los Angeles—1,400 on strike.
Detroit—1,500 idle.
San Francisco—443 men out.
Kansas City—400 men on strike.
Gary, Ind.—350 idle.
Syracuse—250 men out.
Saginaw, Mich.—200 men of Pere Marquette out.
Salt Lake—215 men on strike.
Ogden—150 switchmen on strike.
Decatur, Ill.—107 men out.
Joliet, Ill.—50 out on four roads.
Scranton—50 men idle.
Springfield, Ill.—Baltimore and Ohio switchmen on strike.
Niagara Falls—Two roads affected and traffic detoured.

REAR ADMIRAL SIMS CHARGES HELD UNTRUE

Fletcher Declares U. S. Navy Was Prepared at Time War Was Declared

WASHINGTON, April 9.—Two years before the United States joined the allies in the world war the navy general board prepared a comprehensive plan for war against a "central power" of Europe, Rear Admiral F. F. Fletcher today told the senate investigating committee. He was replying to Rear Admiral Sims' charges that when the United States entered the war the navy department had no "well considered" plans or policies for fighting Germany.

Admiral Fletcher said the plan "covered every phase of naval operations under the assumed conditions of war." Admiral Fletcher was a member of the general board during the war but was engaged for the most part with his duties as a member of the war industries board, the priorities board and the council of national defense.

No navy ever was or ever would be fully prepared for war in the eyes of everyone, the admiral declared, but the American navy when it entered the war was "just as well prepared as any other navy in the world when the great war burst forth," he asserted.

The witness said that sending all available destroyers abroad to fight submarines would have left the American coasts and ports full of invaluable vessels and cargoes open to attack by German submarines.

No loss of shipping or failure of the navy transport troops to France prolonged the war for a single day, the admiral asserted.

LIEUTENANT KILLED. BERLIN, April 9.—Lieutenant Count Kaineyn, who was killed yesterday near Nieder Wolstadt, sixteen miles north of Frankfurt, was shot by a French patrol, according to a semi-official dispatch from Frankfurt.

STRIKER WHO URGES RETURN, MADE VICTIM

Sabotage and Violence Advised by One Speaker At Chicago Meeting

"I'M PROUD TO BE REBEL," HE DECLARES

Details of Destruction in Twin Cities Strike Related by Radical

CHICAGO, April 9.—One switchman was shot and several slugged at meetings of the striking railroad men last night, police learned today.

John Kritz, a striker, who proposed that the men return to work, was shot in an automobile by friends.

Sabotage and violence was advocated by one of the speakers, E. A. Est, a C. Y. A. organizer, who participated in the Gary steel strike and several labor disturbances here.

"They call me a rebel," Esty told the strikers. "I'm proud to be a rebel in 1919 I had charge of a railroad strike in the Twin Cities—Minneapolis and St. Paul. The men all went out and stayed out."

"I went down to the I. W. W. headquarters and got some help. Then one day four passenger trains were wrecked. The next day seven freight trains were wrecked. Then we sent word to the railroads that if they didn't come across, we'd tear down the roundhouse. They didn't answer—we did. The roundhouse was torn down."

"Then the railroads begged for mercy, and asked to meet us. We told them to come to us. There was a meeting. The union drew up a contract and the railroad refused it. The next day we blew up a bridge. That night an ice jam formed in the river and tore down the rest of the bridge, so they don't know to this day who did the job. But we won the strike."

"I did ninety days in jail for blocking the mails. I got off light because I told the judge I didn't know the law. But of course I knew it then as well as I do now."

LEVEE BREAKS AND FORMS GREAT LAKE

MUSCATINE, Ia., April 9.—The breaking of the Illinois levee at a point a mile above the high bridge which spans the Mississippi river at this point had flooded 7000 acres of ground at ten o'clock this morning and the overflow of fully forty thousand additional acres lying below the district first affected cannot be averted.

The flood will create a lake two miles wide and twenty miles in length. The levee, weakened by waves which plunged against the barrier for days, collapsed without warning shortly before midnight. The several hundred families residing in the district lying behind the levee had moved out, averting any loss of life. The loss to farmers and land owners will approximate a quarter of a million dollars.

MANY NEW BANKS OPENED IN SPAIN

MADRID, April 8.—Many new banking institutions are being established throughout Spain, hardly a day passing without announcement of another having begun business. Before the war there were only 100 banks in Spain, but today there are 300 in operation.

Lethbridge, Alta., April 8.—Lethbridge promises to become the center of oil activity in the south of Alberta. Drilling has commenced in several places tributary to the city. The Imperial Oil company is drilling to the south and west on Dry Fork and west of Nanton. This company intends to spend two million dollars in Alberta this summer in search of oil.

OGDEN'S YARDS IDLE DUE TO BIG WALKOUT

Embargoes Are Placed on Incoming Freight When 150 Ogden Yard Workers Quit

PASSENGER TRAINS ALLOWED TO MOVE

Salt Lake, Pocatello and Other Western Cities Affected By Conditions

Freight traffic through the Ogden terminal was paralyzed today by reason of the strike of about 150 switchmen, who left their posts last night.

The walkout in Ogden is a part of the nation-wide movement, which is unauthorized by the union to which the men were affiliated, but which union, the men say, has not got them the wage increases they have demanded.

The Southern Pacific, Union Pacific, Oregon Short Line and Denver & Rio Grande roads are affected in Ogden.

Passenger trains were being operated by the few crews left in the yards by the strikers.

Embargo Declared. Embargoes on all incoming perishable freight were declared by the railroads and other freight is accepted subject to delay.

About fifty freight handlers were thrown out of work by the strike of the yardmen.

The strike has also hit Salt Lake and Pocatello.

Passenger trains are running about on time but the movement of freight is at a standstill.

Seldom has the local terminal been as quiet as it is today.

Besides the 150 switchmen who went out, members of nineteen other crews at work in the yards are idle. The strike also had widespread effect on employment of hundreds of other trainmen on the roads centering at Ogden, who are affected by the embargo orders.

Conductors Warned. A telegram was received today by D. L. Boyle, secretary of the Order of Railway Conductors' local, division No. 124, warning members not to become involved and to use every effort to see that contract agreements are held sacred.

Copies of the message were posted at many points where members congregate. The message read:

"Vice President Gregg and the general committee instructs that you notify all our membership by posting notices or otherwise, that the yardmen's strike is illegal, and not to become involved in any manner but protect our membership and our contract by staying on their jobs and performing the service heretofore required of them."

Sproul's Statement. William Sproul, president of the Southern Pacific company, in reviewing conditions leading up to events last evening, today said the following statement to The Standard-Examiner:

"To the Public and Our Employees: During the day, switchmen and yardmen have been leaving the service of this company and of other roads in southern California and in all our yards on both sides of San Francisco bay without any notice and without presenting any grievance. In thus abandoning their duties they have violated the provisions of the transportation act of 1920 and the orders and instructions of their own brotherhoods. They have ignored the public interest in the movement of passengers and mail and of freight whether perishable or not.

"The action of these men, who are a very small minority of the employees has the effect of preventing railroad operation in the principal railroad terminals of California, thus injuring the business of the public on the one hand and affecting injuriously the great majority of the employees on the other hand.

Reason for Strike. "The day has passed and yet after diligent inquiry by the public and among the brotherhood officers there is no knowledge of why these men struck and what they expect to gain by striking.

"Under their circumstances we are forced to notify the public that the company present cannot accept perishable freight or livestock to be moved to, from or through the scenes of trouble, and can accept other freight only subject to delay.

"We hope the delays occasioned by these embargoes will be brief, because the great body of experienced and thoughtful employees take no part in this strike and have no sympathy

Rail Pay Too Low Strikers Say

Following a meeting held today at the Eagles' club, the striking switchmen issued the following statement:

"To the public: "The walkout of the O. U. R. & D. yardmen is an expression of discontent of the many delays and evasions which have been resorted to by yardmen in general over the United States in their dealings with the several boards which have been appointed to look after our protection. The crisis has been reached when the men with an average family has been unable to meet his obligations by working 30 and 31 days each month at an occupation which has always afforded him ample means.

"The pay of switchmen is below that of the average laborer and for comparison we invite those who would become interested to look up the table of statistics put out by the United States labor bureau.

"We ask the support of the public, of which we have been an integral and uncompromising part, and wish the public to cooperate with us morally and to realize there are now among our members property owners and long residents of Ogden who have been in the past and will in the future endeavor to give the public our full share of service when we are assured by so doing we will receive the reasonable compensation asked for and protection promised us by those who have had the settlement of the matter in their hands since the war began."

The strikers say that their demands were presented to the railroad months ago. The demands are the same that have been presented in Washington and have been under discussion for a long time, it was stated.

ALEXANDER HOWAT SENTENCED TO JAIL

PITTSBURG, Kan., April 9.—Alexander Howat, president of the Kansas coal miners, was sentenced to jail for contempt of court by Judge Andrew J. Curran, of the Crawford county district court this morning.

The judge sentenced Howat and three associates to the county jail until such time as they will testify before the Kansas court of industrial relations.

Under the order of Judge Curran, Howat and the other officials will be taken to the county jail at Gerard immediately.

with it for it is wholly without warrant. It is in such conflict that the reasonable expectations of the public that we believe the men on sober second thought will revise their views and return to their work.

"We prefer that they return, but in any circumstances the service must be restored. In this we rely on the support of the public and of that great body of our employees who recognize their obligations and live up to them."

EL PASO, Tex., Apr. 9.—A patrol of soldiers from the Nineteenth infantry fired fifty shots at a band of liquor smugglers in the suburbs of El Paso today. The smugglers deserted their automobile and liquor and fled across the international boundary into Mexico, firing several shots at the American soldiers. No casualties were reported.

Free Seed Distribution

The Standard-Examiner has secured through the courtesy of Senators Smoot and King, a large number of selected garden seeds from the department of agriculture, which will be distributed to Standard-Examiner subscribers. Those subscribers living in Ogden can get the seeds at the Standard-Examiner office tomorrow by bringing in the coupon properly signed. Those living out of Ogden can send the coupon by mail and the seeds will be sent to them through the mail. Each subscriber will receive five packages of the seed while they last.

FREE SEED COUPON
Standard-Examiner Publishing Co.
This coupon entitles the bearer to one large package of seeds containing five varieties.
Name
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MACHINE GUN MISHAP CAUSE OF FATALITIES

Operator Intends to Fire Only One Cartridge, When Belt Is Exploded

BRITAIN'S ATTITUDE EMBARRASSES FRANCE

United States Interested as Observer Than as an Active Participant

FRANKFORT, April 8.—(By the Associated Press.)—Assertion that there was no intention to fire a machine gun into a crowd here Wednesday, and that the incident was really a mishap, is made by a French officer who witnessed it. Fear on the part of a French soldier that the crowd intended to rush the patrol in the street led to the tragedy.

"This man, it is declared, put a belt of cartridges into the gun for the purpose of firing one shot to disperse the crowd. The explosion of the gun however, caused the soldier in charge of it to lose his head and the whole belt was fired.

Inspection of the thirty-six machine guns brought to Frankfort by French troops has been made, and it is said none of them was found defective or to show a tendency to fire upon the insertion of the cartridge belt.

Confirmation Lacking. Inquiry has failed to obtain confirmation of a report given out at the mayor's office that a woman and girl were struck by revolver shots fired last night from the windows of the Imperial hotel, where the French have established their headquarters.

The ban on the publication of newspapers was removed today, and they will not be subject to censorship, the French officers declare, if they refrain from printing articles tending to incite the people to disorder.

A press bureau has been established by the French, and in it is being a picture of a ruined French village. This picture bears the caption: "Germany has ravaged France."

SPANISH CAPITALISTS AFTER GERMAN LINES

MADRID, April 8.—Spanish capitalists are engaged in negotiations for the acquisition of the German Trans-Atlantic Electric company, which operates in South America.

FIFTY BULLETS FIRED AT WHISKY SMUGGLER BAND

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