

SHERIFF ASKS NEW FEDERAL BOOZE PROBE

An American Paper That Fights for Americanism.

The Seattle Star

LATE EDITION

TWO CENTS IN SEATTLE

Per Year, by Mail, \$5.00 to \$5.00

Tides in Seattle	
FRIDAY APRIL 18	SATURDAY APRIL 19
1st Low Tide 12:40 a.m. 5.9 ft.	1st Low Tide 1:22 a.m. 6.2 ft.
1st High Tide 5:28 a.m. 10.7 ft.	1st High Tide 6:12 a.m. 10.9 ft.
2nd Low Tide 12:42 p.m. 6.1 ft.	2nd Low Tide 1:21 p.m. 6.0 ft.
2nd High Tide 7:40 p.m. 11.0 ft.	2nd High Tide 8:28 p.m. 10.9 ft.

VOLUME 22, NO. 50.

SEATTLE, WASH., FRIDAY, APRIL 18, 1919.

Weather Forecast: Tonight and Saturday, rain; moderate southerly winds.

ITALY ULTIMATUM READY

BERLIN IS DECLARED IN STATE OF SIEGE

BIG CROOKS OPERATING IN SEATTLE

Is Organized on Interstate Basis to Smuggle Whisky, Says Stringer

WANTS HELP OF U. S.

"Big crooks," operating with big capital, and organized on an interstate basis, are back of whisky smuggling traffic in Seattle, and must be captured with federal aid, according to Sheriff John Stringer, who prepared Friday to ask for a government investigation.

"Unless the department of justice co-operates on an extensive scale I don't see how we are going to cope with the situation," Stringer said. "For this reason I will confer with federal authorities to see if carload whisky shippers can't be traced down and made to pay the penalty of the law."

A roundup of whisky smugglers at the original point of shipment, often in the Middle West, Canada and even the Orient, must be accomplished, according to Stringer.

Stay in Background

"The big crooks are staying in the background," he says. "They are furnishing sufficient capital for the traffic, and it takes a lot of money and a lot of brains. Every carload of whisky means an investment of from \$20,000 to \$30,000, and there are at least five syndicates operating on a carload basis.

"The men who are in the game here are not cheap crooks, but big fellows who are clever. The men furnishing the capital are staying in the background and taking few chances. Their subordinates are no doubt well paid, and they are the ones who usually get in trouble while the big fellows keep covered up."

Too Much Co-operation

"The railroads are probably being fooled to a certain extent, but there is too much co-operation. For instance, cars are spotted at isolated points just when trucks are there to meet them. This doesn't look right."

An appeal may be made to the state department, asking co-operation from foreign consuls to block shipments of whisky in Canada and the Orient. A meeting was held at the port commission last week, attended by Assistant U. S. Attorney Ben L. Moore, and this course of action discussed. No action has yet been taken, however. The need of close co-operation between federal and civil authorities to block smuggling from boats was advised, and further conferences are pending.

Two Cars Arrive

Two car loads of liquor, over different railroad lines, have been shipped into Seattle and distributed among bootleggers since Sunday, according to authentic information reaching the sheriff.

GOING TO CHINA

LOS ANGELES, Cal., April 18.—William Gillespie, Toronto, Ont., capitalist, is in Los Angeles today en route to China, where he plans to complete contracts for the construction of \$50,000,000 worth of railway lines.

332nd Infantry Men Arrive at New York

NEW YORK, April 18.—The transport Dante Alighiere, from Manila, arrived here today with 1,812 men, including the following units: 332nd infantry, detachment of field and staff headquarters, machine gun company, supply company and companies H and L, base hospital 162 detachment, nine casual companies, seven special casual companies.

Other transports arriving today were the Mercy, a hospital ship, from St. Nazaire, and the transport Otsego. The Mercy brought in 10 officers and 375 enlisted men in convalescent detachments.

The Otsego, sailing from Bordeaux on April 4, came in a day ahead of scheduled time. On board were 942 officers and men from the 19th, 20th, 30th, 36th and 45th balloon companies and two officers and 72 men from four convalescent detachments. Casuals brought the total passenger list up to 1,953.

361ST WILL LEAVE N. Y. ON SUNDAY

Wild West Infantry Due to Reach Seattle on the 28th of April

WILL STOP THREE HOURS

Westward Ho! All aboard for Camp Lewis! These, and perhaps the old cry of the 91st division—"Powder river, let 'er buck!"—will ring thru Camp Merritt Sunday, for on that day the 361st infantry will entrain in the Eastern camp to begin the last leg of its journey home.

Word received unofficially by Chairman Frank Gates, jr., of the soldiers and sailors' welcome committee is to the effect that the boys of the 361st will reach Seattle on Monday, April 28.

The message also said that they would be permitted to remain in the city but three hours before continuing to Camp Lewis, where they will be demobilized.

Day in Spokane

Hundreds of Seattle and Washington men are among the Wild West division heroes of the 361st. For that reason the Seattle committee is eager to have the regiment remain here for a longer period than that reported as allotted to the city. Efforts, it is said, will be made to secure permission for the 361st to stop over for at least several hours longer.

Spokane will have the men all day Sunday, April 27, according to reports, and the committee sees no reason why the people of Seattle should not be allowed to entertain their boys fully as long.

Meets Friday Night

A big meeting of the general welcoming committee will be held Friday night in room 409 of the county city building to perfect plans for the homecoming tribute to the heroes of the Argonne victory. The meeting will convene at 8 o'clock.

Tacoma Wants 'Em

Seattle may have a "Navy day" in their honor and include in the celebration all sailors who can be spared from the Bremerton yard. The question will be taken up with Capt. Harry A. Field, commandant of the yard.

The committee also hopes to have the city decorated for the 361st early enough that the decorations may be used in honor of the sailors, too. Tacoma is urging that Seattle divide the day they have the 361st with that city. Maj. G. H. Winsor, chairman of the Tacoma committee, may put the matter before the Seattle chairman today.

The original plan was for the 361st to spend all of April 28 in Seattle, but protest of Congressman Albert Johnson of Tacoma resulted in the change.

WATCHING THE MARKET

Waiting for the realty market to turn. Like as not, just the realty opportunity that you desire most may be close at hand.

Are you seeking to sell realty holdings, or are you on the lookout to acquire property?

There's a way to gain full information regarding real estate opportunities—make use of the Want columns.

The wants outline the realty facts and wield a tremendous influence in the buying and selling of real estate; in fact, most transfers of realty may be traced direct to the wants.

A SAFE BRIDGE



Reconstruction or Destruction!

This is the world's alternative. Between these the United States must choose.

Chaos is stalking all over Europe—and thousands are literally starving.

America wants none of that. Here we are looking to a period of reconstruction, not destruction.

And we shall achieve it by lending security to our government, investing in it, and guaranteeing its permanency.

The test is at hand with the Victory Loan. It was not so difficult to arouse our ardor and enthusiasm during the war for the purchase of Liberty Bonds. The test is severer now, because the passions which stimulated us in the heat of battle are gone.

But our duty is just as plain. The country is called upon for a loan of four and a half billion. King county is asked to raise 19 millions.

Who shall say what the consequences may be should this loan fail? Will it bring our boys back home from foreign lands any sooner? Will it bring nearer the peace we all are craving? Will it enable us to put forward any of the plans of reconstruction which we are striving?

Failure would delay reconstruction. Success would hasten it. We are asked to lend this money, not to give it. And by lending it, we are making more certain the very things we long for. Is it not worth while?

LEADER OF "REDS" IS CAPTURED

Ebert Takes Action to Quell General Strike in the Hun Metropolis

COMMUNISTS PLUNDER

COPENHAGEN, April 18.—(By United Press.)—Berlin has been declared in a state of siege as a result of the general strike there, dispatches from that city reported today.

Proclamations to that effect were dropped on the city from government airplanes, it was said. The proclamations were signed personally by President Ebert.

Herr Eichhorn, former police president and Spartacan leader, was said to have attempted to escape from the city in an airplane. He was overtaken by government machines and forced to land. He is now in jail.

Government forces have occupied Brunswick, the Spartacan resistance there suddenly having subsided.

MUNICH SCENE OF HOT FIGHT

Socialists Are Preparing for Grand Assault

BERLIN, April 17.—(Delayed.)—(United Press.)—Desperate fighting continues for possession of Munich, according to dispatches received here.

Several regiments of government troops were reported to have met the socialistic forces outside the city, which are making preparations for a grand assault. The communists defenders, while maintaining their artiller' fire, are erecting barricades and barbed wire entanglements in the principal streets entering the town.

Plundering is said to have got beyond control of the communist guards.

Still Waiting for Sea Flight Weather

ST. JOHNS, N. F., April 18.—(United Press.)—Weather prospects were unfavorable for the transatlantic flight when Lieut. Clements, flight officer, took his last observation here. However, the Martinsyde machine pilot, Raynham is believed ready for its getaway at any time, and, if it starts, it is considered certain that Pilot Hawker, in his Sopwith, will also take the air for the big jump.

NEW YORK, April 18.—Another attempt to fly was to be made today with the airplane N. C. 2, one of the navy's entries in the trans-Atlantic flight. Fully loaded, the N. C. 2 failed to rise from the water yesterday, altho several efforts were made.

Time to Display V Loan Banners!

It's time to call out your colors, set up your electric signs, and flaunt all the bunting and insignia of the Victory Liberty Loan from your roofs and gables, for the gala opening day of the drive is soon to arrive. This call was issued by the Victory loan committee Friday.

"The symbol of Uncle Sam's crusaders of the fifth government loan, the 'V,' depicted in the bright Victory colors, should gleam from every doorway and street corner, and move hand slickers to seek quiet alleyways," says the announcement.

"Victory posters of varied design may be obtained at the publicity committee of the Liberty loan committee.

PEACE MEN ARE FACING NEW CRISIS

By ED L. KEEN (United Press Staff Correspondent)

PARIS, April 18.—The Italian situation in the peace conference was expected to reach a crisis in today's session of the "big four."

Premier Orlando, it was understood, planned to present a virtual ultimatum, threatening to wreck the whole peace settlement by diplomatic sabotage unless Italy's territorial claims are fully recognized. This would be accomplished, according to certain Italians, by refusing to accept a treaty inconsistent with their aspirations, and at the same time holding the allies to their agreement not to sign "a separate peace."

Despite the seeming seriousness of the situation, the delegates appeared optimistic of an amicable adjustment before the "big four" adjourned.

Even if the Italian crisis is safely passed today, the "big four" is expected to be confronted with the Japanese "situation" tomorrow or Sunday. At that time the Japanese are scheduled to present their claims affecting certain concessions in China, particularly those in the Shantung peninsula. The general sentiment appeared to favor China in this controversy, but again it was predicted the matter would be safely compromised.

Indications today were that the peace treaty would be finally ratified by the plenary conference on April 24, just one day before the Germans arrive in Versailles to receive it, if the program is followed.

Two plenary sessions apparently will be necessary, the first on April 23 to receive the revised covenant of the league of nations, and final reports of the various commissions and the second on the following day when the whole treaty will be taken up.

President Wilson has requested the industrial board and the railroad administration to try further to reach an agreement on the price reduction program, particularly as to steel and coal.

The information was received in a cablegram to the industrial board today.

The president directed that negotiations between the two agencies which resulted in a wide breach in the cabinet be immediately reopened. He is understood not to have indicated his views as to which party in the controversy should prevail, but simply asked that further efforts be made to settle the dispute.

At the industrial board it was announced that conferences will be resumed with the railroad administration as soon as they can be arranged with Director General Hines.

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NEW YORK, April 18.—Mayor Hylan made further efforts today to avert the general harbor strike scheduled for 6 a. m. tomorrow.

Employees of the Brooklyn Rapid Transit company will not strike until Gov. Smith has an opportunity to confer with them.

LONGSHOREMEN MARKING TIME

"Closed Shop" Strike Continues; Each Side Firm

Both waterfront employers and union longshoremen were marking time Friday, and no negotiations are in progress to settle the strike against "open shop" conditions.

Employers say they are having no trouble finding men to load and unload the ships. The union men are arguing a general strike to force their demands, and will hold a mass meeting May 4th.

The International Longshoremen's union officials say that the waterfront employers are trying to break up the union here and institute the "open shop."

The employers, on the other hand, assert that the longshoremen violated their contract with them when they went on strike in February, in sympathy with the shipyard workers, and when they returned to work demanded that the men who had worked during the strike be discharged.

The employers refused to do this, but said they would employ the men at the gates, where no discrimination would be shown union men, but also no favors. This "open shop" policy was not satisfactory and the union men went on strike, both at the Great Northern and Union Pacific docks.

The union men are not attempting any violence to the men now working at these docks, but have adopted a policy of silent picketing, and will go no further than attempt to persuade these men not to work on the docks; the union has blacklisted.

With the arrival of Walter D. Hines, U. S. railroad director general, here Sunday, some settlement may be attempted, altho employers say they have nothing to concede and will maintain their present stand.

There is some possibility that the strike may spread to the Chicago, Milwaukee & St. Paul docks when the Canada Maru arrives here from the Orient on Saturday. The men are being hired at the gates at this week, and, as this policy is the cause of the strike now going on at the Great Northern and Union Pacific piers, it is not likely the longshoremen will agree to it.

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