

## STRIKERS OBJECT TO U. S. SOLDIERS

**THREATS ARE MADE OF NEW STRIKE IF GUARDS ARE KEPT ON DUTY**

Leaders of Big Four Declare Men Are Justified in Quitting Work if Their Lives are Endangered

Chicago.—Threats by railroad brotherhood chieftains that "there will be 100 similar cases," to the tie-up on the Elgin, Joliet and Eastern, where engineers, firemen, conductors and trainmen refused to work because of the presence of troops in the Joliet, Ill., yards further complicated the railroad strike situation Thursday.

Leaders of the "big four" left to the train service men the right to decide for themselves whether working conditions at terminals were objectionable. Warren S. Stone, president of the Brotherhood of Locomotive Engineers declared at Cleveland that the walkout of trainmen on the E. J. & E. "did not require any approval."

"Our men are not required to work under conditions as now prevail at many railroad terminals," he said. "I am telling them that wherever their lives are endangered by guards they should go home and stay there."

Troops remained on guard in Joliet and the E. J. & E., outer belt line of the Chicago district was tied up in a traffic knot by the suspension of work by the trainmen.

Disorders in connection with the strike as important developments approached were few and widely scattered.

An explanation by S. M. Felton, chairman of the western committee on public relations of the Association of Railway Executives, of the railroad view of President Harding's proposals and the position of leaders of the shopmen's strike, made public, said that a large majority of the public had been misled regarding the stand of union leaders and that there is considerable confusion over the president's proposal with respect to the seniority questions.

"With respect to seniority, there still seems to be confusion in many people's minds as to exactly what the president originally proposed. He proposed simply that the employees who struck be taken back with the same seniority rights that they had before they struck."

"This meant that strikers who formerly had seniority over employees who stayed at work would recover their seniority over these men and that they would be given seniority over all new men who have been employed since the strike began. This would mean that practically every employee who was low on the seniority list and stayed at work, would be put back in his former position on the seniority list where he would be given regular employment."

**May Fix Price of Gasoline**  
Washington.—Recommendations that a government commission be established to regulate the oil industry may result from the senatorial investigation of high gasoline prices. Some members of the committee are known to believe that only in this way can the public be protected against exorbitant charges for gasoline. This was indicated as reports to the special committee tended to show that a "tacit agreement" existed among so called standard producers in regard to arbitrary price setting.

**Refunding Negotiations Are Opened**  
Washington.—Negotiations for the funding of the French war debt to this country were resumed Thursday at a meeting of the American debt commission with Jean V. Parmentier, director of finance of the French treasury. It was expected that definite proposals of methods for payment of the \$3,500,000,000 obligation would be taken up.

**World Peace Party to Sail**  
Washington.—The American group of inter-parliamentary union, an international organization for promotion of world peace, sailed from New York Saturday to attend the union's annual meeting at Vienna August 28. The American group consists of five senators and five representatives.

**Tuna Fish Are Scarce**  
San Diego, Cal.—Owing to the scarcity of the tuna fish catch this year, southern California canneries have raised the price offered for bluefin tuna to \$96 a ton and Albacore \$159 a ton, an increase of \$24 over the opening price of Albacore.

**Contraband Munitions Found**  
Washington.—The shipping board steamer President Grant was permitted to proceed by the port authorities at Hong Kong after removal of contraband munitions according to a report received by the board. Five Chinese on board were arrested on complaint of the master of the President Grant, the dispatch said. They were found to have in their possession 125 revolvers and 13,000 rounds of ammunition. Three of the Chinese were passengers.

## LIFE OF UNIONISM IS NOW AT STAKE

**FULL STRENGTH OF ORGANIZED LABOR IS TO BE BROUGHT OUT IN PRESENT STRUGGLE**

Every Element in Unionism Now Declared United in Effort to Wipe Out the Workers Organizations

Washington.—Believing that the very life of unionism is at stake in the fight between the railroad executives and the striking shop craftsmen, organized labor is preparing to meet the situation with its full strength, it was made known to the United Press Friday.

"The menace of a huge industrial conflict—the greatest in the history of the country—is in the air," an American Federation of Labor official stated.

This official is known as a conservative and generally opposed to the use of such weapons as the sympathetic strike, now being urged on President Samuel Gompers by the heads of unions in all parts of the country.

Both conservatives and radicals alike make no secret of their determination to support the shop craftsmen in a fight to the finish.

Labor's next move depends largely on the action of President Harding. Harding and his cabinet met Friday to decide whether the administration shall stand aside and permit the executive and the strikers to fight it out, or take further steps for peace.

Harding is not inclined to take decisive action, such as taking over railroads that fail to function until every other medium has been exhausted. But whenever he believes the public interest is menaced, he will not hesitate to take a step he has made it known. He has full constitutional power to secure receiverships for all railroads that fail to function his advisers assured him.

### NORTHWEST MENACED BY FIRE

Recent Electrical Storms Cause Havoc in Western States

Spokane, Wash.—From the Rocky Mountains in Montana to the Columbia river in Washington and up to one hundred miles from the Canadian borders, thousands of men are fighting against forest fires which seem to have nature on their side.

The particularly dry, hot, summer weather of the past two months, which reached its climax in thunder storms lately, has made the forest condition extremely critical. Lightning which accompanies the storms, has started more fires than the rain has checked, and in most inaccessible places.

A fire in Kaniksu forest, eastern Washington Friday had jumped the Idaho line, covering 750 acres, threatening the forest experiment station. The fire, according to latest official reports, was headed northeast, through valuable government timber.

### May Abandon Fort at San Diego

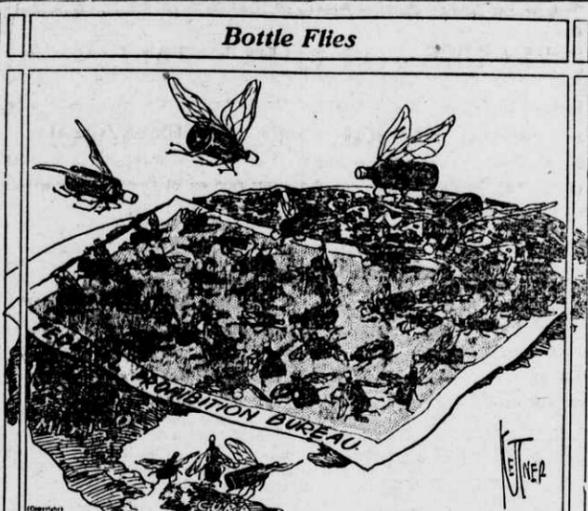
San Diego, Cal.—Possibly abandonment of the coast artillery post at Rosencrans on Point Loma, in furtherance of the government plan to reduce the army personnel, was forecast Friday in unofficial reports received from Washington. The guns and mortars will not be removed, it is said, but will be guarded by a small number of men. The fort was established in 1890. During the war it was one of the largest on the coast.

**Whale Caught Carrying Harpoon**  
Mercer, Ore.—A harpoon eighteen feet long, which an old whaler declared was fashioned by Indians or Eskimos, was attached to the carcass of a small whale that has come ashore at Cox Point, Ore. The whale was first sighted by the lighthouse keeper of Hecta Head, who, thinking it an overturned boat, reported to the Suislaw coast guards. The harpoon, of very crude design, had been fashioned from a sapling and tipped with a broad triangular iron point. It is believed the whale drifted south from the coast of Siberia or the Bering Sea.

**Wheat Shipments**  
Montreal, Que.—Since the opening of navigation almost 50,000,000 bushels of grain were shipped to Europe from the Port of Montreal a performance that not only equals that of last year, when a new record was created, but exceeds it by nearly 2,000,000 bushels. The total shipments in 1921 amounted to 138,453,980 bushels, or nearly 50,000,000 bushels more than were shipped from any other port on the North American continent.

### Utah State Fair Dates Set

Salt Lake.—The annual exposition held under the auspices of the Utah State Fair association is scheduled this year for October 2 to 7, according to W. D. Sutton, state treasurer and manager of the fair. The division of labor has been mapped out and each director is busily engaged with plans for the forthcoming exhibition of Utah's resources, industries and schools. That the exposition will be as important as any held in former years.



## MANY ARE KILLED AS TRAINS CLASH

**THIRTY-SIX PASSENGERS KILLED AND SCORES INJURED WHEN TRAINS CRASH**

Wreck Is Attributed to Failure of Engineer to Heed Signal; Work of Removing Dead and Injured Is Gruesome Task

Sulphur Springs, Mo.—Failure of an engineer to heed a block signal caused the rear-end collision on the Missouri Pacific Saturday night in which thirty-six persons were killed and about 138 injured, twenty-five seriously, according to John Cannon, assistant general manager of the road.

Train No. 4, a fast passenger, vestibuled, steel train running at full speed, crashed into No. 32, a local composed of five wooden day coaches a baggage and an express car, as the engine was taking on water with the coaches stretching back on a trestle over Glaise Creek.

The impact hurled two of the local coaches down a fifty-foot embankment edging the Mississippi and telescoped four other coaches, crushing a number of the passengers to death in their falls. Both trains were running behind time and the fast passenger, running from Fort Worth, Texas, to St. Louis, carried 180 passengers and the local 100 persons.

According to Mr. Cannon, Matt G. Glenn of St. Louis, engineer of the fast passenger, failed to heed a block signal warning him that the track was not clear ahead. Glenn, 57 years of age, an engineer for thirty-seven years without a black mark against his record, was killed when he jumped from the cab just before the crash. Edward Tinsley, also of St. Louis, fireman of No. 4, remained at his post and was injured seriously.

Engineer Glenn shortly before arriving in Sulphur Springs received orders "on the run" to pull over on a siding at Cliff Cave, ten miles north of here, to allow "Sunshine Special No. 1," en route from St. Louis to Texas points, to pass, and Mr. Cannon explained the engineer failed to heed the block signal because he apparently was reading these orders when he passed the block.

Just south of the scene of the disaster there is a curve in the road, which cut off view of the local train on the trestle. Missouri Pacific officials, however, emphasized that the block signals were operating in perfect order, and Engineer Glenn should have slowed his train down so that he could have come to a halt almost instantly.

The last body was removed from the debris early Sunday. A group of rescuers, kerosene torches lighting their way, came down the track to the little railroad station with the inert figure on a litter, improvised from boards of the splintered wreckage.

The railroad tracks parallel the Mississippi river and the trestle on which the disaster occurred spans Glaise Creek where it enters the river. As a result, a report was current that a number of bodies were hurled into the Mississippi. There was no way of verifying this report, however. Rescue work was interfered with by lack of proper light. This little village is without electricity, and the rescue workers and morbidly curious made their way among the mass of twisted steel and crumpled wooden coaches by the aid of kerosene torches and lights on sticks. Thousands of persons visited here late Sunday night to view the wreck and roads were blocked for a radius of three miles.

### Plans Made For Control of Coal

Chicago.—While union chiefs and coal operators expressed a general belief that peace in the coal strike is drawing near, with the conferences at Cleveland an accelerator, Chicago received Sunday from Washington the detailed plan for the distribution of fuel in the existing emergency. The outline was issued by Henry B. Spencer, the federal fuel distributor appointed by the president, and the organization is expected to be formed some time this week.

## CUT ARGUMENTS ON TARIFF BILL

**THIRTY MINUTES ONLY WILL BE ALLOWED EACH DEBATER ON VITAL SUBJECTS**

While No Date Has Been Set For Final Disposal of Measure, New Arrangements Is Result of Joint Argument

Washington.—An agreement under which amendments to the more important sections of the tariff bill to be disposed of before the close of the week was in effect Monday when the senate settled down to its job again. Although it had been found impossible in the struggle last week to formulate a successful program for fixing a definite date for disposing of the bill itself, the agreement finally evolved Saturday, it was hoped would expedite so a final vote could be had before September 1.

The agreement to get the more important items still in dispute cleaned up this week, so far as amendments are concerned, came during debate on the sugar schedule. It will serve to curtail sharply discussion on many points and was worked out by several hours of conference between majority and minority representatives. As the senate program now stands, the sugar schedule is to be disposed of by Tuesday, and before adjournment that day a vote will also be taken on amendments to paragraphs dealing with potash and white arsenic. On Wednesday the leather schedule, boots, shoes and hides will go through the mill, and on Friday will come action on sections proposing a flexible tariff adjustment and also on "scientific" tariff proposals.

Saturday will see remaining amendments taken up in order, but beginning on that day senators will be limited to fifteen-minute discussions of any amendment and to thirty minutes on the bill itself. Senators will work on a time limit during the entire debate this week, being restricted to an hour on any of the amendments included under the schedules named in the agreement.

Senator Harrison asked unanimous consent to call up the resolution, but Senator Smoot objected, and then Senator Nicholson (Rep., Colorado), made a motion that the sugar schedule be laid aside until there had been an investigation. A point of order by Senator Smoot that this motion was out of order was upheld by Senator Cummins (Rep., Iowa), who was presiding.

Senator Nicholson declared that "very serious charges" had been made in articles read to the senate Saturday by Senator Harrison, and that he felt the senate should not proceed with the consideration of the sugar schedule until there had been an investigation.

### Borah Urged to Lead New Party

Washington.—Senator Borah of Idaho is becoming the involuntary center of a third party movement, which is beginning to be marked by the insistence of its demands that Borah step out and lead a political revolt. Letters are pouring into Borah's office from men and women of almost every shade of political opinion announcing their dissatisfaction with the two old parties and urging Borah to take the lead in uniting the politically restless in the United States under a new organization banner.

### Atlantic Cable Is Cut

New York.—Communication between the United States and Ireland, France, Germany and northern Europe through the Commercial Cable Company was cut off at 3 o'clock Monday morning, probably because of the seizure of the station at Waterville, Ireland, by the Irish republican army, officials of the company announced. Practically no messages are being taken for transmission to these countries, and those accepted are subject to serious delay, the company said.

## TYPHOON DEATH TOLL RUNS HIGH

**TWENTY-EIGHT THOUSAND NOW ARE REPORTED TO HAVE LOST LIVES IN CHINESE STORM**

New Figures Are Furnished on Casualties Through Hongkong Chamber of Commerce; Heap of Ruin

Hongkong.—Typhoon-stricken Swatow, a mangled and miserable caricature of the port of a week ago, doggedly goes about the first ghastly task that falls to the survivors of the storm—burial of the dead.

Bodies of 28,000 have been recovered, a death toll that triples former estimates and cuts in half the former population of the native city. These figures were given in a circular issued by the Swatow chamber of commerce from its branch in Hongkong.

Brick coffins have been hammered together with lumber salvaged from the wreck of the city. But these cannot be knocked together fast enough to dispose of bodies which are a sanitary menace to the health of the living. Gunnybags and mattress bags have been made into crude shrouds. Graves are hurriedly dug in the alluvial flats on which the port was built, that bodies may be interred as they are recovered from the wreckage.

Shortage of food may prove another menace. British in Hongkong already have sent \$10,000 for relief to the British consul at Swatow. Rice is being shipped from the British colony to the typhoon survivors. The Swatow Municipality Charitable association has organized a relief fund to which subscriptions are being sought. Benevolent societies in Hongkong are uniting in relief measures for the sufferers. Other cities in China are expected to heed the plea of stricken Swatow.

Bandits making grim capital of the city's disaster are reported to have raided homes and robbed pedestrians in the native section. Ghouls sought to loot the dead but were promptly stoned by native police.

Swatow is a heap of ruins. The tidal wave which swept the road along the harbor while the storm was at its height completed the devastation which the storm started. Water front buildings, crumpled before the assault of the water, lie in tangled nondescript piles. Three steamers caught in the storm were piled on the beach. Smaller craft, demolished when they sought shelter in Swatow harbor, added to the tangle on the water front that swirls with the tide.

### Hailstorm Stops Train

Akron, O.—Passengers were terrified, windows were broken and Burlington train No. 14 was forced to stop when it was struck by terrific hail and wind storm near here. Every window on the north side of the train, was broken by hail. Several passengers were bruised by the hailstones.

### American-German Claims Near Finish

Washington.—President Harding expects that the state department will shortly be able to announce the institution of negotiations for settlement of German-American claims arising out of the war. Discussions which have been under way for some time are nearing a conclusion, it was said Tuesday at the White House.

### Five Die From Eating Cake

Pittsburg.—The "arsenic murder fiend" who slew six and endangered the lives of 100 in New York ten days ago found five victims here Tuesday in the belief of the police. The entire family of Romola Testaguzza lay stricken with poison received from a cake purchased in New York City at a restaurant believed to be the Shelby where the other poisonings took place.

### Roundup Breaks All Records

Salt Lake.—In what is said to have been the biggest prohibition enforcement raid ever conducted west of the Mississippi river, a big force of federal prohibition agents, United States deputy marshals, sheriffs and deputy sheriffs from seven counties in Utah and seventeen Salt Lake policemen, Tuesday raided more than fifty places suspected of selling liquor and arrested about seventy individuals.

### Commission Rejects German Offer

Paris.—The reparations commission by a vote of 3 to 1 last Thursday rejected a resolution which would have accommodated a moratorium for Germany for the remainder of the calendar year on reparations. It also rejected Germany's offer of payments of £500,000 monthly on balances of her prewar debt.

### Would Pattern After United States

Peking.—China's parliament, resuming Tuesday the sittings begun Aug. 1, after a lapse of nearly five years due to internal disorders, faced strong representations for the adoption of a constitution as speedily as may be. Li Yuan Hung, president, and Wu Peifu, the man whose military successes paved the way for Li's resumption of the office, whence he was ousted in 1917, both have gone on record as favoring an organic law pattern after that of the United States.

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**Pipe Arch Bridge.**  
An engineering curiosity, said to be unique to this country and to have only one parallel in Europe, is the pipe arch bridge over the Sudbars river which carries Boston's water supply. The span is eighty feet, and the steel pipe, seven and one-half feet in diameter rises five and one-half feet above the horizontal at the center. The pressure on the abutments when the pipe is filled with water is great and is resisted by a mass of concrete forty feet thick behind each abutment. Across the curved tops runs a hand-railed foot bridge. The steel of the pipe in the arched portion is five-eighths of an inch in thickness.

**Sentiment Analyzed.**  
By the way, why is it that the poor always eat crusts? What do they do with the soft part of the loaf? We never heard of a poor man, not in literature, we mean, who didn't make his meal solely on the crust of his bread.—From the Kansas City Star.

**"Ards"**  
"Ard" is a Saxon termination or personal names, denoting natural tendency, as Godard, "good-tempered"; Giffard, "liberal"; drunkard "sottish"; sluggard, lazy," and many others.

**Sentiment Analyzed.**  
Much less courage is needed to bluster out a defiance before our enemies than is needed to simply state the truth as we see it, and quietly stand by it. After all, quiet steadfastness can always be trusted to carry conviction.

**Badly Shaken.**  
Hubby (reading paper) — "Just think, an earthquake has destroyed the entire town of Piszskysky in Poland." Wife—"Was it spelled the same way before the earthquake?"—Houston Post.

**Bits of Information.**  
The phrase, "a feather in his cap," originated in an old custom in Hungary, which forbade any one to wear a feather in his cap unless her had killed a Turk.

**Land Fish in India.**  
In India certain species of fish can live out of water a day or two, and on a hot summer's day they may be seen making their way rather clumsily across the fields.

**On the Shiftless Shift.**  
First Laborer—"Are ye workin', Joe?" Second Laborer—"Sure. I got a dandy job fixin' de trolley tracks. I have to quit every minute or so to let de cars pass.—Life

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**Chop Stroke Came Natural**  
Golf Instructor—"Oh swing the club, man! Swing it! Don't chop at the ball as if you were a butcher." Beginner—"Confound it, that's just what I am."—Boston Evening Transcript.

**Anger Inflicts Wounds.**  
"Anger is a weapon that is handled by the blade," and he who uses it is sure to inflict the deepest wounds upon himself. Wrath may strike heavy blows, but its cuts into the soul of the one who makes it his instrument.