

At New Utah



HAROLD LOCKWOOD
In "UNDER HANDICAP"
and a Roaring Comedy.

THE WORLD'S MOST CLEVER AND BEAUTIFUL
ACTRESS IN A SUPERB PRODUCTION,
"THE GREAT WHITE TRAIL"



DORIS KENYON
SUNDAY—MONDAY—TUESDAY
POPULAR PLAYERS AT UTAH. FONE 3060.

WILSON PROGRAM IS IMPOSSIBLE

Nachrichten of Dusseldorf
Rejects Peace Conditions as
Utterly Impossible.

WAR MUST CONTINUE

Claim President Has Erected
Brutal Military Dictatorship
In His Own Country.

AMSTERDAM, Jan. 10.—The Nachrichten of Dusseldorf rejects President Wilson's proposition as utterly unacceptable and says that discussion is useless.

President Wilson seems not to know that the smallest appropriation for the army requires the sanction of the reichstag, the most democratic parliament in the world. Yet he, who, unbecoming the spirit of the American constitution, has created a brutal military dictatorship in his own country, now presumes to talk about autocracy in free Germany.

PLAN FOR DISTRIBUTING SPEECH. LONDON, Jan. 11.—Referring to the report that it is intended to drop a million copies of President Wilson's address in Germany from airplanes, the Daily Chronicle, while thinking the idea excellent and that if every German could read the address it might lead to a national strike against the war, recalls Germany's recent announcement that pilots caught dropping propaganda would be shot as spies. Accordingly the paper appeals to inventors to produce a machine which of itself will drop the propaganda.

THE PRESENT FEAR. "How your boat tears through the water!" "Don't speak of it, please, or in these war tax times, they may charge me for the water rent."

THE TASTE YOU LIKE

—that superb, smooth, rich flavor—free from all
trace of bitterness.

HEWLETT'S
LUNETTA
TEA



Natural
Japan

and
English
Breakfast

RAILROADS TO MAKE A CLEAN UP ON FREIGHT

According to advices given out by W. H. Chevers, general agent of the Union Pacific, western railroads are making every possible preparation to observe "Freight Moving Week" Jan. 14 to 21, inclusive, in a manner that will cause commendation alike from the government and the public and further prove that the railroads of the country are unreservedly "back of the government."

The question of expediting freight shipments being taken up vigorously by Secretary McAdoo, federal director general of the railroads, in response to the urgent call for an educational campaign to awaken shippers and the public in general to the necessity and importance of the prompt loading and unloading of freight cars. In response to this insistent demand, Secretary McAdoo, by proclamation, definitely fixed the week of Jan. 14 as "Freight Moving Week" for the purpose of emptying loaded freight cars at their destination, thus releasing thousands of cars for other immediate use.

"Freight Moving Week" is fixed one week in advance of the date that the new demurrage charges go into effect under government orders. It should not be overlooked, railroad men assert, that the following week the progressive demurrage charges up to \$10 per day will be in force, so that it will be decidedly to the advantage of shippers to develop a regular practice of prompt unloading of freight cars from day to day.

In his proclamation, Secretary McAdoo appeals to the people of the United States to observe the week with strictest attention to the benefits which a complete national co-operation will effect. He also requests the governors of the states, public utilities commissioners, mayors of cities and towns, state councils of national defense, the federal and state fuel and food administrations, the chambers of commerce and other business organizations, business men and shippers generally, trucking companies and all railroad employees to organize locally and make a supreme effort during this week to unload freight cars, to remove freight from railroad stations and to clear the way for a more efficient operation of the railroads of the country. He declares that an earnest and united pull all along the line will achieve wonders.

Every railroad has taken part in bringing the matter to the attention of the shippers and to the public. Officials have been asked to give the matter "hourly" consideration.

THIRTY CANNERS ARE TO MAKE TRIP TO BOSTON

Utah will send a delegation of approximately thirty prominent canners, members of the State Canners association, to the annual convention of the national organization to be held in Boston, Feb. 11-16, inclusive.

The larger number of the delegation will consist of canners maintaining factories and headquarters in Ogden. Among them will be A. J. Hall, of the Utah Packing company and president of the Utah Canners' association; H. L. Herrington, former president of the state association; and George W. Goddard, of the board of directors.

As a result of negotiations now in progress between members of the delegation and Paul Beemer, city passenger agent for the Union Pacific, it is probable the Utah party will make the trip in a special car. They will leave Ogden Feb. 4 or 5, and spend two days in Chicago, arriving in Boston Feb. 9 or 10. On their return they will visit Cincinnati, St. Louis and Kansas City.

NAVY DESERTER IS HELD BY POLICE

As a result of a telegram received this morning by Police Chief Brownling from Maj. George Barnett, commandant at the Marine barracks navy yard, Puget Sound, it is probable Alvin Lemoine, deserter, will be turned over to the marine authorities, at Salt Lake City today or tomorrow.

Lemoine was taken into custody by Detective A. B. Jensen about ten days ago as a slacker. Investigation showed that he deserted from the navy, August 23. He is about 28 years old. George Walter Lemoine, a younger brother, was arrested at the same time. The brother established the fact that he was only 29 years of age and was released. They are natives of Arkansas.

DISASTROUS FIRE OCCURS IN WINNIPEG

WINNIPEG, Man., Jan. 11.—Fire early today destroyed the Enderton office and store building in the heart of Winnipeg's retail district, causing loss estimated at more than \$750,000. Twenty degrees below zero temperature which prevailed when the fire was discovered, hampered the work of the firemen. Three firemen were injured.

OVERBURDENED. How does it happen that a prohibition community is obliged to arrest people for intoxication?

"Well," said Uncle Bill Bottletop, "it's another phase of the transportation problem. Every now and then somebody who wants to carry home a liquor supply from outside territory undertakes to be his own demijohn."

A sure cure for insomnia is to have someone knock at the door and tell you to get up.

PROUTY CASE SET FOR MONDAY MORNING IN POLICE COURT

H. R. Prouty, charged with having liquor in his possession, will be arraigned in municipal court Monday morning. Prouty is manager of the Weber hotel and is at large on \$300 bond.

The Prouty arraignment has been set several times, but because of changes in the city attorney's office and other reasons, it has been continued from time to time. Judge Barker specially requested this morning that the attorneys agree upon some definite date and, upon suggestion of David L. Stine, assistant city attorney, the arraignment was set for Monday morning.

It was stated that Attorney A. G. Horn, counsel for Prouty, probably will surrender his client to the authorities and then apply to the supreme court for release upon a writ of habeas corpus. The petition for the writ will be based upon the allegation that Prouty already has been tried and convicted for the offense for which he now is accused.

CLASS ONE MEN ARE DESIGNATED

The following men have been listed in class one by the local board for Ogden city:

- William Webster, James William Greenwell, Anselm Clinton Driscoll, James Karkitkos, James Estle Ward, Leigh Adolph Schonwandt, George Mocos, T. Frank Smith, D. E. Kravartzes, Montgomery E. Cora, Alenzo West, Joseph Crompton, Elmer Frederick Stromberg, Raymond Arbon, Phillip John Hooper, Adolph Morton Miller, Jr., Morris Edward McNary, Elmer Nelson, Maxwell B. Lawson, Pete Sallogoty, Warren J. Smith, Marvin Alma Card, William W. Bishop, Myron F. Bratt, Arthur McGregor, Sam Tuluts, Eugene Christensen, Daniel Traseth, William Vaughn, Clarence Wheelwright, John Zivvarshoon, Lawrence Baxter, Fred A. Brophy, Walter Bruesch, Walter G. Cooke, John Uhalde, J. Reginald Minson, Oreste Puccini, George Pappas, Sam Vitas, Knapp R. Allen, Clarence Waterfall, Fred T. Stone, Gust Adamakas, Frank L. Tribe, John E. Viesser, Robert L. Purrington, Victor John Elliott, Harold T. Yeaman, Speleos Voutscotes, Byron W. Naisbitt, William Telford Greenwell, Thomas E. Myers, John Murty Dwyer, Dorser Frank Egington, Louis Shortley, Vern Bultough, Stanley Powers, Russell Thomas, Augustus Edward Cross, Peter C. Sherner, Fung Wah, Lawrence Bennett, Samuel Alfred Sailer, Daniel William Knighton, Lawrence Nielsen, Seth Henry Atkinson, Hyrum Smith Price, Andrew Vandenberg, Fred S. Gurniss, Edward E. Kroencke, Ross Porter, James Mills, Bentley Shields, John Brophy, George Mortimer Watson, Leo Thomas Dean, John L. Thompson, Glenn Killageworth, Walter Leroy Wilson, Frederick Franklin Ayers, Walter McMillin, John Udling, Ellis Larson, Ross Lee Smith, Bruno Ewald Schmall, Carl R. Smith, Walter E. Woolsey, Chester H. Thomas, Vincent Patrick Carney, Walter R. Donaldson, John A. Dreeshouse, Lawrence Lesley Huston, Albert Zondervan, Jose Barainca, Hyrum Sanders, Delbert S. Whipple, Vincent L. Cosgrave, Robert Mitchell, Cleo Moore, Aliman, James Ray Pack, John Muller, Glen McHenry, Charles Raymond Riddiough, James Ismael Rivers, George William Tillet, Joseph S. Johnston, Melvin Frank Barton, Arthur H. Jespersen, Seymour Leon London, Sylvester Swift, Howard Hugh, George Everett, Val Allen Brown, Bryce Swartzfager, Arthur Perkins, Gerrit Van der Vlies, Edgar Pors, Christ G. Giannoulis, Leland DeThomas, George N. Morphis, Paul A. Wardleigh, Nick Greetman, Orson L. Broadbent, Clarence Preshaw, Albert C. Cooney, Singleton Brown, Rudolph Joseph Kollmeier, Clayton Griswold, Francis Nelson Brown, J. R. Williams, Howard Jack, Gustaf Blixt, Gaston Linary, Harold L. Trine, Porter S. Tillotson, Harry Slater Reed.

ELECTION OF OFFICERS BY M. E. SUNDAY SCHOOLS

Homer A. Seip again has been elected superintendent of the First Methodist church Sunday school organization. The annual election of officers was held at a recent meeting at the home of W. A. Middleton, Peery apartments.

In addition to Supt. Seip the following officers were chosen: W. S. Cartwright, assistant superintendent; Miss Laura Kirkpatrick, secretary; Miss Edna Middleton, treasurer; Miss Nina Butts, librarian; Mrs. H. Dominey, organist; and H. Dominey, choirleader.

Primary department: Mrs. J. J. Malone, superintendent; Mrs. W. S. Cravens, assistant superintendent; Miss Irene Daily, secretary; Miss Mabel Rowse, organist.

Cradle roll: Mrs. Harry E. White, superintendent; Mrs. Dodson, assistant.

Home department: Mrs. Ralph Griffin.

Missionary department: Mrs. W. H. Bennett, superintendent.

Temperance department: O. L. Lemmon, superintendent.

Reports were made by the various department chiefs, including the officers and teachers. The Sunday school is in a healthy condition and growing.

A BLOW. "What's the matter with your wife? She seems all broken up lately." "Well, she had a terrible shock." "Why, what happened?" "She was assisting at a rummage sale. She took off her new hat and somebody sold it for 30 cents."

--important to business men

—you're interested in efficiency; getting bigger and better results in the shortest time.

—apply this principle to clothes buying; you can come here any day, choose one of the finest american or foreign weaves; be fitted perfectly in a Hart Schaffner & Marx suit, and wear it away with you—all in a few minutes, and you save money.

—that's efficiency.

—you can get the same "quick action" in high quality furnishings, hats, shirts; try it.



Copyright Hart Schaffner & Marx



The home of Hart Schaffner & Marx clothes

OBJECTIONS ARE MADE TO SOME OF THE ORDERS ISSUED BY THE DIRECTOR GENERAL OF ROADS

That confusion may not result from the industrial change occasioned by the proclamation of President Wilson placing American railroads under government control and naming Secretary McAdoo as director-general, expedient remedial action, at the close of the day, the insistence of Director-General McAdoo that he supersede the Interstate Commerce commission; his order as to the transporting of freight by the shortest route, regardless of the shipper's legal right to instruct as to routing; the over-riding of demurrage rules in order to relieve congestion in the east; together with all that is appearing in the public prints as to what the director-general intends to do or has the power to do, indicate that the public—including Mr. McAdoo himself and the president, whose agent he is—thinks the director-general has powers which we are not convinced he has, and which we do not believe he can have without legislation specifically conferring them. Those who apparently take the other view merely assert that these powers exist or complemently take them for granted, but no one, so far as we have noticed, has ventured to say whence they are derived.

The language used by President Wilson, says the Traffic World, "in taking over the control of the railroads; the insistence of Director-General McAdoo that he supersede the Interstate Commerce commission; his order as to the transporting of freight by the shortest route, regardless of the shipper's legal right to instruct as to routing; the over-riding of demurrage rules in order to relieve congestion in the east; together with all that is appearing in the public prints as to what the director-general intends to do or has the power to do, indicate that the public—including Mr. McAdoo himself and the president, whose agent he is—thinks the director-general has powers which we are not convinced he has, and which we do not believe he can have without legislation specifically conferring them. Those who apparently take the other view merely assert that these powers exist or complemently take them for granted, but no one, so far as we have noticed, has ventured to say whence they are derived."

The editorial takes the position "that the president and the director-general can, generally speaking, do only the things that it would have been perfectly legal for the railroads themselves to do before the government took over the railroads, and he can do none of the things that were illegal."

The director-general, according to this logic, merely succeeds the executive of the roads. He can do all the things they legally could have done, but can do none of the things they legally were barred from doing.

"For instance," the Traffic World continues, "the director-general may abolish down-town ticket offices; he may dismiss or hire more men; he may stop advertising for passenger business when passenger business ought to be cut to the bone; he may make one road a freight road and another a passenger road; he may use passenger equipment for hauling freight; he may pool facilities; he may decrease the salaries of railroad presidents and increase the wages of switchmen; but—without additional legislation—he may not violate the law prohibiting the pooling of traffic or earnings; he may not increase, or reduce freight or passenger rates. In short, he may do nothing in violation of any law on the statute books with-

out specific authority so to do. The law must first be repealed or amended. That is the common sense, straight view to take, although, it is only a layman view, we believe it is sound legally."

The editorial closes by declaring that it does not desire to appear out of sympathy with the government and with what the government is trying to accomplish. It insists that it is in full sympathy with the purposes of the president and believes his action was absolutely necessary. It also states that many of the things which the government is trying to do, although in violation of the law, may be necessary and if necessary should be done.

"We believe they should be done by changing the law," the publication concludes, "instead of by ignoring it. We are at war, to be sure, and war will accustom us to many things heretofore strangers to us, but it seems to us that we have not yet reached the point where laws must be ignored or violated—certainly not until some effort has been made to alter them to fit our necessities."

It is probable that this stand, taken pretty generally by railroaders, resulted in Secretary McAdoo's recent order countermanning a former order stopping solicitation for business. The question, between the railroaders and the Secretary is whether the shipper has the right to select his own routings, regardless of government ownership. It is admitted that government shipments are entitled and should have precedence over all lines at all times, but so far as individual shippers are concerned, it is argued, they are entitled to elect as to routings.

PACKAGES CAN BE SENT TO FRANCE

It was announced by Postmaster W. W. Browning that permission to forward packages to soldiers in France did not end with the Christmas holidays, but parcels, meeting all incidental requirements, may be mailed as formerly.

Such packages must be inspected at the home office, after which they are forwarded to New York and redirected to the addressee overseas. The rules that were issued governing Christmas parcels remain in force.

ELIM LUTHERAN—Corner of Jefferson and Twenty-third street. Arthur E. Olsen, pastor. Sunday school 10 a. m. Swedish services 11 a. m. English evening service 8 p. m. All are cordially invited.

When a man gets full it's a good time to take his bust measure.

KILL THE ROOSTER; IS THE ADVICE GIVEN BEGINNER

The Standard's offer to furnish any advice desired by prospective poultry raisers, who are sincerely anxious to join the nation-wide drive for a greater production of eggs, already has been accepted.

A communication received today inquires as to the most profitable breed of chickens. It does not state, however, whether the prospective chicken raiser is entering the industry for "meat" or for eggs.

Regardless, however, it is a question that has never been satisfactorily answered and probably never will be convincingly replied to. It all depends if one wishes to keep a few chickens for eggs only, it is advisable to try one of the non-setting or Mediterranean variety, such as the Leghorns. If one wishes to breed for meat only, it would be wise to try one of the larger meat-producing breeds.

But if the prospective raiser wishes to breed for both eggs and meat, one of the American varieties will give the best returns. Among the American varieties, the most popular at the present time are the Rhode Island Reds, the Plymouth Rocks and the Wyandottes.

The small non-setting varieties probably will stand more abuse by over-feeding and not take on too much fat as will the larger breeds.

Beginners again are warned against expensive poultry houses, too large flocks and useless roosters. Kill and eat the roosters. They are worse than useless except for breeding purposes, and do not undertake to raise more chickens than you can handle conveniently and properly. But—

Every home should raise a few chickens.

Read the Classified Ads.

PANTAGES
A Great Show This Week
"A FIRESIDE REVERIE"
A Delightful Musical Comedy.

Those Funny Boys
WILSON BROS.
The Lieutenant and the Cop.

PARSONS & IRWIN
A Message From the Front.

—AND—
OTHER GREAT ACTS

Don't Miss This Bill.

3 SHOWS TODAY

15c—25c—35c.
Matinee at 3 P. M.