

The Standard.
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EPIDEMIC OF GRIP AND PNEUMONIA.

Grip has become epidemic in the city. One school reports every child as having been afflicted.
 The disease is not confined to the children. Grown ups are suffering headaches, sore throats, heavy eyes and fever.
 There is nothing alarming in the malady, except that grip frequently lays the foundation for pneumonia.
 At the annual session of physicians in New York on Tuesday, reference was made to new types of pneumonia developed last winter and also to the large number of cases of the disease in the army. An Ogden physician says the pneumonia which has been following grip in the east is difficult to diagnose and does not readily yield to treatment.

SHIPYARDS MAKING GOOD.

Our shipyards have passed the British yards in the production of ships. Given one year in which to get under way, the United States has exceeded the highest output of the yards of England and Scotland, and from now on the difference will grow, greatly to our credit.
 In the face of all this, the American politicians have tried desperately to work a scandal out of our shipbuilding program.
 There are men in public life detaching their whole time to attacking those who have the responsibility for these big undertakings thrust upon us by the war, and, strange to relate, not one of the backcappers has so much as lifted his hand to encourage the leaders who have so many cares.

SECRET SERVICE IN OGDEN.

Some time ago The Standard, following editorial comment, took up with Senator W. H. King in Washington the advisability of having a branch of the secret service established in Ogden, setting forth at the time that information conveyed to Salt Lake too often brought no response or a much belated reply.
 Senator King agreed that secret service men should be placed here, but no direct results were obtained.
 The fire of Tuesday, though it may not have been incendiary, is a reminder that Ogden needs the protecting hand of the federal sleuths. This is a great railroad center and an industrial point of much activity. Ogden is one of the most important terminals on the line of transcontinental traffic. It should not be left to the uncertainties which have attended calls on Salt Lake for secret service men.
 The suggestion has been made to us that perhaps a big part of our secret service has been undermined by pro-German influence during the past ten years. Knowing how thoroughly and insidiously the pro-Germans have worked in this country, it would not be a source of surprise to learn that during a decade our national politics had been so manipulated as to fill our secret service with German agents posing as high class Americans.

WHAT AILS GENERAL MAURICE.

When General Robertson resigned because General Foch was made supreme commander of all allied troops in France, England felt the first shock of internal army discord.
 It is not distressing that so many men called great are possessed of deep-seated vanities and rather than be denied their goal in life, stand ready to pull down the pillars of the temple! Robertson had come to regard himself as the world's greatest military genius and he had dreamed of being acclaimed the conqueror of the Huns. When Foch was made his superior, he preferred to resign than to continue to serve as an inferior.
 Robertson had his following, and it is our opinion that General Frederick B. Maurice's present sensation will be traced to the disappointments of Robertson.
 These jealousies of men high in command are as intense as the rivalries of women in society circles. When Schley was praised by the American people as the hero of the naval engagement off Santiago bay, Sampson grew sour, and the controversy which followed hastened the death of the man who was in command of the ships blockading Cervara's fleet.
 The men of common rank quite often show a finer spirit than the higher ups. They allow themselves to be sacrificed, asking for no epaulettes, seeking no glory, only demanding to know that their homes and firesides are being made safe from defiling hands. They go down to death unhonored and

BAMBERGER CAR BARN MAY BE ERECTED IN SALT LAKE AND LOCAL PLANT ABANDONED

That the barns and car sheds of the Bamberger Electric Railroad company, burned yesterday morning, might be established in Salt Lake instead of Ogden, was inferred this morning by officials of the company. Salt Lake is making a strong bid for the construction of the plant in that territory, this official stated, and at present, while no consideration has been given the matter in an official way by members of the company, indications seem to point to a removal of the plant.
 It is understood that President Julian Bamberger of the electric railroad company is desirous of having the car barns, sheds, etc., located near the company's power station and yards at St. Joseph, north of Salt Lake. In this district the taxes are said to be less than in Ogden and there is an added advantage in having the entire plant in a single unit.
 The absolute loss to the company will not be definitely known until the amount of salvage is ascertained. Fifty-five workmen are engaged at present, clearing the wreckage of the burned cars and buildings.
 If it is found that the motors in the

burned cars were destroyed, the damage will exceed \$750,000, according to James DeVine, of Boyd, DeVine, Eccles & Woolley, counsel for the firm. The estimate of \$500,000 damages has been made on the supposition that these motors were not totally destroyed, Mr. DeVine said.
Insurance Uncertain.
 At present the amount of insurance which will be paid for the disastrous fire has not been figured. It may not reach over 50 per cent of the loss.
 The company has made no definite plans yet for reconstructing the plant, except the repair of the sub-station, which will go ahead as rapidly as possible and a brick wall will be built on the west side of this station, which formerly was divided from the barns by a frame wall.
 The reconstruction of the car barns and sheds and the installation of equipment for repairing, painting and the general upkeep of the rolling stock of the company will entail an expenditure of approximately \$100,000.
 Service on the electric road will be maintained according to schedule for both freight and passenger business, despite the fact that the fire destroyed about 65 per cent of the company's rolling stock.
 The Utah-Idaho Central and the Orem lines have responded to the emergency by loaning surplus stock to the Bamberger company and this will be used to fill in during the time required to secure new equipment. It is expected the company will be hit hardest when the summer resort travel starts.
 It may be possible, according to officials of the electric road, to secure some surplus stock from eastern roads. If the company has to wait for the manufacture of rolling stock by eastern factories there will be no prospect, it is thought, to get supplied in less than eight months or a year.

INVESTIGATING THE AIRPLANE.

Yesterday, before the house military committee, Secretary Baker, Major General March, Major General Squier, Brigadier General Kenly and William C. Potter were examined.
 Mr. Potter testified that he knew of no criminal neglect on the part of either the manufacturers or of the government officers and believed the manufacturers were engaged in a patriotic and honest effort to produce results for the government.
 Secretary Baker said that much of the criticism of the aircraft program has resulted from pro-German propaganda. Members of the committee wanted to know whether German plotting had interfered with production. Mr. Baker said he could not say it had.
 Mr. Potter declared material had been destroyed, street cars used in carrying men to the manufacturing plants had been wrecked and sabotage had been practiced, all of which had been attributed to German influences though no evidence had been produced to prove it.
 Even with all those handicaps, the airplane production should not have fallen so far short of what was expected as to be charged as a complete failure. But let us withhold judgment until all the facts are known.

One thing the American public did not know until this uproar started is that 6000 mechanics and 11,000 tons of airplane material were shipped to France to help in airplane construction on the other side, for which the critics of the airplane board have accorded no credit.
 It will be noted that nearly every man involved in this investigation is a regular army officer. If our brigadier generals and our major generals, with their fund of information and their qualifying as experts, are not to be entrusted with these tasks, to whom are the president and the cabinet to turn in this time of endless duties, piled mountain high?

GREAT STRENGTH OF U. S. TREASURY.

What effect the war is having on our federal treasury is, in a measure, disclosed by a statement of the condition of the treasury a week ago, from which the following figures are taken:
 Revenue receipts, this day . . . \$ 8,427,715.90
 Ordinary disbursements, this day . . . 59,560,619.84
 Revenue receipts, this fiscal year, to date 1,080,620,215.07
 Revenue receipts, last fiscal year, to date 607,816,886.06
 Ordinary disbursements, this April 696,757,096.40
 Ordinary disbursements, corresponding month last year . . . 64,777,216.43
 Ordinary disbursements, this fiscal year, to date . . . 5,328,268,729.63
 Ordinary disbursements, last fiscal year, to date . . . 776,405,985.42
 During the second Cleveland administration the country was disturbed over the depleted gold reserves in the United States treasury, which were never much above \$100,000,000. Notwithstanding the present great strain, the treasury today holds \$710,500,000 in gold coin and \$1,639,495,000 in gold bullion. In addition there are 490,724,000 silver dollars in the treasury.
 The United States has impounded a very big percentage of all the gold in the world.

SUFFRAGE LEADER IS SHELL MAKER

ST. PAUL, Minn., May 8.—C. P. White, a local coal dealer, today was informed in a dispatch from the national fuel administrator that he had been appointed to take charge of the distribution of all coal coming up the Great Lakes and going to the northwest and Canada.

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BRITISH SKIPPER USES HIS FIST

AN ATLANTIC PORT, May 8.—A solid British fist and the opportune arrival of an allied destroyer saved Captain D. J. McDonald, skipper of the three masted schooner John G. Walter, now at the bottom of the Atlantic from being carried a prisoner to Germany in a submarine.
 Captain McDonald told the story on his arrival here today on an American steamship. The U-boat had fired a torpedo into the schooner on her way from a Canadian port to Europe. The submarine commander had ordered Captain McDonald into the undersea craft. While some of the German crew were busy on the sinking schooner arranging to transfer stores needed by the U-boat the two captains stood in the unclosed conning tower as spectators.
 "I'm going to take you to Germany for a spell and see how you like it," the German commander informed the British skipper.
 Winnipeg (Can.) bricklayers had their wages increased to 80 cents an hour, with 44 hours a week.
 An effort will be made to organize the pipe and steamfitters now working in the shipyards in the Province of Ontario, Can.

CADET BATTALION TO HAVE A FIELD DAY ON FRIDAY

The cadet battalion of the Ogden high school will have a day of field maneuvers Friday in the vicinity of and in North Ogden canyon. The field trip is an annual event at the high school and is always anticipated with great eagerness by the cadets. Commandant W. E. Wood will be in command.
 The boys will stage a series of field maneuvers and a sham battle in the morning. They will then gather at noon for a concerted attack on the commissary and in the afternoon will peel off their uniforms and compete in a field athletic meet.
 There are two companies of cadets in the high school battalion now, consisting of about 75 men. They are known as Company "A" and Company "B" and they will be pitted against each other in the sham battle and the athletic meet. At the first of the year there were three companies, but vocational work, school gardens and other demands took away so many boys from the battalion that two companies were formed.
 The cadets will leave the city Friday, at 8 a. m., on a special car which will take them to within a couple of miles of the canyon. They will march the remainder of the distance and go into camp near the canyon's mouth.

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Mrs. Florence Bayard Hilles.
 "Liberty Day" was celebrated in a most unusual and patriotic manner by Mrs. Florence Bayard Hilles, suffrage leader and daughter of the late Ambassador Thomas F. Bayard. Considering it a patriotic duty for women physically fit to replace men for service in the army and navy and make America's part in the war doubly effective, Mrs. Hilles began working on "Liberty Day" in the press room of the shell loading department of the Bethlehem Steel Company at Newcastle. According to her statements she will continue her Liberty loan and suffrage campaigns in the evenings after her eight-hour day is over.

May Sale of White



White Sale and Lingerie



Many Things About this WHITE SALE are DIFFERENT

Any woman will realize them a minute after she reaches the snowy department display.

Materials are different—much like Paris. Underclothes and blouses copy the patterns of laces and embroideries, borrow the shades of the French ribbons, reproduce even the lines of the Paris originals.

This is a sale of helpfulness—and beauty, achieved through simplicity.

Its economies are many—and real.

Replenished with fresh, new merchandise at the end of every day, it opens in the morning, as clean and white as freshly fallen snow. The White Sale concentrates its selling energy on five specially priced Lingerie groups—each comprehensive of itself, and each offering exceptional opportunities for saving to women who are practicing thrift with the national spirit.

Burts'

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Doings of the McDuffs

OH-OH ELIZA F
 THIS IS A GREAT LIFE IF YOU DON'T WEAKEN
 TOM, IS THERE ANY THING SPECIAL I CAN PLAY FOR YOU?
 YOU NEEDN'T PLAY ON MY ACCOUNT
 I PREFER THE NEW ONES TO THE OLD ONES DON'T YOU
 NO-I LIKE THE OLD ONES BEST
 WHY?
 BECAUSE YOU CAN'T PLAY 'EM

We Fill Prescriptions
McBride Drug Co.
 The House of Quality.
 2463 Washington.