

some things, often things
importance, may be learned
through reading the ads.

TRUSTEES' EVENING NEWS

TRUTH AND LIBERTY.

10 PAGES—LAST EDITION.

THURSDAY, JUNE 14, 1906. SALT LAKE CITY, UTAH.

FIFTY-SIXTH YEAR.

TRACTION STRIKE IN THE BALANCE

Leaders Hold Meeting and Give
Instructions as to Their
Conduct.

PREPARED TO ACT QUICKLY.

Company Grants Increase in
Wages Which Agitators Say is
Not All They Want.

Full Text of Proposed Agreement
Which Has Been Withheld From
Publication Until Now.

TODAY'S DEVELOPMENTS.

Increase in wage schedule by the company, which posted notices of intention this morning. Meeting of instructions by the street car leaders to prepare for quick and decisive action if a strike shall be declared. Declaration that mail cars only will be permitted to run in the event that a lockout shall be decided upon by the men in charge. Firm and persistent refusal of the company to treat with the men in an organized capacity, but a willingness to hear their complaints as individuals. Arrival of C. O. Pratt of Welshfield, Ohio, chairman of the international executive board of the Amalgamated Association of Street and Electric Railway Employees of America, who comes to Salt Lake to assist in enforcing the demands of the local union.

There is a decided movement today in the Salt Lake traction situation, and the crisis will be reached very soon, from present indications. Whether the final outcome will be a strike or a peaceable solution of the difficulty, it is still hard to determine, although the surface indications now seem to point to a movement towards a final deadlock and strike. The company has not yet opened its doors to the union representatives, to talk things over with them as such, and the men refuse to take advantage of the invitation to appear personally and state what grievances they individually feel.

ARRIVAL OF PRATT.

C. O. Pratt, chairman of the international executive board, for whom the men have been waiting several days, while holding back the final show of strength, arrived last night. He was in meetings with the men until nearly daylight this morning, and at noon today an executive session was held in which the union officers advised the men how to act in case of a strike, and gave them instructions how to proceed with the shutting up of the car service of the entire city.

The men claim the company is preparing for war in the same manner, and is putting on many "students" in addition to an experienced, or semi-experienced man, the student idea being merely a device to secure a force of men to run the cars in case of emergency. Union men, they also claim, are being laid off when any excuse arises, and union men who heretofore have been largely trusted with the breaking in of students, are not being utilized now, and in fact have not been since their union membership became known.

WILL RUN MAIL CARS ONLY.

In case of a strike, the mail service will be an important consideration, and cars marked "U. S. Mail" have federal protection. An officer of the union, who has been 16 years in the Salt Lake car service, stated today that the union had considered this matter, and had decided on a policy to pursue. It was to allow no passengers on mail cars, but to turn out a crew for them, run them to the depots on the mail schedule, and return them to the barns, after leaving the mail at the post-office. The same official stated that the men were advised today against using any violence, or in any way destroying company property.

THE AGREEMENT.

The nucleus of the situation today rests in a document submitted Wednesday, June 6, to the company. It consisted of 12 articles of an agreement between the men and the company. Mr. Campbell yesterday was asked for a copy of this document by the "News," but he stated that he thought the union was the proper source from which it should be given out. Today the union officials requested its publication. They deny that it has been interpreted correctly by the company officials, who declare it is in effect an agreement to turn over the operation of the road to the union, "which would be crazy to make such a demand," declared H. T. B. Grey, who is secretary, vice president of the national union, and a member of the local union. "All we want is to be treated like men. It is not the company officials who complain against, but the petty bosses who have run over us, and insulted us, and mistreated us, until we are to the last ditch and are ready to fight."

In giving the "News" a copy of the articles submitted by the union, Mr. Grey stated that he appreciated the kindness of Mr. Campbell in letting the union take the initiative in this matter, and he stated in addition that he wanted it understood that the company was not expected to sign up this ultimatum, but was merely intended as a basis for discussion. A discussion and understanding of some sort is all the men ask, and this is intended as a point of beginning for it. If the company will concede the privilege of

a conference, which it has so far refused. The matter of putting in an ultimatum is being discussed, and a document will probably be put in, if the company remains firm in its present position, which it doubtless will, and a time limit will be put in the paper, after which a strike will be in effect. The car men, however, will not give it out yet, but this is their program, although they admit that they hardly believe the company will take up negotiations with them.

WAGES ARE INCREASED.

The company this morning posted in the car barn an increase in wages for new men. It calls for 20 cents per hour the first six months, 22½ cents the second six months, and 25 cents thereafter. The old schedule was 20 cents the first year, 22½ cents the second year and 25 cents after the third year.

SUBMITTED FOR PUBLICATION.

The document submitted to the company was brought in by the "News" today, accompanied by a letter from Vice President Grey of the national, and President Lanyon of the local union. The purpose was to secure the publication of the document providing their grievances on the substance of them as set forth in the letter be given space. This has been done. The paragraph in the letter that the men were most particular about is the following: "The company gives it out that they are willing to treat with their employees. They say this, but they have not entertained any proposition from us, and they have shown no disposition to talk these matters over with any of our committee, but have absolutely ignored us. What we want most of all is to get into conference with the management."

PROPOSED AGREEMENT.

Agreement entered into between the Utah Light & Railway company, its successors, heirs and assigns, party of the first part, hereinafter called company, and the Amalgamated Association of Street and Electric Railway Employees of America, division 332 of Salt Lake City, Utah, party of the second part, hereinafter called the association, witnesses, that in the operation of the lines of the first part, both parties hereto agree mutually that, for and in consideration of the covenants and agreements hereinafter stated further—the party of the first part hereby agrees with the party of the second part as follows:

Sec. 1. That the company, through its properly accredited officers, will treat with its employees of the association, through their properly accredited officers, on any and all grievances that may arise.

Sec. 2. That all differences between the company and the association shall be adjusted as follows: All differences shall be submitted to a board of arbitration, consisting of three members, one to be selected by the company and the two so chosen shall select the third arbitrator. Each party shall pay its own arbitrator, the parties hereto shall jointly pay the third arbitrator. A decision of the board shall be final, and binding on both parties hereto.

Sec. 3. That any member of the association who is guilty of any act, whether, and after investigation is not found guilty of the offense for which he was suspended, shall be reinstated to his former position, and be paid for the time that he had lost, at the same rate that he would have received had he been performing his regular employment.

Sec. 4. Free transportation shall be granted to all employees over all lines owned and operated by the party of the first part.

Sec. 5. That any member of the association elected or appointed to any office in the association which requires the use of his own car shall be paid upon his retirement from such office, be reinstated to his former place in the company's service.

Sec. 6. That all cars operated by the party of the first part be subject to seniority claims by the party of the second part. All runs shall conform as nearly as possible to a nine hour day. All regular runs shall be completed in 12 consecutive hours.

Sec. 7. That any member of the association who is considered as being marked for a run, and shall pay no less than one (1) hour for the same. It is understood, however, that regular showing up reports mentioned above are intended to cover all work.

Sec. 8. All employees will have the right to have one day off in every 10 days.

Sec. 9. Any train man failing to report for duty on time will be paid for the time that he has lost, at the same rate that he would have received had he been performing his regular employment.

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BIG DETECTIVE'S RAW BLUNDER

Order to Raid When it Was
Thought the Doors Would
Not Yield.

KENYON JOINT CLOSED TODAY.

Several Other Places Are Running
Yet But They Belong to the
"Protected" Class.

Chief of Police Sheets and some of his detectives are beginning to realize that they "put their foot in it" when they instituted the brass-band-circus-parade-raids on two notorious gambling joints in this city, and that a big blunder was made by Rhodes and Wheeler when they entered the D. F. Walker building joint and arrested several gamblers, is now made quite apparent. It would not be at all surprising if a couple of detectives were "called on the carpet" for an exhibition of too much zeal in carrying out orders which, it is claimed, were only intended as a big bluff.

The big boss of the detectives (not Sheets) gave two rubber-headed men orders the other day to raid a gambling house. They did it, and now there is trouble ahead, and now the question comes.

Did W. E. Holden have protection—or was he merely given to understand that he would be protected? The public may judge from the following statement made to the "News" by a gentleman who is a member of the "unfortunate" class to whom protection has been denied because he did not get the boost for the present administration.

"The story in last evening's 'News' was right. The paper had the facts but not all of them. After the raid the house detective asked one of the officers why he 'pinched' the crowd. The latter replied that he had been ordered to do so. Then the boss detective is reported to have replied: 'Yes, but I did not think you would be able to get into the place.'"

"ALL A MISTAKE."

It will be remembered that one of the gamblers declared to Wheeler that the house had protection. "Take the house detective and the three officers between the officers, and the inference is so obvious for comment. Evidently, either the boss detective or the "raiders" made a blunder. Then add to this the fact that Holden was a detective held a long consultation in a private office yesterday and you have a combination of circumstances that make it quite clear that a "mistake" was made.

THE KENYON JOINT.

With reference to the other gambling joints, it may be safely said that no raid will be made on the Kenyon place for the reason that it is closed up tight, unless it will be to show that there is nothing there. A "raid" might have been made today but for the fact that it became known that it was officially visited yesterday afternoon, and it was found that all traces of gambling had been removed. If the visit had been discovered a raid might have been made, followed by the boast: "Now, you see, there was no gambling there!" Wonder who told the gamblers that an official visit was to be made? Can you guess?

SOME OTHER PLACES.

Since the police have been forced to make some sort of showing, since the respectable press of this city has made it necessary for them to take some action, and since they have "raided" two joints and visited a third, what will be done about Jim Bradley's notorious colored club on Commercial street, where a man was shot and killed, and "What will be done about 'Battie' in the so-called club near the Grand theater? Then there is the place above Hogie's and the one above the Onyx Bank saloon on Second South, and the numerous poker games running in full blast.

FORT DOUGLAS LAND.

Bill Providing for Exchange With Le Grand Young Favorably Reported.

(Special to the "News.")

Washington, D. C., June 14.—Senator Warren, from the committee on military affairs, made a favorable report on Senator Smoot's bill providing for the exchange of certain lands in Fort Douglas military reservation for lands heretofore owned by Le Grand Young and the United States.

Senator Smoot secured the passage in the senate this morning of his bill for the protection of wild animals in Grand Canyon forest reserve.

RAILROAD MAIL CLERKS.

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O. S. Ford has been appointed postmaster at West Lake, Idaho county, Idaho, vice J. A. Crome, resigned.

ANTI-SMOOT RESOLUTION.

Wisconsin Republicans Ask Spooner

And La Follette to Vote Against Him.

Madison, Wis., June 14.—The Republican state convention today passed a resolution calling on Senators Spooner and La Follette to vote to expel Reed Smoot.

E. L. Eaton, of Madison, was nominated for governor.

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The affair appears to be the outcome of the recent Pan-Islamic campaign carried on during the Anglo-Turkish dispute over the Tabah boundary.

NINE MEN WILLED, FORT WOUNDED

Result of a Terrific Explosion on
British Steamer Haverford
In Liverpool.

HEARD MANY MILES AROUND.

First Thought It Was an Internal Machine But Was a Barrel of
Naphtha.

Liverpool, June 14.—Nine men were killed and about 40 were wounded, the result of a terrific explosion today on the British steamer Haverford of the International Navigation company. The vessel, which is commanded by Capt. Nielson, arrived here yesterday from Philadelphia, June 2, landed her passengers and proceeded to Hushkisson dock early today in order to unload. The stevedores were in the act of loosening the steamers' hatches, when suddenly a most violent explosion occurred. It blew off the hatches, sent the docks and wharves and wounded men in all directions. Several bodies were scattered about, and the deck resembled the floor of a charnel house.

The explosion, which was heard for many miles, was followed by the outbreak of fire. The cargo, consisting of mixed oil cake, in hold No. 2 and hold No. 3, was soon blazing furiously. Firemen and police hurried to the spot, and the injured were quickly taken to a neighboring hospital, while the work of searching for further possible casualties proceeded with vigor. It was not until the firemen obtained the mastery of the flames.

It is believed that a number of the men taken to the hospital will succumb to their injuries.

The report that the explosion of the Haverford was due to an internal machine arose from the finding of a wooden box a foot square in one of the holds. This box, which was only partially shattered, still contained pieces of steam machinery. It was prominently marked, "For Manchester, England."

The officials of the International Navigation company have taken charge of the box, but they do not seem to have any theory of the cause of the explosion. They say that the presence of the box in the hold was a mere accident. The officials say they believe the explosion was due to ignition of gas given off by the machinery, which formed part of the cargo.

Outwardly little harm has been done to the vessel beyond the results in the deck, but inside the damage is extensive both by the explosion and the fire.

Manager Willeit, of the International line, after making an examination of the holds, accompanied by an analyst, declared that the explosion was impossible to state definitely the cause of the catastrophe. No explosives of any kind were on board so far as known.

Several of the victims of the disaster have been recognized. One body was found headless and armless, and in another case the head was picked up but the body had disappeared.

THE SUN SHINES BRIGHT IN MY OLD KENTUCKY HOME

Louisville, Ky., June 14.—It would tax the ability of the most accomplished mathematician to even estimate how many times this week the music of "My Old Kentucky Home" has floated on the breeze from the city of the Blue Grass. Delegation after delegation from abroad has trooped through the streets behind bands that have informed everybody within hearing of the fact that the "Home" is still in the hearts of the people. The "Sun Shines Bright in My Old Kentucky Home" has been the theme of the day. The sun has shined brightly, and the "Home" has been the theme of the day. The sun has shined brightly, and the "Home" has been the theme of the day.

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"FLAG DAY" AT LIBERTY PARK

History of Nation's Emblem Interestingly Discussed Before
Small Crowd.

GOV. CUTLER MAIN SPEAKER.

Starry Emblem Waved Over Countless
Homes and Business Houses
Throughout the City.

The celebration of "Flag day," exercises of which took place at Liberty park, was not the success from the standpoint of attendance that it would have been but for a misunderstanding on the part of the public in general as to the time the program would commence. But the starry banner waved over countless homes and business houses throughout the city. A mistake was made by the committee of arrangements in not taking the afternoon for the meeting, rather than the early hour of 10 a. m. Only two or three hundred people were present when Chairman George W. Squires called for order, fully half an hour after the time set for the proceedings to begin.

A goodly number of G. A. R. members were present on the stand, but of the women's organization only two members were in attendance. The meeting was an enthusiastic one, and it is to be regretted that thousands rather than hundreds did not enjoy the splendid program.

COL. SQUIRES TALKS.

Col. George B. Squires was most happy in the remarks made by him as a preliminary to the order of the day. He said that the light and joy of the flag had passed since the Stars and Stripes had been adopted by the Continental Congress as the emblem of this glorious country, since which time it had waivered on land and sea, in war and peace, as the light and joy of human liberty. Once the lustre of the flag seemed to fade, but its glory was regained on a thousand battlefields.

Col. Squires named the illustrious men of the nation who had fought and died for the flag and their country, through the war of the Revolution, the war of 1812, the strife with Mexico, the struggle between the north and the south, the Spanish-American battles, the Filipino uprising and the Boxer troubles in China. The flag had been passed in glory to the present generation, and the young men of the country would be expected to maintain the flag unsullied now and in the future.

THE PROGRAM.

Gov. John C. Cutler, Prof. Byron Cummings, who represented the schools of the city, and the Reverends D. M. Hendrick and McLean W. Dax, delivered interesting discourses, replete with sentiments touching upon loyalty and freedom.

A pleasing musical program was rendered, under the direction of Prof. Wetzell, who has charge of music in the city schools, as follows:

"Flag Without a Star"—Solo by Kathleen Fitzpatrick, Franklin school, chorus by Ogilby class.

"The Stars Are Lightly Plashing"—Ogilby class.

Vocal solo, "St. Francis"—Lillian Phelps, Lowell school.

"Star Spangled Banner"—Ogilby class.

"Columbia, Gem of the Ocean"—Solo by Kathleen Fitzpatrick, chorus by Ogilby class.

"The Rappahannock"—Pauline Haringer, Webster school; violin accompaniment by Romana Hyde, Webster school.

Recitation, "Rising of '56"—Eleanor Margrets, Ogilby school.

Recitation, "Little Boy Blue"—Marguerite Locke, Grant school.

"America," by all.

GOV. CUTLER'S ADDRESS.

The full text of Gov. Cutler's address is as follows:

"The history of the flag of our country has in it elements of dramatic interest as great as the history of any country itself. The two are inseparably blended, and the flag embodies in its form and semblance the history of the struggle by which the nation has been brought to its present position. I think it well, especially for the benefit of those in this assembly who do not know the steps in the development of that flag, to give a brief account of that portion of the history of our nation."

"When the colonies were under British control, and no one had thought at all seriously of a time to come when it would be otherwise, the flag of Great Britain was the flag of the American colonies. The red banner, with the cross of St. George in the field, was carried by the colonial troops in their warfare against the French and the Indians. George Washington followed that flag and fought under it, long before he dreamed of a time to come when he would lead the American forces in a revolt against the tyranny attempted by the British government."

As the idea of separation and independence gained ground among the colonists, changes affecting portions of the flag were gradually adopted. The "rattle snake" flag was one of the early developments of this movement. On the body of the flag was the figure of a large rattlesnake, with the legend, "Don't tread on me!" as a symbol of the defiant attitude the colonies were assuming with reference to the coercion of the parent government. Soon the 13 stripes, symbolic of the colonies, were added to the flag, and the flag, in its new form, became a part of the flag. But in recognition of the fact that independence had not yet been declared, that flag and fought under it, long before he dreamed of a time to come when he would lead the American forces in a revolt against the tyranny attempted by the British government."

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