

Here Are a Couple of Good Thoughts for Today if You're Feeling Gloomy!

HERE'S a story that is pretty sexless, and still has a moral to it, and so we premise by recommending it to the reader as a nice story—a novel story.

The other day a man named Ingram, of El Centro, Cal., bought himself a bright, new automobile. The sun was shining, the flowers were flowering, and the song birds were singing. Now, when you buy a bright, new auto in California, and the sun, flowers and birds are doing business, you always at once test the high, the low, the intermediate and the neutral on a grade, and so Ingram tackled Mountain Springs grade, and, at one point, in turning a curve, Ingram's machine went into the canyon.

There are at least three ways to go into a canyon. One is to walk in. Another is to utter a prayer and dive out of the machine. Another is to stick to the wheel. Ingram chose the latter, and over and over went his machine, in 11 complete somersaults, finally winding up against a rock 300 feet below the roadway. Did he curse his luck? He did not. Bruised and battered, he called attention to the fact that there was about 1,500 feet more of that canyon-side down which he might have fallen.

MORAL: WE CAN CHEER OURSELVES UP BY CONSIDERING HOW MUCH DEEPER WE MIGHT HAVE GONE INTO OUR TROUBLES.

WHEN you are fussed up and worried, and the liver isn't working well, did you ever stop to think what a merciful arrangement of Providence it is that our troubles never come all together?

If they did, we'd be crushed by the avalanche, of course.

But the worst of 'em—thank heaven!—never come at all (they're the ones we worry most about); while, as for the ordinary ones, apart from the variety they contribute to life, we're blessed in the fact they rarely come more than one at a time, which is only exercise.

We were at the bedside, the other day, of an old woman, a hopeless invalid. Her children are dead. Her support is gone. She endures incredible pain. And she knows that for the rest of her days she must lie abed and suffer. Yet her interest in life is keen, her outlook upon it cheerful; she has great faith that somehow the Lord is going to make up to her for all her suffering; and, anyhow, she bravely smiles and looks on the bright side of things.

She has ceased to worry—she has found out it does no good. After that we thought: "How silly to fret over little annoyances, mere flea bites of fate, as we, you and most folks, do." And it is silly, isn't it?

WORSE, EVEN; IT'S DOWNRIGHT SINFUL, FOR IT SHOWS A LACK OF APPRECIATION OF ABUNDING BLESSINGS.

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THE RIGHT performance of this hour's duties will be the best preparation for the hours or ages that follow.—Emerson.

The Seattle Star

The Only Paper in Seattle That Dares to Print the News

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SEATTLE, WASH., JUNE 1, 1914.

ONE CENT ON TRAINS AND NEWS STANDS.

LAST EDITION

WEATHER FORECAST—Fair tonight; Tuesday generally fair; gentle westerly winds.

ANOTHER S. E. CO. LIE IS SPIKED

BRUCE ISMAY IS DISCOVERED IN HIDING!

PART OWNER OF LOST TITANIC WHO SAVED HIMSELF LEADS MISERABLE LIFE

Cleveland Official Tells Star Local Company's Advertisement Is 'Simple and Unvarnished Lie.'

AH! HAMILTON HAS REVENGE! HOLDS UP BILL HANNA'S PAY

'Twas Bill, You Know, Who "Crabbed" That Automobile Deal; and Notice Hamilton's Excuse.

Sad, very sad, is the fate of County Treasurer Will H. Hanna. Bill cannot draw his salary for the month of May, in spite of the fact that the 30 days were among the busiest in his career.

Lafe Hamilton and Kris Knudsen, smoking calmly on their El Smellerinos, chopped Bill off the payroll today.

Yep, it's true.

Bill's gotta be a good dog from now on or starve to death. That's the grim verdict of Lafe and Kris. They say Bill doesn't work long enough hours.

Inspectors Sanction Plan

It seems that Hanna has been opening the treasurer's office to the public at 9 and closing at 4.

From 8 to 9 and from 4 to 5 the men work on a mass of mail matter which comes into every treasurer's office.

The banking hours plan is sanctioned by C. W. Clausen and J. F. Lehorn, of the bureau of inspection and supervision of public offices, and is in general practice throughout the state.

But—

Ordered to Work Harder

Along about April 1, when Hanna was refusing to pay that \$3,000 warrant to Cecil Upper in the Hamilton county ambulance deal, in which Hanna was backed up by the courts, Lafe and Kris, the majority of the board, sent around word for Bill to work his crew from 8 to 5, with doors open to the public.

Bill went right along doing as all county treasurers do. County Auditor Phelps strolled into the commissioners' office this morning and asked the board what he was to do with Bill's payroll.

Yes, Knudsen agrees.

Bill was accused of failure to keep his office open during business hours fixed by Lafe and Kris. "Hm-mm!" muttered Lafe when he heard the charges. "Looks like bad business. Hm-mm-mm! Better cut him off the payroll until he obeys orders," or some such words.

"Well, I think so, too," agreed Kris. "I vote with Hamilton in this thing."

Dave McKenzie promptly voted against the plan.

Hanna Only Smiles

It was at first suggested that the entire treasurer's force be held up, but the commissioners finally settled down on Bill.

At all events, Bill is shy his pay envelope. He is still at work and smiled.

"Just another case of petty politics," said Hanna. "My men work just as long as any other employees. If we opened our office at 8 in the morning we never would get time to attend to a large amount of mail matter which is constantly demanding our attention.

"I'm glad they didn't hold up the pay for the men. It would have worked a hardship in many cases. I guess I can worry along for a while."

CARFARE PUT UP; PEOPLE TO RIDE IN A BUS

Duwamish Valley Residents Will Get to and from Homes for 15c Anyhow.

Residents of the Duwamish valley propose to carry the fight against higher rates on the interurban right home to the traction hog.

An auto accommodating 30 passengers has been put into service to compete with the interurban between Georgetown and Riverton.

The fare is 15 cents a round trip—the old fare on the interurban.

A similar plan adopted at Puyallup and Tacoma has worked so successfully that the traction company, in an effort to eliminate the competition, also installed a bus service at reduced rates, hoping to force the independent bus out of business. The result has been increased bus service and decreased interurban traffic.

SEATTLE HAS NEARLY 100 IN 'FAME' CLASS

Judge Humphries Is Listed Among City's Representatives in "Who's Who."

There are 95 famous people in Seattle, according to the number in the latest issue of "Who's Who in America."

Judge Humphries doesn't head the list, because his initial is a few pegs down the alphabet, but he's with the famous ones all right.

Yes, sir.

"Mr. Carter and I did not get into the boat until after they had begun to lower it away."

—Excerpts from Bruce Ismay's story of sinking of Titanic.

WHY BRUCE ISMAY FEARS THE WORLD

By that time every wooden lifeboat on the forward side had been lowered away, and I found they were getting out the forward collapsible boat.

"As the boat was going over the side Mr. Carter and I got in. The boat had between 35 and 40 in it, most of them women."

Yes, sir.

"Mr. Carter and I did not get into the boat until after they had begun to lower it away."

—Excerpts from Bruce Ismay's story of sinking of Titanic.

LAKE BURIEN LINE STARTS IN FINE STYLE

The Lake Burien line, Division B of the Seattle municipal railway, which began operation Saturday, yesterday carried approximately 1,600 passengers, according to Superintendent of Public Utilities Valentine.

The line extends from Riverside to Lake Burien, nine miles. Ultimately it is hoped the line may be extended to Three Tree point, two miles further, where connections may be made with a Vashon ferry.

George Ginter, a really dealer in the Lake Burien district, was the first passenger on the first car Saturday. He tried to buy \$100 worth of tickets, and did clean conductor Ralph Winsor, son of Judge Richard Winsor, of all he had—\$10 worth.

The cars run every hour, leaving the city end of the line on the even hour.



Bruce Ismay and his lonely Irish prison, chosen by himself to escape the jeers of the world. No outsider ever sees the interior of his stronghold, and from him the destitute fishermen of the neighborhood never receive help.

STAFF COSTELLO, GALWAY BAY, IRELAND, JUNE 1.—WHERE IS BRUCE ISMAY?

During two years the director arraigned for the tragedy of the Titanic has been missing from the world he knew.

The captain of the lost liner is supposed to have gone down with his ship, the first mate ended his broken life, and Bruce Ismay, shouldering his way into a lifeboat and onto the deck of the rescue ship Carpathia, sailed to safety and the overwhelming disgrace of the congressional and the British admiralty inquiries.

Then, of a sudden, he disappeared.

Rumor whispered that his one-time friends avoided him, that club committees desired his resignation, even that his mind had faded under the terrible strain.

He's Hiding in Ireland

Few men would be willing to live the life that Bruce Ismay saved from the sea.

No longer a steamship magnate, no longer a Beau Brummel in Belgravia, suddenly "among the missing," the question of his whereabouts assumed the significance of a mystery.

Meantime, the lost director was

hiding in a remote house on Cois Fhairrige, at the Heel of the Sea.

The loneliest road in Ireland runs from Minna to Costello, along the shore of Galway bay.

Sheer moor, quite treeless, bleak beyond words, hardly a stone cabin in sight, and no path but the straight mail road.

Cannot Lose Memories

In the heart of this Irish wilderness a solitary lodge shows white against its surrounding patch of green.

A locked gate forbids entrance.

Shrouded, the old jerry flag, flashes an accusing whip lash through the teeming rain.

"Look there, where he hides in misery and shame. Never a gentleman have I brought here but was turned away from the very door. Money he has, and all that money will buy. But he cannot shake off the memories on his mind."

"Day after day he must hear them—the shrieks of drowning men, crying down the wind. What he'd will be remembered until the Titanic is forgotten."

"Lonely enough the place is. He little thought we would know him—WE that stood round the Marconi masts at Clifden, waiting a long week for a word from across the sea."

"Cast your eye about this place—bog, and moor, and fields of stone. I have seen men and women here, decent, civil people, blue with hunger and starved with the cold. BUT NOT ONE OF THEM ALL, OLD OR YOUNG, WOULD CHANGE PLACES WITH THE MAN WHO LIVES IN THAT LODGE—BRUCE ISMAY."

Deliberate falsification of the facts is the charge made against the Electric company's press agents in Seattle by Robert W. Hobbs, of the bureau of information of Cleveland, in a letter to The Star.

You may have noticed the company's advertisement in the kept press regarding what it alleged was the failure of the municipal lighting plant in Brooklyn, a suburb of Cleveland.

But here is what Hobbs says about that:

"The Brooklyn lighting plant has been a great success in Cleveland. It is going out of business only because Cleveland can operate a new and much larger plant much more cheaply than it can the old plant."

Here is another interesting item:

"Let me suggest to you," says Hobbs, "the fact which we have discovered—that the private companies doing a lighting business here are much fairer with their patrons because of municipal competition, and more anxious to accommodate them and give a better service at a cheaper rate."

Sounds quite familiar, doesn't it? You remember how the Seattle Electric hog jumped the rates on you and told you to go to blazes if you kicked on the service before the city plant was established. And you remember, don't you, how the private company came down in the rates when the city rates were lowered?

Hobbs speaks another lie:

"The Seattle Electric advertisement," he says, "makes the statement that Cleveland has never sold light current under 7 cents. As a matter of fact, the prices prevailing until recently in the Brooklyn light plant were 8 cents and 5 cents per K. W. hour, with an average of right around 6 cents, AND AT PRESENT THE PLANT IS SELLING LIGHT CURRENT AT A FLAT RATE OF 3 CENTS PER K. W. HOUR."

Evidently the Seattle Electric company thinks Seattle has forgotten that its prices were twice its present rates before the city's competition forced it down to 6 cents. IT ALSO IS HIDING THE FACT THAT RIGHT NOW IT IS CHARGING 10 CENTS OUTSIDE OF THE CITY WHERE THE MUNICIPAL PLANT HASN'T EXTENDED YET.

"The operation of this Brooklyn plant and the other small municipal plant here has been so successful," says Hobbs, "that a short time back the city of Cleveland, at a general election, voted by over two-thirds vote a bond issue of \$2,000,000 for the erection and installation of a new and more adequate lighting plant."

"And that brings us down to the charge of your electric company in its advertisement that the municipal plant is to be scrapped and the investment is to be completely wiped out."

"THAT IS A SIMPLE AND UNVARNISHED LIE."

DECIDE TODAY ON REBEL DELEGATE

NIAGARA FALLS, Ont., June 1.—The American-Mexican mediators here are expected to decide today whether to admit the Mexican rebels' representatives to their deliberations.

The controversy has blocked negotiations since Friday.

The mediators were inclined to keep the rebels' representatives out on the ground that Carranza has refused to agree to an armistice pending negotiations.

This contention indisputably was true, Carranza arguing that President Huerta would take advantage of delay to strengthen his position, and that, in case no settlement should be reached, the rebels would

find he had gained ground at their expense.

The Americans wanted the constitutionalists admitted.

President Wilson and Secretary Bryan think no satisfactory bargain can be agreed on if it lacks Carranza's endorsement.

THANK YOU, GOV.

"Progress in Alaska means progress for Seattle," said Gov. J. F. A. Strong of Alaska, in a talk before the King County Democratic club Saturday.

LABOR UNIONS EXEMPT FROM SHERMAN LAW

WASHINGTON, June 1.—Without a dissenting vote the house today amended the proposed administration anti-trust bill to exempt labor unions from action under the terms of the Sherman law.

The were 207 affirmative votes on the administration's compromise committee amendment.

SEATTLE HEBREWS WILL AID IMMIGRANT

Seattle Hebrews are planning a \$30,000 settlement house to aid immigrants. It will be located at 18th av. S. and Main st.

CALIFORNIA HAS REAL VOLCANO IN ERUPTION TODAY

RED BLUFF, Cal., June 1.—A new crater on the north slope of Mt. Lassen was in brisk eruption today.

Rocks, ashes and lava are being scattered to a depth of two feet over a radius of 75 yards.

The eruption was accompanied by a rumbling sound, a great volume of steam, and a barely perceptible earthquake.

Rocks as large as a sack of flour were being thrown out today.

JACK LONDON ILL

VERA CRUZ, June 1.—Jack London was very ill here today in the testinal trouble. London came here as a war correspondent. His wife is with him.

DAD'S PARADE TO HAVE A "BAND OF HOPE" DIVISION

Dad's day, a feature of Seattle's Potlatch this year, will be rendered famous by the "Band of Hope," a division of married men.

It will be headed by Jack Slater, draped in an American flag.

Tired-out old dads from all over the state are warming up to the proposition, and requests are flooding the officials for permission to come and join the fun. Washington's dads are going to turn loose and be regular cut-ups.

Mayor Gill and Gov. Lister are both boosting for the affair, which will be featured in the big Potlatch parade on the afternoon of Saturday, July 18.

E. C. Chesney is said to be planning the erection of a three-story building on his property on Fifth av., between Pike and Union.

STOP 25 PER CENT DEAL FOR RENTON LINE, WARNS COTTERILL!!

The following article was addressed to the Editor of The Star by former Mayor Cotterill relative to the recent proposal to purchase the Renton line on a basis of paying 25 per cent of the gross revenue for 25 years. The proposition comes up in the council this afternoon.

By George F. Cotterill

The city council is giving too serious consideration to the Seattle, Renton & Southern railway proposal to turn its road within the city limits over to the city on a purchase agreement to pay 25 per cent of the gross revenues annually for 25 years.

It is even stated that the receiver most active in pressing this deal has actually suggested that it be made subject of an "emergency" ordinance, invoking the pretense

that the "public health and safety" required its immediate taking effect.

Calls it Preposterous

Of course the real purpose would be to take the ordinance out of the reach of the referendum of the people.

I cannot see how any believer in ordinary business principles, much less any advocate of municipal ownership, should require any time to dismise this preposterous 25 per cent proposition. The attempt of Receiver Calhoun to persuade the council that this railway property has been or can be operated within the 75 per cent limit of the gross earnings, are an insult to intelligence as well as a truth.

One year ago this same receiver

handed me, as mayor, a formal "receiver's statement" which I still hold, showing the entire line, including the Renton extension, COST IN 1912 FOR OPERATING EXPENSES, 83.4 PER CENT OF ITS GROSS RECEIPTS.

The Seattle section, the same statement showed, HAD COST 91 PER CENT OF THE REVENUES FOR EXPENSES on account of the lower rates of fare.

Early this year, Mr. Calhoun's fellow-receiver, Mr. Parkin, showed me the statement for 1913.

This made a somewhat improved showing for the entire line by reason of 10 1/2 per cent increase in traffic without corresponding increase in the operating expense.

This improved showing was made

possible by increasing the "strap-hanger" percentage of passengers from the 33 per cent average in 1912, during the rush period (5 to 8:30 p. m.) to 48 per cent in 1913.

But even this abnormal and intolerable traffic condition only had the effect of reducing the expense to about 75 per cent of the gross earnings.

Again, applying their own percentage of distribution, the 1913 record will show 86 per cent expenses on the section inside the city limits.

Will Increase Wages

As soon as Seattle takes over the Renton line, the wages of the employees will be raised (according to rates already fixed for the municipal railway), about 20 to 25 per

cent, increasing the operating cost at least \$15,000 per year.

The people will rightly demand a reduction of the "strap-hanger" overload, which will require at least 10 to 15 per cent more cars and running expenses.

If the city should pledge 25 per cent of the gross revenues for 25 years, leaving only 75 per cent available for operating cost, an annual deficit of \$25,000, to be made up by taxes, is inevitable—AND THE DEFICIT WILL INCREASE ANNUALLY.

The term "operating expenses" includes payment of taxes—in fact, all payments except those due to "fixed charges" of interest on debt, sinking fund provision and dividends to stockholders.

In the case of the Renton line, the item of taxes and gross earnings percentage now amounts to about 9 per cent of the total revenues.

"Municipal Imbecility"

In the present exhibition of figure juggling, this 9 per cent is skillfully eliminated by the receiver, on the theory that "the city will not have to pay these taxes."

By this ingenious deduction an effort is being made to persuade the council that the line can be operated for less than 75 per cent by the city.

Suppose it could be demonstrated even by the most expert juggling of figures that the line can be operated at 75 per cent of the gross revenue if the 9 per cent taxes is eliminated, it would be an exhibition of municipal imbecility to present that 9 per cent

annually for 25 years to the people who now have to pay it, INSTEAD OF RECEIVING IT IN THE PUBLIC TREASURY.

It ought to be considered in fixing the sale value, without seeking also to "cash in" an annual outgo.

The 25 per cent plan, like the \$1,200,000 fixed price proposed a year ago, actually proposes to capitalize taxes and make the community pay twice instead of receiving once.

WENATCHEE, June 1.—The old Indian place on Wapato lake, birthplace of the famous Chelan Beauty apple, has been purchased by H. C. Bumgarner, who paid \$15,000 for the 100-acre tract.

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