



HAPPY NEW YEAR



YOU may think the destruction of an English battleship is a piece of big news. There's bigger news on the editorial page. It's the first of a series of articles which will teach you how to keep well. Don't miss one of these.

The Seattle Star

The Only Paper in Seattle That Dares to Print the News

VOLUME 16.

SEATTLE, WASH., FRIDAY, JANUARY 1, 1915.

ONE CENT ON TRAINS AND NEWS STANDS, 5c

LAST EDITION

WEATHER FORECAST—Rain
TIDES AT SEATTLE
High, 11:45 a. m., 2.3 ft.
Low, 6:29 p. m., 15.4 ft.
11:47 p. m., 7.0 ft.

BRITISH BATTLESHIP BLOWN UP IN CHANNEL; HUNDREDS DIE

ALONG THE ROAD OF GOOD INTENTIONS



Admiralty Announces Loss of the "Formidable"; Only 71 Men Saved Out of 1,000 Comprising Crew.

LONDON, Jan. 1.—The British battleship Formidable was sunk in the English channel today, the admiralty announced. The statement said: "The battleship Formidable was sunk in the channel this morning. It is uncertain whether it struck a mine or was torpedoed by a submarine. Seventy-one survivors were picked up, and it is possible that others were saved who have not been reported."

The Formidable was a battleship of 15,000 tons displacement. She was completed in 1901, at a cost of more than \$5,000,000. Her complement, in peace, was 731 men, while in war time it probably was about 1,000. She carried four 12 inch guns, 12 6-inch guns, 13 12 pounders, 4 3-pounders and 4 torpedo tubes. The ship, which was considered one of the best of Great Britain's 18-knot fighting craft, had been doing coast guard duty and aiding in the fighting along the Belgian coast. Despite the admiralty's expression of uncertainty, it was the general belief that the work of destruction was done by submarines. In official circles it was said the loss of the ship was not a matter of great importance, since it was old and somewhat out of date, but the death of the trained officers and men who manned it was a serious blow. What other warships accompanied the Formidable at the time of the disaster was not known.

New Year's Greetings to the U. S.

By Dr. Robert Bridges
Poet Laureate of England
WRITTEN ESPECIALLY FOR THE UNITED PRESS
Copyright, 1914, by United Press
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Ask ye what word of cheer
Hath England's muse to send
The eve of this new year
To Britain's free-born folk?
Vain words are vain to spend—
We shout the battle cry!
Her dearest children die
For all that we hold dear—
Yet thus the mother spoke.
Ocean that seemed so wide,
When first ye crossed its flood,
It threatened to divide
Even the bond of blood.
See how it shrunken hath
Into a pleasure path,
While o'er and underneath,
The light words of my breath,
Flash kindly to your heart.
Oh, well, ye hear; ye see!
And our hopes are as one—
For peace and liberty
Of all men 'neath the sun,
For the grace of man's art
And the love of our own kind.
So this year's wishes be,
Hand in hand, mind with mind
That we stand till we quell
And in straight limits bind
War's rage, the storm of hell.

STAR HAS A PLAN FOR ENDING THIS CARLINE MIXUP

Six councilmen, in committee meeting, have decided to put to the people's vote the purchase of the Seattle, Renton & Southern for \$1,500,000 under a 28-year-payment plan. The council will officially pass upon the proposition next week. There isn't a member of the city council who does not consider the price extortionate. Even Councilman Dale admits that. There is, therefore, a chance that the city would go into the hole on the Renton line if the people voted for this 28-year plan. And what a jubilee there would then be for the knockers of municipal ownership. On the other hand, should the people reject the proposition, opponents of municipal ownership would shout across the length and breadth of the land that Seattle has turned down municipal ownership. From a public ownership standpoint, either horn of the dilemma is dangerous.

The Star, therefore, has a counter proposition, which should be placed before the people and voted upon at the same time as the 28-year plan. Let the people decide which of the two plans they prefer.

Put this question on the ballot: "SHALL THE CITY COUNCIL CONNECT DIVISIONS A AND C OF THE MUNICIPAL CAR LINE BY A SYSTEM OF AUTO STREET CARS?"

Briefly, the Star's plan is to invest, say, \$25,000 or \$30,000 in motorbuses to connect Division A and the Lake Burien line; to operate on a loop on Second ave. and Third ave., of the downtown district, connecting with the depot, and to branch out into the wholesale and manufacturing district on Whatcom way.

The crying need of the present municipal railway situation is service in the downtown district. The city has two branch lines, which are unconnected. The motorbuses would supply this connection. In addition, the motorbus system would handle downtown traffic generally, and would supply to the wholesale and manufacturing district transportation service that is now almost entirely lacking. And the whole risk would amount to not much more than \$25,000—an insignificantly small amount compared to the \$1,500,000 which the S. R. & S. receivers demand for their rundown car line.

Traffic experts who have studied the problem declare such a motorbus line would make money—ENOUGH TO QUICKLY WIPE OUT THE PRESENT MUNICIPAL CAR LINE DEFICIT AND LEAVE A HANDSOME PROFIT BESIDE, EVEN IF A FARE AS LOW AS THREE CENTS IS ESTABLISHED.

Division A of the city car line cannot be a money maker until it gets downtown connections or builds into Ballard. Court entanglements are keeping it off downtown Fourth ave. It cannot get into Ballard until the new Ballard bridge is built, which will not be for at least a year. And the autobus loop, The Star believes, is the way out.

It's a serious thing to be in the hands of the city for 28 years, gentlemen of the council, and if the people would prefer to solve the municipal transportation problem by motorbuses rather than by street railways, they ought to have a chance to say so.

Who knows what the future may be in the field of transportation? Who knows but that motorbuses will take the place of street railways altogether in 28 years? Already motorbuses are doing a big business in various sections of this country, and are doing practically all of the downtown business in London and Paris.

Twenty-eight years ago the electric street railways were just getting their inning, just as the motorbuses are getting their inning today. If the S. R. & S. proposition is accepted, then Seattle has tied itself down to street cars for 28 years, regardless of whether these shall be a newer and better means of transportation during that period.

It seems to The Star that the people should have both propositions before them at the March election. They can then decide which of the two methods they prefer.

Seattle Takes to "Jitney Bus" Idea

Have you ridden in a "jitney bus"? You get a \$2.50 taxi journey for 5 cents. Perhaps at first you laughed at the "jitney bus." But you've got to take it seriously now. The street car companies all up and down the Pacific coast do. The idea, so far as anybody can discover, originated in Los Angeles. Somebody with a Ford went broke. He began competing with the street cars. Now there are 600 "jitney buses" in Los Angeles, doing an estimated business of \$1,250,000 a year. This money comes from people who would otherwise use street cars. Started in Los Angeles San Diego and San Francisco liked the "jitney bus" notion. It swept up the coast. Portland has them. So has Tacoma. Little Everett has gone "jitney bus" mad. It has 60 or more, and nobody rides on the street cars any more. The pioneer, so far as Seattle is concerned, is Alfred Linz, a wholesale dealer in hair. Linz is a motoring enthusiast, and understands cars. He saw a "jitney bus" in another city, took a ride in it, and then caught the first train for Seattle, his home. He bought three Fords, found three drivers, and rented the cars to the drivers at \$6.00 a day. Linz says he's going to have 20 "jitney buses" before long, all using the postoffice for the downtown terminal. "And," he goes on, "I'm going to have a uniformed starter." "Jitney Buses" Save Time Linz's buses go out N. 4th and Latona way. Another man has a line from Kinneer park to the Bon Marche. The Kinneer street car service is poor. "I selected my routes because the street car service out that way is

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SHOULD GEORGIA HANG LEO FRANK?

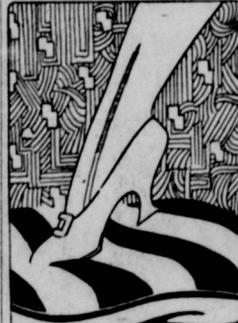
Special Correspondence.
ATLANTA, Ga., Jan. 1.—Unless the supreme court of Georgia, which is to rehear the murder case against Leo Frank, finds him innocent, Frank will be hanged by the neck until dead. He has been sentenced to die January 22. Frank's friends say that wrong Leo M. Frank as black as the pit with gull, still would be a wronged innocent compared to the state of Georgia. They assert that Georgia has violated the purity of American justice, has besmirched the constitution with the filth of vile persecution, has deliberately betrayed her most sacred trust and has attacked one of her own citizens with the vengeance of a bloodthirsty beast. Following is a brief narrative of this case, which is unique in all the annals of American justice: Young Leo M. Frank was superintendent and part owner of the National Pencil factory, in Atlanta. He was born in Brooklyn, N. Y., educated in the schools there, and later was graduated at Cornell university. His residence in Atlanta extended over only six years, during which he had married and had established himself among his business associates as a thorough-going, intelligent, reputable young man. He is now about 30 years old. In the initial room of the National Pencil factory a black-haired, dimple-cheeked, strikingly pretty girl of 14 years, Mary Phagan by name, operated one of the machines. At 3:30 on the morning of Sunday, April 27, 1913, Newt Lee, watchman in the pencil factory building, was making his regular rounds. He groped his way through the basement with the aid of the flame

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SEATTLE ISN'T BOISTEROUS

Seattle celebrated the advent of 1915 decorously. The town did not get hilariously drunk as on some previous occasions.

Running Away



I feel annoyed when friends depart I find their absence grating. But, oh, confusion of the heart! When my silk hose went 'traveling'

There was plenty of tooting of horns, and clanging of cowbells, and blowing of whistles. There was a bit of serpentine warfare. Thousands paraded the streets downtown, chiefly on Second ave.—about 50,000 strong. But the boisterous merry making of former years which approached the degree of riotous celebration, was absent for the most part Thursday night. There was comparatively no trouble on the streets, and the police, who usually have their hands full on New Year's eve, spent an easy evening. The cafes did a good business. Some could not accommodate the crowds. The rainy weather may have had something to do with it.

State fish commission won't recommend fish code to coming legislature.

HUSBAND SAVED; FINDS JOB

That young man whom The Star told you about yesterday—the one who was paroled from the reformatory to support his wife and baby on condition that he would return to prison on New Year's day if he couldn't find a job—remember? Well, he isn't going back!

C. Gerhardt, of the Wright Restaurant Co., 164 Washington st., read about him and phoned The Star office. "Send him to me," said Gerhardt. The young man went to work in Gerhardt's restaurant this morning. Happy New Year!

SEATTLE POLICE KEPT ON THE MOVE

There were 22,275 arrests by the Seattle police during the year of 1914. A large portion of the arrests were made on charges of drunk and disorderly conduct. February, 1914, proved the heaviest police month, 2,178 being arrested then.

NEW YEAR'S BABY IS 10-POUND GIRL

You will be glad to know that Seattle's first 1915 baby weighs 10 pounds and that both mother and child are doing well. It was 4 a. m. today when the nurse at the Swedish hospital reported to Daddy D. Desmore: "A girl, sir; and as fine a baby as I have ever seen." Daddy Desmore is proprietor of the Alaska hotel, 84 Seneca st. Seattle's first 1915 baby has an abundance of dark hair, and pretty eyes which promise to be blue, like her mother's. It is too early in the young lady's career to state definitely whether she "takes after" her father or her mother. Miss Desmore has 10 cute fingers and an equal number of fascinating toes, good lungs and an appetite. Her first words were: "All indications lead me to believe that our fair city is about to enter upon an era of unprecedented prosperity and that we are about to witness a commercial and industrial awakening heretofore undreamed of. You will please excuse me now, as I wish to take a nap." Daddy Desmore says he and his wife haven't made up their minds yet as to what they will name the baby. Mrs. Desmore is named Minnie. The baby may be named after her mother. "It is a practice of mine," said Daddy Desmore, who is the father of several, "never to name a baby before it comes. Anyhow, I never know beforehand whether it's going to be a boy or a girl."

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New Westminster council adjourns to prevent fist fight.

WHEN A MAN'S MARRIED

