

What's On Next Week?

You often wonder, if you're a photo-play fan? Well, the best way we know of to find out is to watch The Star. For instance, look at page 3 of today's issue.

The Seattle Star

NIGHT EDITION

THE ONLY PAPER IN SEATTLE THAT DARES TO PRINT THE NEWS

VOLUME 18

SEATTLE, WASH., SATURDAY, JANUARY 15, 1916.

ONE CENT ON TRAINS AND NEWS STANDS

SOUND STEAMER TIPS OVER THREE CHILDREN AMONG DEAD

BUSINESS MEN OPEN CAMPAIGN IN R. R. RATE FIGHT

MR. BUSINESS MAN, this is a BIG matter to YOU—this question of eliminating the differential rate.

WHAT ARE YOU DOING ABOUT IT? WHAT ARE YOU GOING TO DO ABOUT IT?

For years you have been asked to contribute to this and that fund to attract tourists here, and all the time the biggest attraction of all, the same round-trip railroad rate that Southern California gets, has been denied to Seattle by the railroads allied with the Oregon-Washington line.

You, Mr. Business Man, who have been shipping traffic over the O-W., can do more in a day than the interstate commerce commission can do in a year!

Why don't YOU, Mr. Business Man, make the O-W. explain why it doesn't give YOU the same chance for your white alley as it gives Los Angeles and San Diego?

Seattle has gone to bat Saturday with the allied Southern railway lines, determined to see equalized Chicago-Pacific coast round-trip passenger rates in effect before the next tourist season.

"Knock out the differential!" That is the cry taken up by Seattle business men and at least one commercial organization since The Star sounded the call to arms Friday, and explained how this city and the Northwest are being discriminated against by a schedule of lower rates over the Southern lines than obtain over Northern routes.

Every influence will be brought to bear on the interstate commerce commission to get a speedy hearing of the preferential rate case in order that the Northwest, if possible, may reap its just share of profit from next summer's tourist travel. First to act was the Seattle Commercial club.

Its transportation bureau was hastily called together Friday afternoon. The loose ends of the matter, which, after discussion recently, had been shelved temporarily, were gathered up.

Within two hours' time the club had taken a stand unanimously in favor of abolishing the differential rates, and had dispatched a message to the interstate commerce commission at Washington, D. C.

The first gun fired, the Commercial club is Saturday preparing to send a broadside into the allied Southern lines.

Communications are to be sent to every other commercial organization in the Northwest—Tacoma, Spokane, Portland and other cities and towns—urging them to join in the fight for an early hearing of the plea for equal round-trip rates and prosperity.

Realization of just what the preferential rates over the Southern lines, from Chicago to San Francisco and return,

(Continued on page 5.)

IT'S GOING TO BE COLDER, HE SAYS

It's going to get colder. That's the news from the weather bureau. "The wind switched around to the southeast, and now it's switching back to the north," said Director Salisbury Saturday. "That means that instead of the weather getting warmer it will probably get colder."

But it is to be "fair" Saturday night and Sunday. The coldest it got Saturday was 22. That was at 5 o'clock in the morning.

Pity Poor Carman! Call Up Kempster



The passengers aren't the only people who suffer from riding on cold street cars during this weather. The conductors and motormen, who, theoretically, ought to be physically fit to combat all kinds of weather, because they are working in the open air day after day, are giving way before the ravages of grip and pneumonia.

Word was received by The Star Saturday from Seattle Electric employees that 50 motormen and conductors were sick from exposure. On the 40th st. car line, the men have to huddle over a fire which they have built in the street to thaw out. The picture shows the crew of one car getting warm over the fire.

MAYOR LINES UP WITH STAR
"The biggest thing that could be done for the Northwest right now would be to knock out the unjust differential rates. I'm with The Star in this fight, and the whole Northwest ought to be," declared Mayor Hill Gill.
That's the way Seattle's mayor jumped into the fight against railroad rate discrimination Saturday.
"It means more to the community right now than any other thing I can think of," said the mayor. "If the railroad company wasn't nicely tied up everywhere, it probably would have been done long ago."
"I can't see how any one would defend the situation. It's so unjust that it's a crime to sit back and let conditions continue as they are."
"My brother-in-law lives in New York. He came out here not long ago on a trip. He is still sore because the railroad rates were less to go the San Francisco way of New Orleans, from Chicago, than they were to come out to Seattle and return, yet the distance he would travel on the Northern lines was much shorter."
He said the only way to wipe

BOY COASTER HURT
Sanford Freeman lies in a critical condition at the city hospital as the result of injuries received when the sled he was riding crashed into a telephone pole on the Columbia st. hill Thursday night. He was taken to his home, 1114 Clerry st., and later to the city hospital.

LEFT WITH PAYROLL
EVANSVILLE, Ind., Jan. 15.—Assistant Bookkeeper George Flinn, of the Hercules Bugby Co., entered his office today, picked up \$20,000 intended for the payroll, and made his escape.
Weather Forecast
Generally fair tonight and Sunday; continued cold.
TIDES AT SEATTLE
High 3:13 a. m., 12.1 ft. 7:46 a. m., 10.2 ft. 12:17 p. m., 12.2 ft. 8:10 p. m., 2.0 ft.

TACOMA CRAFT SPILLS HUMAN CARGO IN SOUND

TACOMA, Jan. 15.—Several persons are believed to have lost their lives when the Victor Second, a large gasoline passenger launch, capsized off Point Defiance in a heavy wind, just before noon today.

The bodies of three have been recovered, and it is feared several others were drowned. Walter Bower, 7, and Florence Bower, 14, children of O. S. Bower, of Fox Island, were two of the victims. The third, a girl about 12 years of age, has not yet been identified.

The steamer Atlanta stood by the Victor and launches were immediately sent out from boat houses on the water front to render aid.

Reports telephoned in from the pavilion at Point Defiance park stated that several persons were seen struggling in the water following the accident, but it is not known how many were drowned.

The Victor Second plied between Tacoma and Allyn and other North Bay points. The scene of the capsizing is about five miles from the city and is close in-shore.

A report, which had not been confirmed at 1:30 p. m., stated that 20 persons perished.

Among the survivors are Jack Ashbrook, salesman for A. Schilling & Co. of San Francisco, and James Harris, also a traveling salesman.

Three bodies have been recovered and taken on board the Atlanta, and eight survivors were brought to Tacoma on launches and rushed to the police station, where they are being cared for.

A number of survivors were landed by rescue steamers at the municipal dock here shortly after noon and were given first aid before being sent to their homes or to hospitals.

All were suffering from severe bruises and cuts, the latter probably due to their struggles in breaking their way thru the glass enclosed cabin of the wrecked boat. It is believed about 40 passengers were on board the Victor II when she capsized.

A terrific gale was blowing off Point Defiance and the gasoline boat is thought to have been capsized by the big waves that were rolling about the treacherous point. Many small pleasure craft and several barges were smashed at the park boat house and rescue launches had trouble in making their way to the scene of the wreck by reason of the heavy seas.

American Legion Formed in Canada to Fight in Europe
Ole Hanson received a letter Saturday from Arthur Densmore, a former Seattle man, now in Sundbreck, Alberta, in which Densmore declared an American Legion is being recruited at Calgary for service in Europe.

When the recruiting opened, he said, the office was crowded with Americans anxious for a chance to fight, and a line of them extended clear around the block.

One American, Densmore said, had purchased his discharge from the U. S. marines so he could enlist with the Legion. He was a member of the landing party at Vera Cruz and had a medal given him by the government for heroism on that occasion.

Officials pointed out that conclusive legal proof of wrongdoing is not required to impair the ambassador's diplomatic usefulness; merely belief or moral certainty of such misconduct is sufficient for recall.

London publication of Von Papen's (Continued on page 5.)

EXPLANATION UP TO AMBASSADOR

Von Bernstorff Must Tell U. S. About Von Papen Letters

SHOW HE HIRED SPIES

WASHINGTON, Jan. 15.—German Ambassador Von Bernstorff today faced the necessity for embarrassing explanations as a result of disclosures of money expenditures shown in documents seized in England from Capt. Von Papen, the recalled German attaché.

These documents showed that, under the head of "War Intelligence" account, he had turned over to Von Papen large sums, and that these, in turn, had been distributed variously thruout the country just before certain anti-airly bomb "jobs" were executed.

It is regarded as possible that the ambassador will have difficulty in defending his connection with Von Papen's work—work that made the attaché non grata with this government.

Hint at Recall Possibility

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London publication of Von Pa-

CAN'T AGREE ON CONSOLIDATION

Commercial Club Committee Not Satisfied With Proposed Terms

Representatives of the Chamber of Commerce, the Merchants' Exchange and other commercial organizations had failed utterly, Saturday, to reach any agreement with the Commercial Club's committee, appointed to consider plans for consolidating the club with the chamber.

A plan submitted by the Merchants' Exchange, as mediator, at a joint meeting, Friday, of committees from the various organizations interested, was not approved by the Commercial Club's committee.

It provides that the consolidated commercial body shall bear the name of the Chamber of Commerce, which shall be capitalized for \$200,000, represented by 2,000 shares of stock at \$100 per share.

It also provides for regular, associate and trading members. Regular members shall have the sole right to vote and shall be owners of stock.

J. W. Maxwell, of the Commercial Club committee, said Saturday that, while the plan did not meet with the approval of the committee, it would be passed on to the club for consideration next Tuesday.

"We passed it on without recommendation," he said, "and will let the entire club consider it. Our committee, frankly, could not agree on the proposition."

COMMERCIAL CLUB GETS BUSY

THE SEATTLE COMMERCIAL CLUB, composed of 1,500 business and professional men, already has taken off its coat and started to work in the campaign begun by The Star for the elimination of the preferential railroad round-trip rates which keep the bulk of the Pacific coast tourists away from Seattle and the Northwest. The club, late Friday afternoon, sent the following sizzling telegram to the interstate commerce commission at Washington, D. C.:

"The Seattle Commercial Club unanimously requests favorable action by your honorable body in eliminating preferential rates made by Southern railroads from Eastern points to California. The Commercial Club heartily approves the petition filed with your honorable commission in this matter by the public service commission of the state of Washington. The Commercial Club also stands ready to assist in supplying your commission with evidence of the gross injustice done the entire Northwest in this matter. We urge a speedy hearing of the case. Otherwise the Northwest will have no opportunity of obtaining its rightful share of the immense tourist trade during the coming summer."