

ATLANTIC LINER SINKING

A LITTLE HEART-TO-HEART TALK ABOUT THIS RATE BUSINESS

THIS IS REYNOLDS, "THE MAN WHO DARED"



IN THIS particular spot in The Star we frequently tackle, when the spirit moves us, some important topic that we want to talk about.

Here we thresh things out in a simple, plain, direct manner.

The editor of The Star has a job that keeps him too busy to drool pseudo philosophy for the elation of parlor maids and actresses.

Life is real and life is earnest in this office, and when we get an editorial out of our system and onto this page, it is one that we had to write, because if we didn't, it would turn in and play hob with our disposition.

And, so far as we can scan the horizon, there is no topic fit for, or worth, discussion that we are afraid to consider.

Which brings us to what we started out to say.

Tomorrow a representative of the interstate commerce commission will be here from Washington, D. C., to take testimony in the fight of the combined cities and commercial organizations of the Northwest, backing the Washington state public service commissioners, against the Southern Pacific and allied lines for the abolishing of a rate differential which is keeping tourists away from this corner of the nation.

If the interstate commerce commission decides this case in favor of the plaintiff, it is going to mean a lot to the Northwest.

It is going to mean that several thousand Easterners who visit the Coast annually without seeing the Northwest, because to do so would cost them more money, are going to drop in on us during the summers to come.

It is going to mean that a lot of money that now is getting away from us—hundreds of thousands of dollars yearly—is going to be spent in Seattle.

And why?

BECAUSE THE STAR TOOK UP THE FIGHT AT THE REQUEST OF CHAIRMAN REYNOLDS, OF THE STATE PUBLIC SERVICE COMMISSION, WHEN BOTH OTHER SEATTLE PAPERS WERE ADMITTEDLY AFRAID TO—WHEN AT LEAST ONE LOCAL COMMERCIAL ORGANIZATION HAD PERMITTED THE MATTER TO BE SHELVED—WHEN IT SEEMED THAT EVERY ONE STOOD IN SUCH WHOLE-SOME FEAR OF THE RAILROADS, AND THEIR MONEY, AND THEIR INFLUENCE, THAT SEATTLE WAS GOING TO GO RIGHT ON TAKING THE LITTLE END OF THE TOURIST BUSINESS WITHOUT EVEN A PEEP OF PROTEST.

The Star put a shoulder to the wheel. Reynolds, encouraged, went to work. Others quickly became interested. Mass meetings were held. Public sentiment was crystallized. The commercial bodies were brought into line. And then, more reluctantly, the two Seattle newspapers which had turned Reynolds down.

In an incredibly short time all cities of the Northwest were in the fight, shoulder to shoulder.

Now that the first skirmish has been fought, The Star wants to tell its appreciation of the willingness with which the workers took hold when this newspaper sounded the rallying cry.

And it is important, we believe, that the public be again reminded that it was The Star that came to the front in this issue for the common good, and that The Star did it when the other Seattle newspapers were AFRAID to do it.

Maybe this sounds like we're tooting our own horn with considerable vigor, but dog-gone it, it seems to us we're entitled to, especially so if the railroads are bested in this fight.

We believe that in time the American people will realize that an editor who doesn't dare expose conditions like this at home, an editor who refuses to tell his readers the local vital truths, an editor who is under the thumb of his advertisers, or his lodge brethren, or his business relations, or his political backers, is an enemy of every honest man in town.

LONDON, May 8 (Bulletin).—The White Star liner Cymbric is reported sinking at sea, according to a message received by Lloyds this afternoon.

The nature of the accident was not learned. The Cymbric sailed from New York for Liverpool April 29. It had a general cargo and no passengers.

The White Star liner Cymbric was one of the company's older vessels, and since the war has been carrying freight between New York and Liverpool. She is listed at 13,950 tons, was 600 feet long and had 64-foot beam.

SOLDIERS DIE; 2 AMERICANS CARRIED OFF

By Carl D. Groat

United Press Staff Correspondent

WASHINGTON, May 8.—Representations regarding the Mexican raid into the Big Bend country of Texas were made to Provisional President Carranza today by the United States.

The state department's message suggested that he exert his utmost power to prevent a recurrence of such an outrage. It was further suggested that a readjustment of the Carranzista forces would be advisable so that scattered bands of bandits could not again cross the border.

Secretary of War Baker received from Gen. Funston a report of a plan to round up the raiders, together with recommendations for further action.

He declined to make public the details. Funston has been given absolute power to deal with the situation insofar as the disposition of troops is concerned.

Story of Nine Soldiers' Hopeless Fight to Defend Town Against Overwhelming Force

ALPINE, Tex., May 8.—American troops are rushing today thru the barren and desolate Big Bend country in pursuit of the Mexicans who raided towns in that territory last Friday night, killing three United States soldiers and a boy, and kidnaping two American citizens.

The raiders crossed the Brewster county line and invaded the town of Glynn Springs, 15 miles from the border.

The dead troopers are William Cohen, New York; Stephen J. Coloe, New York; and Hudson Rogers, Danville, Ky. The little boy who was killed is the son of F. Compton. He was deaf and dumb, and it is believed the enraged Mexicans killed him when they thought he refused to answer their questions.

Only Nine Soldiers
A force estimated at between 150 and 300 Mexicans crept up on the settlement.

They avoided the American border patrol by making a wide detour, forded rivers and crossed the intervening stretch of territory in the night.

Nine men of the Fourteenth regiment were in Glenn Springs to protect the settlement.

Other men in the village were C. D. Wood, W. A. Ellis, J. A. Deemer and F. Compton, Deemer's clerk.

Retreat to Adobe Hut

A wax factory was the only industry. The store was the only trading post for many miles.

A few Mexican families made up the remainder of the population. When the attack began the Americans retreated to an adobe hut, barricaded its doors and windows and began a desperate fight against overwhelming odds.

They were routed when the Mexicans, despairing of approaching the beleaguered Americans while they had any ammunition left, hurled fire balls upon the thatched roof.

Three Men Killed

Three men fell as the little detachment fled from the blaze. One was riddled with 19 bullets. The other two were struck many times.

Those who survived reached the shelter of a rocky field and continued their battle until daylight, when the Mexicans, with triumphant yells, rode away, carrying as captives J. A. Deemer and F. Compton and leading pack horses loaded with loot.

No hope is felt here for Deemer and Compton. It is rumored the Villistas cut their throats.

Store Is Ransacked

The Mexican attack was centered against the American soldiers. When the surviving troopers, most of them severely wounded, escaped to the hills in the rear of the town, the raiders turned their attention to the village store and looted it.

Officials at Juarez saw the hand of European intervention seekers behind the new raid.

The Glenn Springs fight was not entirely unexpected. Faint rumors that the settlement might be attacked had been circulated for several days.

GILL THROWS SPOKE IN THE G. O. P. WHEEL

BY ABE HURWITZ

A charming young woman approached Mayor Gill in the lobby of the Commercial hotel Friday at North Yakima, and started talking politics.

The mayor was frank. He told her he was in Yakima "only to be counted."

He pointedly remarked that there had been some tall steamroller work done in King county and that the delegates have been whipped into line.

"And whom do you favor for governor?" the lady asked.

"I'm for McBride," said Gill. "This fellow, George Lee, is a morning glory, a dandy starter, but gets lost in the shuffle."

There was more along the same line.

The next afternoon the Yakima Republic came out with the full interview.

The mayor said he didn't know he was being interviewed. He thought she was a delegate or something.

"But that's all right," said the mayor, "I'll stand by what I said."

The Gill interview caused a furor among the delegates.

There had been rumblings of underhanded tactics. Some of the delegates openly resented the way the Scott C. Bone program was carried thru.

It was charged Bone's business associate, Alonzo Taylor, had called city and county officials to his office and threatened them.

(Continued on page 5)

SAN FRANCISCO, May 8.—Citizens who hand in statements showing a decrease in income during the past three years will have to supplement with itemized explanations, according to J. J. Scott, U. S. collector of internal revenue here, today. All found guilty of having misrepresented their incomes will be prosecuted, he said.

The Seattle Star

LAST EDITION

When's the official time for the straw hat season? Does it begin May 1 or June 1? Forecaster Salisbury says: "Tonight and Tuesday occasional rain."

THE ONLY PAPER IN SEATTLE THAT DARES TO PRINT THE NEWS : VOLUME 19 SEATTLE, WASH., MONDAY, MAY 8, 1916. ON TRAINS AND NEWS STANDS, 10 CENTS

Accepts Word of Germany

President Makes Reply Today to Kaiser's Submarine Note TO TAKE HIS PLEDGE

WASHINGTON, May 8.—(Bulletin).—A brief reply to the German submarine answer has been forwarded to Berlin, Secretary Lansing announced this afternoon.

WASHINGTON, May 8.—President Wilson will announce acceptance of the German reply to the American submarine demands late today. It is understood the president's position will be outlined in a brief note to Germany and that Secretary Lansing will make it public.

This reply may be en route to Berlin even now. President Wilson and Lansing conferred last night with regard to its contents.

The fact that it will not be made public until this afternoon was believed due to a desire to allow the note time to reach Germany.

The communication will be a formal acknowledgment of the receipt of the German reply, and it will indicate, it is declared, that this government, accepting the new pledges, considers itself in no way bound to the conditions of the answer.

The president is known to take the position that the United States is dealing with Germany apart from its negotiations with Great Britain, and that it will continue to deal with Great Britain without reference to its negotiations with Germany.

It can be stated on the highest authority that the American message may be summed up briefly as acceptance of that part of the German reply which covers orders to submarine commanders and rejection of everything else.

The answer will eliminate the possibility of a break on any episode which has happened in the past. Future friendly relations depend on German adherence to the new orders issued to submarine commanders.

2 Divers on Trail of Liner

Submarines Believed to Be Looking for Big Cunarder SIGHTED ON ATLANTIC

NEW YORK, May 8.—Two German submarines, accompanied by a commerce raider, are believed to have escaped from Kiel and are reported at large in the Atlantic today.

The report circulated said orders had been issued for the submarine to torpedo the Cunard liner Orduna, carrying a tremendous cargo of war munitions and 300 passengers.

It is rumored Germany would seek to prove by this act that submarining could be carried on legitimately, the plan being to unload the passengers and crew before sinking the steamer.

There have been no wireless messages from the vessel since it sailed, May 2.

The story that the submarines were headed for America was based on an account of a midocean attempt of two apparent raiders to capture the French liner Venezia, 160 miles from Bordeaux, en route to the United States.

The pursuing boats steamed toward one another, meeting far astern of the Venezia, and conversed for a few moments.

Two pale streamers of smoke were seen rising from the side of the second pursuer.

This was believed to be from submarines.

Boys Have Big Time at The Star's Party

To say that Seattle youngsters took advantage of The Star's "Boy day" at the baseball park Saturday would be putting it mildly indeed.

Hearing to Start Tuesday

Examiner Here From Washington to Take R. R. Rate Testimony SESSIONS ARE PUBLIC

Wibur La Roe, jr., of the interstate commerce commission arrived here Monday from Washington, D. C., to preside at the hearing of the arbitrary passenger rate case brought by the people of Seattle and the Northwest against the Southern Pacific and allied railway lines.

The hearing will begin in United States district court, room No. 2, in the federal building, at 10 a. m. Tuesday, and will be open to the public.

"The Northwest is in competition with the rest of the world for tourists," said Chairman Charles A. Reynolds, of the Washington public service commission, Monday. "That is to be the basis upon which we will demand elimination of the \$17.50 difference that exists in round-trip fares from Chicago to San Francisco, which the traveler must pay if he wants to come a shorter distance via the Northwest rather than a longer distance by way of New Orleans and El Paso."

Graham is First Witness

B. O. Graham, attorney for the public service commission, will be the first witness called.

He will testify that it is the duty of the commission to bring suits such as the present case.

This point has been challenged by the Southern Pacific, through O. O. Calderhead, tariff expert, and T. H. Phillips, the commission's chief engineer, will follow Graham to testify as to the different round-trip charges and to the physical condition of the different roads.

Will Tell of Scenery

Carl F. Gould, an artist and architect, who has traveled the world over, will compare the scenery of the Northwest with that of other parts of the world, to establish the right of this locality to compete with other localities as a vacation spot.

"We will show," said Chairman Reynolds, "that travelers prefer the northern route to the south because it is the cool way to the Coast, and that the Northwest would get approximately 80 per cent of the summer tourists with the railway rates equal."

Elimination of the \$17.50 differential, I am confident, would bring \$200,000 cash to Seattle alone every year that our hotels, restaurants and summer resorts don't get now. This does not include the money that would eventually be spent in homes and factories by visitors.



GOMPERS TELLS MEANING OF STRIKES

BY SAMUEL GOMPERS, President of American Federation of Labor

The present situation in the labor world—the demands for better wage and living conditions and shorter hours of labor, resulting, where such demands have been refused by employers, in strikes, is simply the result of the determination by the workers to be larger sharers in the increased profits employers are receiving in this time of unexampled prosperity.

The fact of the matter is that for many years when industrial prosperity came upon our people, employers, large and small, as a rule, deemed that time as their harvest, and very grudgingly, if at all, gave anything as a reward to the workers.

On the other hand, whenever there was any sort of depression, employers, as a rule, shifted it onto the shoulders of the workers. It was only during the last depression—that of 1907—that the

workers, under the leadership of the American Federation of Labor, declared their determined opposition to any reduction of wages as a way out of that condition for the employer.

The workers assumed the position that they were not going to submit to reduction in wages, realizing that such a solution of industrial depression was no solution at all.

In the depression caused in the first few months of the European war, thru disarrangement of our industries, little or no attempt was made by employers to reduce wages, in spite of the considerable number of workers unemployed.

After the readjustment and re-arrangement in industry, workers became more generally employed, employers were in receipt of large profits, and the working people have become more thoroughly organized, and are determined that they shall be larger sharers of their product.

The labor movement of today no longer bases its claim for a better consideration at the

hands of employers and of society upon the grounds of sympathy for them.

The claim is as a matter of right, and that idea has taken firm hold of the masses of the workers of the country.

We have conducted a campaign of organization for years among the unskilled as well as the skilled, among men in the employ of great corporations, as well as employees of small industrial caliber.

The efforts now being made by large groups of workers to secure still better conditions, and their demand to share in the increased prosperity of the country, is simply the expression of the American trade union movement as represented by the American Federation of Labor.

THE MEANING OF THE PRESENT CONDITIONS IN THE LABOR WORLD IS THAT THE WORKERS ARE DEMANDING THEIR RIGHTFUL SHARE IN THE INCREASED PRODUCTIVITY OF INDUSTRY AND THE PROSPERITY OF THE NATION. SAM GOMPERS.