FLU STOPS FINAL HOCKEY GAME

An American Paper That **Fights** for Americanism.

The Seattle Star

THE GREATEST DAILY CIRCULATION OF ANY PAPER IN THE PACIFIC NORTHWEST

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LATE EDITION — TWO CENTS IN SEATTLE — Per Year, by Mail, $5.00 to $9.00

Tides in Seattle
TUESDAY
1st High Water 5:27 a.m., 12.2 ft.
1st Low Water 12:32 p. m., 0.4 ft.
2nd High Water 6:39 p.m., 12.0 ft.
2nd Low Water 11:37 p. m., 3.6 ft.

PLEADS INSANITY

TROTSKY COMING TO NEW YORK!

So Says Mysterious Loof Lirpa in Remarkable Seattle Interview

ARRIVES IN TOWN TODAY

BY O. B. JOYFUL

Loof Lirpa got in today.

"Chase around an' see 'im," said the city editor.

"Who is he?"

"Absolutely the most unreliable individual on earth," explained the city editor. "Ananias was a mere amateur compared to Loof Lirpa, who has won more medals for untruthfulness than all the other persons who ever lived in all the times since Heck was a pup."

"Must be some new kind of a Bolshevist," I suggested.

"Yep, only worse," went on the c. e. "You can believe a Bolshevist once in a while, but never this bird."

So I looked up Loof Lirpa.

"Mister," I began, "I'm going to interview you!"

"Go as far as you like, son," he beamed, pleasantly, rolling up his sleeve and shooting some soothing syrup into his sinews.

MORE'S GOING TO HAPPEN THAN WE SUSPECT

"What's going to happen?"

"Lots. More than you suspect. The cost of living will drop. The gas company will stop sending monthly bills, and the telephone concern won't bother about collecting tolls.

"The League of Nations constitution will be changed so it will please every American, foreigner and Henry Cabot Lodge, and Japan is passing an embargo act prohibiting Japanese from leaving Nippon.

"The chief of police will arrest all the crooks hanging around and lawyers will stop getting them out of jail.

"Boies Penrose will beat Debs for the socialist nomination for president next year and Woodrow Wilson will run for a third term. But a presidentess will be inaugurated March 4, 1921, and unless she's a widow there'll be a 'first gentleman of the land,' and papers will be full about the presidentess being accompanied by her husband.

YOUNG JOHN D. TO LEAD HOBOKEN BOLSHEVIKI

"Leon Trotsky is now negotiating with a Wall st. firm to shear the lambs, and young John D. Rockefeller has been offered the leadership of the Bolsheviks at Hoboken.

"Few basements will be totally dry after July 1. And the increased demand for water will lower the sea level several inches.

"The republican party will abolish all war taxes, and double everybody's wages. However, the democratic party will do even better by us next time it gets elected to something. The democrats will have the government take over every industry but rocking the cradle and then nobody but mother will have to work.

"The New York Giants will win the pennant in the National league; Ban Johnson, as per usual, will cop the flag in the American league, Seattle will lead the Coast league, and the Woodie Wilsons are sure to finish better than second in the League of Nations.

"Jess Willard will work 20 minutes for $100,000 July 4th and Bill Jones will work all day for $3.

NEVER AGAIN'LL WE HAVE 17-YEAR LOCUSTS

"The 17-year locusts will appear same time the 13-year breed comes, and they'll hatch out each other's eggs and next time they'll be 15-year locusts, splitting in difference, 50-50.

"The boll weevil will be trained to pick cotton in the South and colored labor will be released for the Pullman cars and African billiards.

"Henry Ford will make flivvers that you put on just like roller skates, and Tom Edison has invented a new sort of wireless which lets you telegraph home for money—and get it.

"Outside all that nothing much will happen except that tomorrow the second of April will come around."

Loof Lirpa—start at the extreme right of his name and read leftward.

He Holds Record for News Telling

91ST MEN EAGER TO COME WEST

More Pacific Troops Are Expected In This Week

NEW YORK, April 1.—Eager to see the woods and vales of the Northwest, and every man with a mile-grin at mere mention of the fact that he'll soon be home again, members of the 91st division who have arrived at this port within the past two days are anxious to be on their way across the continent.

For them, the war is entirely ended. The sooner they can don civilian clothes and get back on the old job, the better.

There were few men from Washington on board the two vessels which yesterday and Sunday brought the 91st organizations back to the homeland. Washington troops are expected to arrive Wednesday or Thursday, on the steamer Siboney.

The division first saw action in the St. Mihiel sector, as a part of the First army. Later it was transferred to the Argonne. It was here it made its mark. The division casualties have been heavy, and evidence of this fact is witnessed by large replacements.

Marshal Foch, following the big battle in the Argonne, ordered the division to Belgium, to join King Albert's army of liberation.

House-to-house conflicts with the fleeing enemy marked their service in Belgium, and the devision was being reorganized and awaiting new orders when the armistice was signed.

Among those who arrived with the 91st yesterday were the following Seattle men:

Capt. Frank T. Wilt, base hospital 50, formerly nerve specialist at Fort Stellacoom insane asylum, 741 18th ave. N.

Lieut. Harold W. Burchard, Sorrento hotel, son of Mr. and Mrs. D. W. Burchard, formerly cashier of the Northern Commercial Co., of which his father is president.

Lieut. Clifford L. Evans, supply company, Bitter Lake, formerly a civil engineer with the Title Trust Co. Home at Bitter Lake.

Sergt. Lloyd H. McMoran, 5563 29th ave.

Corporal Lloyd A. Day, 513 N. 68th st.

Corporal Howard S. Simpson, 161st infantry, 2937 Fuhrman ave.

Corporal James C. Hearty, 1922 11th ave.

Private Ralph C. Armstrong, 3521 Woodlawn ave.

Private Charles Boehlke, 6540 Greenwood ave.

Private Leon A. Paris, 5053 25th ave.

Private Walter Peterson, 463 Blewett st.

Private Andrew G. Argus, 7546 16th ave.

PLANS FLIGHT TO NORTH POLE

Capt. Bartlett, Veteran Explorer, to Make Trip

LONDON, April 1.—Captain Robert Bartlett, of New York, plans to fly to the north pole in June, starting from a base at Cape Columbia, it was announced today.

Bartlett, who is 44 years old, started his polar exploration as a member of the Peary expedition, in 1897. He headed the Canadian government expedition in 1913-14, when he crossed on the ice to Siberia.

BIG WORLD CONTEST IS DEFERRED

Five of Canadian Team Are Taken Down With Illness Before Final Match

TWO HAVE HIGH FEVER

With five of Les Canadiens, Eastern ice champions, down in bed with attacks of the influenza, the deciding game of the world's puck classic, scheduled for tonight at the local Arena with the Seattle Metropolitans, has been called off.

Hall and MacDonald, two of the visiting players, have been in bed since Sunday and their condition is serious. Each has a temperature of 104. The players are now at the Hotel Georgian, but will be moved to hospitals some time today.

The games for the title stood at two-all and one more win was needed to clinch the title for either team. It has been one of the bitterest fought title series in the history of the sport.

Manager Kennedy, Berlanquette, Couture and Lalonde of the Canadiens are the other visitors who are afflicted with the "flu." Their attacks are mild, according to attending physicians.

May Never Play

There is but slight chance that the series will ever be settled, and the greatest ice contest in history will be called a draw. The Canadiens might be able to put seven men on the ice Friday night, but the chances are very slight.

The Seattle men are in none too good condition themselves. Bobby Rowe, Seattle pilot, and Frank Foyston are both banged up from the strenuous games. "Cully" Wilson, scrappy Met wing, is under the weather and needs a good rest to recover his strength.

Sapped Their Strength

The Seattle Mets annexed the first game by an overwhelming score, winning 7 to 0. The Canadiens evened up the count in the second tilt, winning 4 goals to 2. In the third game the Mets again finished ahead, winning 7 goals to 2. In one of the most wonderful struggles ever staged in hockey the teams battled 80 minutes to a scoreless tie in the fourth game. In the fifth game with the Seattle men ahead 3 goals to 0, the Canadiens rallied in the last period and tied the score. In overtime they won by scoring the needed goal. The two strenuous overtime games sapped the strength of the players and made it almost a physical impossibility to continue the games.

Need More Vaccine to Complete Task

Vaccine to complete the inoculation of the Queen Anne high school students against smallpox, is expected from San Francisco Tuesday, the work having been held up Monday, when the doctors' supply ran out. A fresh supply, which will enable city physicians to vaccinate the pupils of grade and high schools, will come from Chicago before the end of the week.

416146

K

They knew him on "the street" as "K."

Of course, he had another name. But it was so easy to call him just "K." He was that sort of a man—the kind from whom one held no confidence. Yet he was secretive himself. He helped others—always—gladly, to the very last penny. He really did not belong on "the street," for he was—

But that would be telling—and "K" must remain just "K" until Mary Roberts Rinehart tells you more about him.

Mrs. Rinehart is the author of "K." Mrs. Rinehart is America's most famous novelist, and "K" is one of her greatest novels. It will begin

IN THE STAR FRIDAY!

SOLONS FAVOR BIG NAVY PLAN

Bremerton Yard to Be Enlarged for Fleet

Expansion of the Bremerton navy yard to nearly twice its present capacity, a port of embarkation for sending Camp Lewis soldiers to Hawaii and the islands, and development of the Puget Sound defenses are promised by the seven members of the house naval affairs committee, in Seattle Tuesday.

Support for the plans to develop the Bremerton navy yard so that it can keep a great fleet ready for action off this coast, and provide greatly increased protection for Alaska, will result from the congressional inspection tour. These plans are in accord with the naval expansion program, it was stated.

Congressman William J. Browning, of New Jersey, senior member of the party, announced that the fleet will be divided equally between the Pacific and Atlantic.

"This means that the Pacific Coast will have to be prepared to keep the fleet ready for sea," he said. "We shall need more naval stations, drydocks, repair shops, submarine bases, shore hospitals, training camps, target ranges and aviation stations on this coast."

The utilization of the deep water harbor, which is part of the Camp Lewis reservation for a port of embarkation, also will have the backing of the committee members when

(CONT'D ON PAGE NINE)

IS READY FOR ATLANTIC TRIP

ST. JOHNS, N. F., April 1.—Pilot Hawker, of the Sopwich airplane, with which an attempt will be made to fly from Newfoundland to Ireland, declared today that he expected to start not later than April 10.

No Deadheads! Even Coppers Must Pay Street Car Fares!

"Where's yer nickel?"

"Badge? No good!"

And Kelly, or O'Brien, or Casey, or whatever the name of the member of Seattle's police or fire department most concerned, will have to "cough up the cold cash or walk."

That's the first announcement of Thomas F. Murphine, who, at 11 o'clock last night, became general manager of all city street car lines.

No deadheads!

That's the new order. It does not go into effect immediately, but within the next ten days only train crews and members of the maintenance of way department, whose work requires that they ride on the cars, will be carried on badge or button.

Every policeman and every fireman of the city, who finds it necessary to ride on the street railway lines, will have to have one jitney—cash money—for another edict soon to come forth will announce that no tickets will be published other than those for school children.

"I don't know who will pay the fares of the police and fire departments," says Murphine. "Their departments, I suppose. But the day of free rides for them is over. Why should they and employes of the traction offices, barns and shops ride for nothing, when they are only employes of the city, just as every worker in the city hall?

"And they will have to pay cash fares, too, because tickets are the curse of the street car business, and we will publish none except for school children."

MURPHINE IN CHARGE OF SYSTEM

Plans Express Service to Speed Up Long Traction Hauls

WILL CUT DOWN TIME

Express service that will cut down the time from the center of the city to practically all the outlying residential districts—in many cases as much as 15 minutes—will be the first great improvement in the operation of Seattle traction lines under municipal ownership.

This, according to Thomas F. Murphine, superintendent of public utilities, together with the installation of safety zones in the downtown districts to make possible speedier loading, will be one of the first important changes in operation of the street railway systems of the city.

At 11 o'clock Monday night, according to the final agreement between the city fathers and the officers of the Puget Sound Traction, Light & Power Co., all the physical equipment of their street railway lines in the city became the property of the city of Seattle for a consideration of $15,000,000.

Without a hitch, the final transactions necessary for the city to acquire the traction lines, were completed late yesterday afternoon, just in time to permit the sale to be recorded with the city comptroller and the last papers signed before the office closed for the day. Tuesday, the city owns the equipment, real property and good will of the Puget Sound Traction company.

In discussing the limited train plan, Murphine said, by way of illustration, that there are three double track rights-of-way running to Ballard alone. One of these will be used for local stops entirely. Another, from Third and Pine to the Fremont bridge, will be used as an express line. At these points physical connections will be made and local stops will be made from there to each terminal.

Help West Seattle

Among the other districts to have fast service are Wallingford, Green Lake, Meridian and Phinney.

"There is no reason at all why the time for a 40 to 45-minute run cannot be reduced at least 15 minutes with express train service, and my plan is not to run thru trains just at peak hours, but all day long," says Superintendent Murphine. "Of course, there will be more trains at the rush periods than at other times."

West Seattle will have its "limiteds," too, when the physical connection between the elevated structure and the surface lines has been made. Another feature to be put in operation here will be the skip-stop plan. This should cut down the time from terminal to terminal on all lines by at least ten minutes.

Average Eight Hours

"I have a few ideas of my own on the operation of street railway lines," says Murphine. "A city operating a traction line, by reason of not having to pay taxes, not being called upon to pay out 2 per cent of its gross earnings, and other means of economizing, has the advantage over a private corporation. We shall take advantage of the advantage."

The new superintendent of Seattle transportation says also that he hopes to be able to arrange the working schedules of all train crews so that they will work from 7½ to 8½ hours a day. Ths will give an average of eight hours.

Hanson Says City Ownership to Win

LOS ANGELES, April 1.—"There is no question but that street car lines thruout the entire country will eventually be owned by municipalities," declared Mayor Ole Hanson, of Seattle, in discussing the taking over of the Seattle street railways.

"The main reason is that there is not enough money left in the city street car business to give both dividends and service. If the street car companies pay big dividends the public gets no service. If the public gets even fair service the companies pay no dividends.

"Hence the municipalities will be forced as we were to take over the lines and conduct them at cost and give service."

BUDAPEST, March 30.—(Delayed.)—M. Fenyce, representative of the Hungarian soviet government in Vienna, told the representative of a Vienna newspaper, that "our economic relations with German Austria must be the closest possible," it was learned here today.

Here's the Man Who'll Worry About City Traction Troubles

Tom Murphine and his Tuesday smile. "Laugh! Grin!" commanded the camera man. "This is the bes t I can do," replied Murphine. "I've got a lot to worry about now."

* * * * * *

New Traction Chief Sold Cigars, Played Football and Worked in Woods

Superintendent of Utilities Thomas Murphine is today general manager of the greatest municipally-owned traction system in the world.

Fourteen years ago, the city's traction chief was dealing cigars, cigarets and smokers' sundries across a Third ave. counter.

From cigar clerk to traction chief in 14 years is a big jump.

In the space between he has found time to become a lawyer, attend two sessions of the state legislature, serve as a special assistant attorney general for Washington, then as assistant attorney general, and finally hold the office of commissioner of public utilities for Seattle—under whose department the newly acquired street railways will be operated.

Arrived 36 Years Ago

Commissioner Murphine began life in Hillsboro, Ohio, July 7, 1878. He came to Seattle April 1, 1883—just 36 years ago today—and he says he looks upon April 1 as the most eventful day of his life. 'Frinstance—today.

He attended public school and the University of Washington, graduating with the degree of B. A. At the university played football and won the prize for oratory, among other things.

He selected the lumber and shingle business then as giving him the greatest opportunity to display his business ability, and even worked in the woods. He might have been a captain of finance, he admits himself, if he had not had a leaning toward the law. He quit the lumber trade, in which he had become part owner of a firm and woods manager of their logging camps.

In 1905 he again went to the university and matriculated in the law school.

It wes while studying law that the now street railway head operated his little cigar store at Third ave. and Union st. Married, and with a family, it was necessary that he keep his income coming in.

Attended Conventions

In 1913 and 1915 he was a member of the state legislature, being floor leader of the progressive and municipal ownership forces in both sessions. He has been chairman of the Washington progressive delegations to the national conventions. In 1912 his delegates were steam-rollered out of the republican convention.

During the 1917 session of the state legislature he served as special assistant attorney general in charge of drafting bills for that legislature. On June 1, of that year, when the sessions ended, he was made special assistant attorney general. He held the post until accepting the office of commissioner of public utilities in this city.

That he has not lost the benefit of his early participation in athletics, is evidenced by one good look at him. Asked how he can do it, Murphine merely remarks:

"Mountain climbing and golf!"

He forgets to add, running a $15,000,000 railway. Some exercise in itself.

When H. E. White, of 5507 First ave. N. E., grabs his pole and tackle and fares forth for fish, altho he may not know it, the jinx will be on his trail and get him. He took out the first fishing license on April 1.

GARRISON GIRL MAKES HER CLAIM

Declares She Was Insane When She Poisoned Her Rival Two Weeks Ago

BUT SANE NOW, SHE SAYS

Temporarily insane when she poisoned Mrs. Grace Storrs two weeks ago, but sane NOW!

This was the plea entered Tuesday afternoon in Judge Tallman's court by Ruth Garrison, the 18-year-old girl who confessed she had placed strychnine in the fruit salad eaten by the wife of Dudley Storrs, the man with whom she was enamored.

When court convened, a large crowd had again filled the hallways and courtroom to catch a glimpse of the youthful murderess.

When the judge asked if she was ready to plead, her attorneys answered for her. She is represented by Thomas Askren, of Seattle, and Reuben Hilen, of Snohomish county, both personal friends of the Garrison family.

"Would Be Safe"

"Not guilty by reason of insanity at the time of the commission of the crime," was the technical wording of the plea.

Accompanying the oral statement was also a written plea setting forth that since the date of the crime, Ruth Garrison has been sane and would be "safe to be allowed at large."

The extraordinary plea is made necessary, the lawyers explained afterward, under the laws of the state, in order to give Ruth Garrison a fighting chance for liberty. The law requires a written statement at the time of entering a plea of insanity in which the court must be apprised as to whether the defendant still claims to be insane or whether sanity has been recovered.

Up to Jury

It will be up to the jury, when she is tried, to determine first whether Miss Garrison is guilty of murder, notwithstanding her plea of insanity, or whether she is innocent by reason of insanity.

In the event she is found "not guilty," the jury will have to answer the specific question of whether she is still insane. If the jury says "no," she will go free. If the jury believes "yes," and that she is still unsafe to be at large, Miss Garrison will be sent to the insane ward of the penitentiary. Thus, in order to gain her freedom, she must not only be acquitted of murder, but she must also prove that the temporary insanity which she claims led to the murder does not exist any longer.

May Get Life

If she is found guilty of murder—in the event the jury disbelieves her insanity plea altogether—she faces a life term in the penitentiary.

If she is found not guilty of murder but the jury declares her still insane, she must remain in the insane ward of the penitentiary until the court should order a new trial by a jury to determine the question of her sanity. She would remain in the penitentiary until a jury decided she was no longer insane.

In a conference between herself and her attorney, Thomas Askren, Prosecutor W. C. Gresham of Okanogan county, and Deputy Prosecutor John D. Carmody, of Seattle, Ruth refused to talk of her relations to Dudley M. Storrs, or whether or not she would testify at the trial of her paramour. Askren advised her to hold her silence.

Tuesday was the third time that Miss Garrison appeared before Judge Tallman to plead to the charge.

The first time was on Friday, March 21, two days after her confession, the next was Friday, March 28. Both times Judges Tallman granted her attorneys an extension.

Essen Planning General Strike

COPENHAGEN, April 1.—A general strike was scheduled in Essen for today. The workers demand recognition of the soviet system, a six-hour day and a 25 per cent increase in wages.