

HARDING DEMANDS SHIP SUBSIDY

The paper with a 15,000 daily circulation lead over its nearest competitor

The Seattle Star

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HOME EDITION



WEATHER

Tonight and Wednesday, rain; strong southeasterly gale.
Temperature Last 24 Hours
Maximum, 49. Minimum, 39.
Today noon, 48.

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SEATTLE, WASH., TUESDAY, NOVEMBER 21, 1922.

TWO CENTS IN SEATTLE

What Is City Council Afraid Of?

The introduction of the weekly pass plan in the street railway systems of Tacoma, Everett, Bellingham and a score of eastern cities has resulted in reducing the AVERAGE FARE OF THE PASS-BUYER, WHO

IS THE REGULAR PATRON OF THE CARS, TO LESS THAN FOUR CENTS. This without extra expense to the company. These are proven facts. They are not some mayor's

guess or some councilman's guess. In view of these facts, why does the Seattle city council continue to consider wild projects for cash carfare reductions that it knows it cannot make, and

disregard the one practical, workable solution that is offered? Why is it afraid to experiment with an idea which is a success everywhere that it has been tried to date?

Whole Coast Should Back Johnson's Bill!

News dispatches announce that Congressman Albert Johnson, of Washington, is preparing to introduce an amendment to the immigration laws, denying admission to the United States to all persons ineligible to citizenship. This means, principally, Japs.

Simultaneously, dispatches are received from Victoria, B. C., telling of the action of the British Columbia legislature in calling upon the Dominion to amend the Canadian immigration laws in a similar manner.

Big news this. The biggest since the Armistice. The Armistice ended a great war. Today's actions, if carried to their logical conclusion, will do more—they will help prevent another great war.

The keynote of the whole situation was sounded by T. D. Patullo, British Columbia minister of lands, in closing the debate in the Canadian legislature.

"I have no ill will for the Oriental," he said. "But there are biological differences between the Oriental and white races which must be recognized. Differences which can only cause friction—and worse—unless they are recognized.

"There is no reason why we should not trade together in perfect amity. But let us occupy each our own sphere."

Members of Washington's congressional delegation would do well to study the doctrine of this Canadian statesman—not only for dealing with the exclusion of Japs, but also in connection with the equally important plan to make children of Japanese, born in this country, ineligible to citizenship. It sums up both questions.

There's no question but what the entire Washington delegation, the whole Pacific Coast delegation, should get together behind Congressman Johnson's amendment. Its passage—particularly if it came simultaneously with similar action by Canada—would remove at a single stroke what is possibly the greatest menace of today to the peace of the Pacific.

And—which is also important—passage of the amendment would pave the way for the constitutional amendment barring Japs from citizenship—which would, definitely and finally, put an absolute end to the "Yellow Peril."

MARKING TIME ON FARE PLAN

Council Members Up in Air Over Suggestions

An attitude of "watchful waiting" in regard to the latest carfare suggestion to emanate from the mayor's office—that a five-cent cash fare and 6 1/2-cent tokens carrying transfer privileges—was evident among the city council members present at the city hall Tuesday morning.

Following receipt of Mayor Brown's letter, urging immediate legislation on his proposition, at the council meeting Monday afternoon, the council's attitude against hasty action became apparent when Councilman A. Lou Cohen's motion to vote on the Fitzgerald fare ordinance, which has lain dormant since midsummer, died for want of a second.

The Fitzgerald bill differs from the latest plan of Mayor Brown's in that it provides for a two-cent charge for transfers, instead of the token system favored by the city's chief executive.

That the mayor's plan is the most attractive to be considered is the consensus of opinions expressed by council members Tuesday.

"The token system is simpler than the plan I proposed for paying two cents cash for transfers," Councilman Fitzgerald said. "The handling of cash in buying transfers would consume time and slow up traffic during peak hours."

Council Members Phillip Tindall and Mrs. Henry Landes declined to commit themselves as to their vote if the mayor's plan advanced to the ordinance stage.

"There is no hurry, if the carfare reduction is planned to become operative in the spring," Mrs. Landes said. "The mayor is certain that the system he proposes will be self-supporting. That cannot be ascertained without careful study—and perhaps not without being put into practice."

Unusual reticence governed the offices of Public Utilities Superintendent Geo. F. Russell and Railway Superintendent D. W. Henderson.

"I've been too busy with other matters to read the papers or to study the matter personally. I don't know the details of plans for carfare reduction proposed, and can't express an opinion," Russell said.

"Maybe it will and maybe it won't," was the statement of Henderson when asked whether in his opinion the 5-cent fare and tokens for transfers plan would create sufficient revenue to operate the municipal railway and take care of payments on the interest and principal of the railway debt.

"Undoubtedly the 5-cent fare will increase short-haul traffic; but whether the increase will take up the loss from fare reduction is a question I cannot venture an opinion on without thorough study of the matter."

That council members are undecided which of the many proposals before them is the most feasible appears certain from their attitudes. With the exception of Councilman John E. Carroll, that body is practically unanimous in favoring some sort of fare reduction. Carroll favors the present fare with a pass supplement.

Begin Work on Big Hotel in 90 Days
Within 90 days actual construction on Seattle's new community hotel, the Olympic, will have been started. This is the statement made Tuesday by the committee in charge of the work.

The name Olympic, it is reported, has been given enthusiastic second by Frank A. Dudley, of New York, president of the United Hotel Company of America.

NEWBERRY'S FATE SHOULD WARN ALL OTHER PAY SOLONS
SANTA FE, N. M., Nov. 21.—The resignation of Senator Truman H. Newberry, Michigan, should erase from the minds of others seeking senatorial seats, the "pay as you enter" idea, Gov. Elect William E. Sweet, of Colorado, said yesterday. Sweet is attending the conference of the Colorado river commission here.

"Newberry's decision that discretion is the better part of valor is wise," said Sweet.

Boatswain Charged With Fur Robbery
Knaud Thorsen, boatswain on the Admiral liner Admiral Watson, was held in the city jail Tuesday for postoffice inspectors on a charge of robbing the mails.

Thorsen, who is 51, is said by inspectors to have stolen more than \$3,000 worth of furs from the mails during the last four years.

Woman Declares War on Christmas Trees!



Mrs. Frederick B. Loshington

SHIP HELPLESS IN HEAVY SEAS

Seattle Tug Gets Distress Call From Bessie Dollar

Her engines disabled, the freight steamer Bessie Dollar is wallowing helplessly in a heavy sea about 500 miles off the coast, according to radio dispatches received Tuesday from the Seattle tug, Sea Monarch.

The Sea Monarch was conveying another Dollar liner, the Stuart Dollar, into port, when she received a distress call from the Bessie Dollar and she immediately relayed the message broadcast.

The captain of the Sea Monarch, Capt. C. A. Beaton, did not state in his radio messages whether he was proceeding to the assistance of the second vessel. The Stuart Dollar is also disabled, and may need his assistance.

Captain Beaton reported unusually heavy weather, with winds that at times attain a velocity of 75 miles an hour.

Sampaio Correia in South America
GEORGETOWN, British Guiana, Nov. 21.—The Sampaio Correia II, flown from New York en route to Rio De Janeiro by Lieut. Walter Hinton and American crew, reached the South American continent late yesterday.

The big plane, which has been laying over at Trinidad while a new propeller was being fitted, landed at the mouth of the Essequibo river.

Portland Woman Is Killed by Auto
PORTLAND, Nov. 21.—One woman was killed and two men were perhaps fatally injured here last night when struck down by automobiles. Mrs. J. B. Thompson died shortly after reaching a hospital.

Rev. Edward Doering, 70, and Charles Hart, 65, both were in hospital today, with skulls probably fractured.

DEFENDS U. S. MARINE BILL

President Dares Foes to Defeat Ship Measure

BY PAUL R. MALLON
WASHINGTON, Nov. 21.—In a fighting message, President Harding today dared the foes of the administration ship subsidy bill to assume the responsibility for defeating it.

Declaring that no proposition placed before congress ever met a "more resolute hostility," the president, in a message delivered in person to the extraordinary session of congress, challenged his opponents to meet the issue fairly.

The president went on record as being opposed to the repeal of laws such as the La Follette standard act, designed to raise the standard of labor on American ships, saying "merest justice" demanded their continuance until all the world had been brought to the same level. These laws, some shipping interests contend, make it impossible to compete with foreign marines.

The president started speaking at 12:35 p. m. The president devoted practically all of his message to a vigorous advocacy of the subsidy, mentioning only one other national problem—additional relief for agriculture.

This and other questions will be dealt with in his message to the regular session which will meet on December 4.

This problem can no longer be ignored, said the president. "Its attempted solution cannot longer be postponed. The failure of congress to act decisively will be no less disastrous than adverse action."

Carrying the fight with aggressiveness to the enemy's camp, Harding said he challenged "every institution of favored interests and the enrichment of a special few at the expense of the public treasury. I am, first of all, appealing to save the treasury."

Throughout his speech, the president argued that the subsidy would save money to the treasury by the reduction of interest still being piled up by the shipping board.

These were estimated at \$50,000,000 a year, while the president said the cost of the subsidy would be half that amount.

The executive made a fervent appeal that American standards be raised to a position of eminence among the maritime nations of the world.

Striking directly at the opposition to the measure, the president said one of three courses is open to congress today.

"The first is constructive—enact the pending bill, under which, I firmly believe, an American merchant marine, privately owned and privately operated, but serving all the people and always available to the government in any emergency, may be established and maintained," he said.

"The second is obstructive—continue government operation and attendant government losses and discourage private enterprise by government competition under which losses are met by the public treasury and witness the continued losses and deterioration until the colossal failure ends in sheer exhaustion.

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Morgan Not Ill, Says His Office
LONDON, Nov. 21.—J. P. Morgan, who had been reported ill at Waldorf, was in London today in the best of health, according to an announcement from the American financier's offices here.

SENATE ADMITS WOMAN MEMBER
Mrs. Rebecca Felton Is Sworn In

WASHINGTON, Nov. 21.—Mrs. Rebecca Felton, the first woman senator in history, was sworn in as a member of the upper house of congress today.

After a lengthy argument made by Senator Walsh, democrat, Montana, in which precedents in the senate were gone over, Mrs. Felton rose from her seat in the rear of the chamber and, accompanied by Senator Harris, of Georgia, walked up to the vice-president's desk. She raised her right hand and the acting president of the senate administered the oath for the first time to a woman.

There was no objection raised to her admission and Senator George, who could have claimed the seat by presenting his credentials, was absent.

A Change Necessitates a Sacrifice
Because people are continually moving from one place to another, gives others many opportunities. Here is one for a good home.

PHINNEY RIDGE
\$4,750; \$500 Cash, \$35 Month
5 rooms; living room, dining room, 2 lovely bedrooms, cabinet kitchen; nice bath; linen closet; fireplace; bookcases; buffet; hardwood floors; cement basement; furnace; garage and driveway. Change of location necessitates owner selling.

Turn to the classified columns and see who is showing this comfy little home.



Howdy, folks! Aren't you just falling for this fall?

Wives are anxiously waiting for it to rain so they can tell their husbands not to forget to wear their overcoats.

Football's not like it used to be. For nowadays, instead of the hero being all romance, nine out of ten he's a weed.

Some people are so darn patriotic that they object to having German measles.

WORSE AND WORSE
Emile Coue, French psychologist, says we can cure ourselves of all ills by repeating the formula, "Day by day in every way I'm getting better and better."

Why not go a step farther and solve our traction problem by saying, "Day by day in every way carfares are getting lower and lower."

And the anti-prohibs might say, "Day by day in every way the United States is getting wetter and wetter."

A woman, desiring to cure herself of low legs, took up the Coue system of auto-suggestion. Her adviser said she could straighten her legs by repeating, 150 times each night before going to bed, the Coue magic formula: "Every day, and in every way, I get better and better."

The woman, being thoroughly converted to Coueism, thought she would play safe with a double dose of the magic formula. So she repeated it 300 times. And, next morning, woke up knock-kneed.

We lamp on the sport page that Jack Dempsey will be idle this week. Unless there should be another war, in which case no doubt he would return to his job in the shipyard.

EFFICIENCY
The United States will never be really efficient until bootleggers make deliveries on the card-in-the-window system or sell coupon books to customers.

Bootleggers are increasing almost as rapidly as gasoline stations in Seattle.

A Lincoln high school student was asked to compose a sentence containing the word "cauterize."

"I knew she was a flirt," he wrote, "the minute I cauterize on me."

WHAT EVERY MOTHER KNOWS
That her little darling never heard an oath until he began associating with other boys at school.

A freshman is a bird who thinks that every night is Halloween.

What this country really needs is a law that will stop wives using their husbands' razor blades for pencil sharpeners.

AN IRISH BULL?
(Thanks to J. H. Preston)
Lost: A pet male bull. License No. 3647. Reward. Call Kenwood 5623.—Ad in The Star.

Customer—I'd like to have this prescription filled, please.
Clerk—Say, where do you think you are? This is a drug store.

Topoka man returned a public library copy of Victor Hugo's "Toilers of the Sea" after keeping it out 25 years.
Yes, some of those old classics take a long time to read.

HURRAH!
One advantage of the movies is that you never run up against the pest who says, "Oh, yes, I saw that play with the original cast in New York."

It will be a tough old week when Charlie Chaplin is not reported engaged.

GOOD NIGHT!

College Men Afraid of Real Work, Says Edison

Hot Denials Made by Leaders at U Here and Elsewhere

(Copyright, 1922, by United Press)
Educators all over the United States are taking issue with Thomas A. Edison, who, in an interview with the Daily Princetonian, said college men are afraid of work—especially dirty work. The celebrated inventor's criticism of collegians has stirred up as much criticism as his late questionnaire.

Edison, it was stated at his office, has no intention of amplifying or explaining his remarks, despite the counter attack from the colleges.

Dean John T. Condon, of the University of Washington law school, took exception to Mr. Edison's statement Tuesday, when it was brought to his attention. "Figures at the University of Washington disprove Mr. Edison's statement," said Dean Condon. "Eighty-five per cent of our students are supporting themselves, wholly or in part, and many of them are doing the most menial kind of work. They are working as janitors, chore boys—anything, in fact, that they can get to do.

"I know a number of fellows who are working as street car conductors, coming in contact, while on duty, with persons with whom they mix socially. Work is a thing much sought. Conditions that prevail at the University of Washington are largely the same that are to be found in other Western colleges and universities.

"I think Mr. Edison is altogether too quick to offer critical comment on social conditions. I am inclined to the opinion that he expresses himself on very meager information. This is not true of his scientific work, but it seems to be so whenever he tackles a social problem."

DALLAS, Texas, Nov. 21.—The trouble with Mr. Edison is he has never been to college," said Dr. R. S. Hyer, president-emeritus of Southern Methodist university. "There are, of course, loafers in colleges as there are everywhere else. Perhaps we tolerate them a little more and so probably save a great many who, if they had not gone to college, would not have been saved."

PALO ALTO, Cal., Nov. 21.—Prof. Louis Terman, psycho-

gist of Stanford university, inventor of the army Alpha intelligence test, who probably has examined more college students than any other man, said:

"College students are not afraid of work and prove it by working. At Stanford a majority work their way, or part of their way thru. Our engineering students are not afraid of dirty work. Edison has made a generalization which sounds fine, but is not borne out by facts."

KANSAS CITY, Nov. 21.—Prof. L. R. Flint, Kansas university, says "80 per cent of our men work their way thru school, so they don't have a chance to get out of the habit."

ST. PAUL, Nov. 21.—"The pleasure-loving, irresponsible sons of the rich and near-rich seem to be the only class of students who shirk work and are unambitious," said Father Thomas Cullen, president of St. Thomas college.

ATLANTA, Ga., Nov. 21.—Edison's denunciation is evidently the result of observations of men who are not really representative. Approximately nine-tenths of the responsible positions in the business world are held by college graduates," Dr. M. R. Britton, president of the Georgia Tech, said.

CHICAGO, Nov. 21.—I. C. Flickinger, dean of the school of liberal arts, Northwestern university: "I think the average college or university student is willing to start at the bottom, but he doesn't want to stay there long. He wants to get experience, then expects to be promoted."