

BANDIT SUSPECT DIES WITHOUT CONFESSING

PORTLAND, Ore., Aug. 21.—Without confessing or giving any information other than his name, Joe Barron, the holdup suspect who was captured shortly after the Soo-Spokane train was held up Tuesday night, and who was shot by one of the bandits, died late yesterday. It is believed that Barron was shot by mistake. Eugene Jones and Sam Wold were arrested yesterday and are held as suspects. They have been tentatively identified, it is said, by persons on the train.

SIX PLANTS GO UP IN SMOKE.

JERSEY CITY, Aug. 21.—Six manufacturing plants and 40 homes, entailing \$700,000 loss, went up in smoke Wednesday.

AIRSHIP FLEETS COMING TERRORS OF THE SEA WILL CLEAN UP DREADNOUGHTS



The Attack of the A eroplane Fleet.

BY W. A. FERGUSON "SWAT THE FLYER!" That is the battle cry of the modern dreadnought battleship. The flying machine is today the greatest terror of the men who go down to the sea in \$15,000,000 floating forts. The fact is that the navies of

the world are feverishly trying, on the one hand, to find a way to avoid the bird machines and, on the other hand, building as many war aeroplanes as they can. In considering the effect of an aeroplane in battle, too many people are apt to pit a single plane against a battleship. How

easy to put one or two or half a dozen flyers out of business!

But navy men have not fallen into this error. They know it would be just as foolish for a naval commander to send one aeroplane against a battleship as it would for a military commander to send one machine gun against a brigade of troops. They know that their problem figures out about as follows:

A battleship costs from \$10,000,000 to \$15,000,000; it carries a crew of 1,000 men.

An aeroplane costs from \$7,000 to \$10,000, carries a crew of not more than two men.

Therefore, to be sure of success against the battleship, the proper tactics would be to send a fleet of from 25 to 100 aeroplanes, or even 200, into the fight.

Suppose there were 100 in our fleet and fifty of them would be destroyed and their crews drowned. It isn't altogether probable that this would happen, but suppose it did. In men we would lose 100 lives, in money less than a million.

But, at that, there isn't a chance in the world that the battleship would escape. So the count against the airship loss would be the destruction of a \$15,000,000 battleship, the loss of 1,000 lives.

It would take at least a year to build another battleship while the loss of the 50 aeroplanes would be replaced in a month or two.

The aeroplane would be the hardest sort of a mark to hit from the deck of a rolling ship. But how about hitting 100 aeroplanes?

The protection afforded the ship by its deck armor wouldn't be very great in a rain of high explosives such as a fleet of aeroplanes could drop on it. It was proven by the work of air scouts in Turkey that the piercing of a wing two or three times by a bullet does not put an aeroplane out of action.

In Tripoli, Italian airmen were able to drop bombs in Turkish camps and do tremendous execution and then get away. So far in warfare there have been two men killed and several severely wounded while flying.

In a trial in Paris an ex-American army officer demonstrated a device which shoots as accurately from an aeroplane as the big guns of a warship shoot—70 per cent of hits.

Now suppose we send our fleet of 100 air craft against a battleship and each ship drops two bombs with 70 per cent of hits. That is 140 bombs out of 200 landing. One would be enough to wreck the ship.

So we can readily believe that these little craft that carry but two men and cost so little will become the terror of sea fighting.

First, because of the deadly nature of the bombs carried by the airmen.

Second, because there are so many air craft against each individual ship.

Third, because no ship has yet been built or ever will be built that can get away from an aeroplane fleet that is once started after it.

An aeroplane could give a battleship 50 miles' start and catch her before she had been going half an hour.

You'll Find It Here

SUBSCRIPTION RATES. 1 cent a copy. 5c on newspapers and trains 30 cents a month by carrier By mail— One month, 35 cents Three months, \$1.00. Six months, \$1.80. One year, \$3.25.

Mortality statistics for Tacoma are received daily from the following funeral directors: Hoska-Buckley-King Co., 730 St. Helena. C. C. Mellinger Co., 510 Tacoma av. C. O. Lynn Co., 910-12 Tacoma av. Geo. W. Piper, 5433 Union av. South Tacoma Directors, 5034 Union av. L. M. Gaffney, 1010 Tacoma av. Cassidy & Allen, 1110 12th st.

VITAL STATISTICS

Deaths. Gyle, Mrs. Cora, age 44, in this city, August 20. Leaves husband, J. B. Gyle, jeweler, 1336 Pacific avenue, three sisters and one brother. Funeral held this morning at Catholic church, East 48th and McKimley avenue. Interment Cavalry cemetery. Remains to be sent to Concord, N. H. L. M. Gaffney company.

Donovan, Mrs. Marjorie, in this city August 19. Leaves husband, five daughters and two sons, living at 1021 East 47th street. L. M. Gaffney company.

Koontz, Charles H., age 55, in this city August 20. Remains will be sent to Centralia for interment. C. O. Lynn company.

Wilson, John, age 68, in this city August 20. Lived at 1211 South 16th street. Leaves relatives in the East. Leaves two sisters, one brother, five nephews and a niece. C. C. Mellinger company.

Doubleday, Mrs. Mildred V. Remains will arrive in Tacoma from Ballow, Wash., tomorrow morning on steamer Emrose. To be placed in Hoska-Buckley-King company vaults pending funeral arrangements.

Cut flowers and floral works Hinz, florist, South 7th and K st. "Advertisement."

Funerals. Batschi—Funeral of Theodore Batschi at 2 o'clock from Hoska-Buckley-King company chapel; interment, Tacoma cemetery.

Sangston—Funeral of Mrs. Katie Sangston held at 10 o'clock today from Hoska-Buckley-King company chapel. Interment, Tacoma cemetery.

Marriage Licenses. O. C. Smith and L. M. Tomlinson, both of Tacoma; H. S. Raxl of Tacoma and Gertrude Wiertheim of Olympia; Irwin G. Martin and Josephine C. Reed, both of Tacoma.

Duenwald's Delikatessen, 313 11th st. Open all day tomorrow, Thursday. "Advertisement."

The city commission will take steps to reimburse Mayor Seymour for the \$300 he spent to care for Frank Alving before he died, after he had died \$12,000 of his property to the city.

James Wilson, now in jail, will have to stand trial for second degree burglary on the house of F. A. Mooney.

L. C. Gilman, Seattle, attorney for the Great Northern railway, paid \$10 and costs before Justice Evans for exceeding the speed limit in his auto on the Pacific highway.

Have your Sunday lunch basket filled at Duenwald's, 313 11th st. "Advertisement."

Protestant Sunday schools of Tacoma and Pierce county are off on an excursion to Moclips today.

Anatole Rivard failed to get a divorce from his wife Celia before Judge Card last spring and yesterday the wife swore to a warrant for his arrest as a lazy husband.

E. E. Ulberg, general agent for the Cunard line of steamships was in Tacoma Wednesday and announces the chances are good for the Cunard line coming to Tacoma when the Panama canal is opened.

You save money by having those old carpets made into new floor rugs. Roscow Rug Factory, Call Main 7717. "Advertisement."

A. B. Oliver, old soldier of the Orting, who was hurt in a collision of an automobile with a passenger train Tuesday is reported in a serious condition.

SAN FRANCISCO—The Fennell Warehouse company of Tehama county was granted permission to issue \$1 worth of stock to pay for the articles of incorporation.

Thus far 1556 hunters licenses have been taken out by Pierce county nimrods.

A. T. French, director of the N. P. from New York is going up Mount Tacoma today.

he warned instead of arrested citizens for violating the new traffic ordinance and within three hours Barry pinched Williams for driving on the wrong side of the street.

Toppish will hold a week of Indian fair and round-up beginning September 1.

Every fish packer in Bellingham except two has been haled into court to answer on 90 separate cases for violating the child labor law and working children in the canneries under 14 years of age.

GROCCERS HAVING BIG TIME TODAY

Tacoma groceries are closed today and all hands are at Spanaway lake for the annual picnic. Besides a baseball game, athletic contests, dancing and other features of amusement, there will be a baby show this afternoon. A big list of prizes has been put up by the grocers.

Ashton Protests His Assessment

J. M. Ashton was before the county board of equalization Wednesday protesting against the assessment of tideflats. Assessor Cook and Ashton had a very vigorous verbal battle, but nothing was done on the matter. Cook thinks about \$733,000 the proper figure for assessment on the tideflats. Ashton wants merely nominal assessment.

35 HAD CLOSE CALL FROM FIRE

NEW YORK, Aug. 21.—Sparks from a blacksmith forge started fire at the shaft building over the entrance to the aqueduct under Washington heights for the water system and 35 workmen were hedged in the tunnel, but all escaped unhurt after the fire was put out.

SUBURBAN CITIZENS READY TO FIGHT FOR LOW RATES IN COURT

One of the biggest fights the Stone-Webster interests have been up against in this section will be staged in Tacoma September 5 and 6 when the people of the American Lake district will bring their case against the company before the state public service commission.

How the commission can avoid giving a decision for the people is difficult to see in view of the constitution of the state and the facts in the case.

In the old days of the Pacific Traction company a 25-cent round trip to American lake was made, with 20-cent commutation tickets for the round trip and 15-cent commutation tickets to Gravelly lake.

The T. R. & P. line, which went to American lake purely to compete with the Traction line and not because they wanted the business, always charged 30 cents round trip on its line.

Then the Stone-Webster crowd bought up the Traction stock and whiped out the old management. Shortly afterward they pulled off the Gravelly lake commuters' tickets. Next they cut out the 25-cent round trip. This spring they started to eliminate the commutation tickets, and then the people kicked.

It was apparent that the Stone-Webster interests had simply gobbled the Traction company and then proceeded to boost the fares, which is said to be in direct violation of the constitution of the state.

Another fact that enters into the case is that from the time the Traction line started there never had been a month when the business on the line has not shown a healthy increase. Yet in spite of this, instead of lowering the rates and helping to stimulate this growth in the popular suburb, the Stone-Webster line grabbed

the competing company, then immediately started to try to kill off the development by boosting rates. The city and county will both unite with the citizens around American lake to force the company to restore the old rates, and a fight will be put up that will show up some of the methods of the present traction monopoly in this section.

TACOMA PARTY IN BLIZZARD

Terrific blizzards wrought havoc with government geologists and sightseers on Mount Tacoma the last week. Birdseye, Harmon and Crouch, the government engineers, with Ethan Allen and Leonard Rosso made two attempts to gain the summit. Allen went back after being nearly frozen all night. The rest pulled to the top in a lull and then were snowed in by a blizzard and came out with fingers and ears frozen and nearly starved. Jules Stampfer also had two fingers frozen on a trip up.

Yes, They Do! WHAT? Ladies Eat Real Waffles at GLOW'S WAFFLE PARLOR Always Open. Near Postoffice. 115 So. 12th St.

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