

Now that Chicago's new chief of police has decided that policemen may wear wrist watches, we suggest that they wear sun bonnets instead of helmets.

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HOME EDITION

WEATHER
Tacoma and vicinity: Probably fair tonight and Saturday.
Washington: Same. Cooler in northeast portion.

SINK LUSITANIA

Early Rumors Are Confirmed—Tacomans Aboard

3 FROM TACOMA ABOARD

Seattle agencies of the Cunard line reported there were three Tacomans aboard the stricken vessel. They were reported as:

J. A. Arter.
Mr. and Mrs. William Frother.
A search through the directory and phone books failed to show



Charles Frohman, theatrical producer, a passenger on Lusitania.



A. G. Vanderbilt, passenger on Lusitania.

that persons of such names were residents of this city.

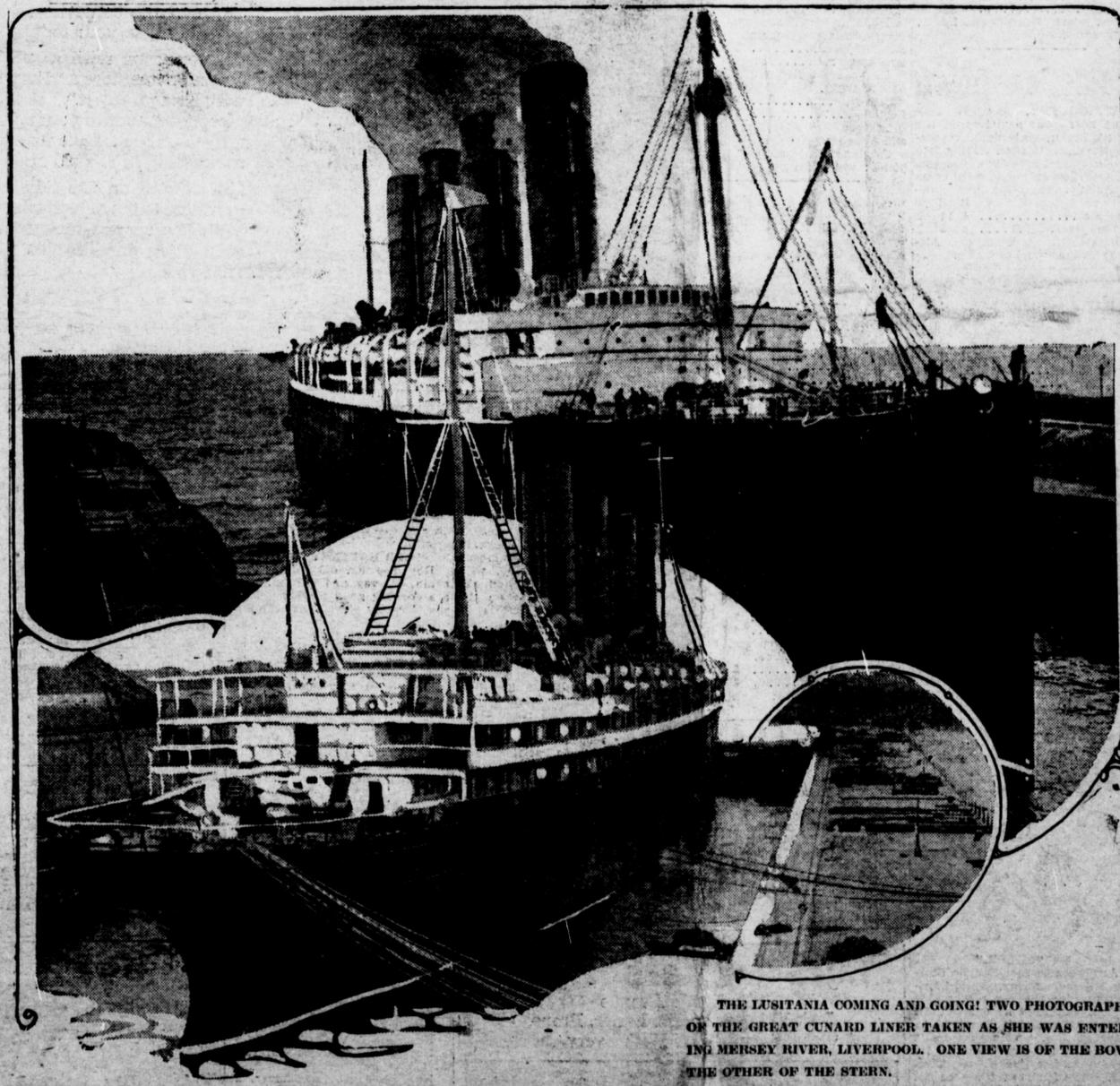
However, the Seattle agencies were sure that persons using these names had been booked as coming from Tacoma, and as being on the liner.

Another Washington resident was said to be J. W. Quilliam of Spokane.

The only Trans-Atlantic passengers which local agents knew of was Robert Crothers and wife who were due to leave New York today on the steamship Transylvania.

In the race-to-the-mountains picture, there are yet to be added: Ohop valley, the racetrack, waterfront scenes and others.

THE SUNKEN CUNARD LINER



THE LUSITANIA COMING AND GOING! TWO PHOTOGRAPHS OF THE GREAT CUNARD LINER TAKEN AS SHE WAS ENTERING MERSEY RIVER, LIVERPOOL. ONE VIEW IS OF THE BOW, THE OTHER OF THE STERN.

LIVERPOOL, May 7.—The Lusitania, one of the largest and most magnificent liners ever built, was sunk by submarines this afternoon.

She was just off Old Head of Kinsale, on the west Ireland coast, plowing her way towards Liverpool from New York, when a torpedo exploded under her bows, causing her to sink in a few minutes.

Latest reports say that all persons on board were saved in lifeboats. Reports from Old Head of Kinsale say that lifeboats are still drifting about the spot where the Lusitania went down, jammed with passengers, and waiting for some steamer to rescue them. A dozen or more small steamers have put out for the scene of the disaster, to pick up passengers.

Send Out S. O. S.

NEW YORK, May 7.—The Cunard office here reports that the Lusitania remained afloat for some time after being struck by the submarine torpedo. Her wireless operators were able to send out "S. O. S." calls for several minutes, and in that way summoned aid from the nearest ports.

Save Passengers

QUEENSTOWN, May 7.—Latest reports here are that 35 lifeboats, filled with passengers of the Lusitania, are drifting about on a calm sea, waiting for rescuers to arrive. There is no doubt that the magnificent steamer was sunk, but all reports indicate that practically every member of the crew and passenger list were saved.

Sailed Saturday

NEW YORK, May 7.—The Lusitania sailed from New York for Liverpool last Saturday and was due to arrive in Liverpool late today.

Fears for the big liner were expressed here before she sailed, following the published advertisements of the German government warning persons crossing the ocean from traveling in British-owned vessels.

Among the prominent persons on board the liner were Alfred Vanderbilt, Elbert Hubbard, Charles Frother, the theatrical manager, and Charles Klein, famous dramatist.

The liner carried 1310 passengers when she sailed.

The big liner made her first trip across the Atlantic in 1907, and in a few trips soon established the record for the run, doing it practically in five days, flat. The sister ship, the Mauretania, built since, now holds the record from Queenstown to New York of 4 days, 10 hours and 41 minutes.

The Lusitania was the first big vessel of the Cunard line to use turbine engines. They furnished 70,000 horsepower and drove the ship at a rate of 25 knots, or approximately 30 miles an hour. She could comfortably carry 3,000 passengers on her nine decks.

LIVERPOOL, May 7.—At 5:45 p. m. the offices of the Cunard line issued a statement positively confirming the report that the Lusitania had been sunk.

AVIATORS DROP BOMBS ON TURKISH CAPITAL

PARIS, May 7.—The first attack of the war on Constantinople is reported in an unofficial dispatch from Athens. It said three Russian aviators flew over the city, dropping several bombs, which are believed to have caused extensive damage.

In Sight of Shore

QUEENSTOWN, May 7.—The first report that the Lusitania was in trouble was received at Land's End. The message reported that the ship had been torpedoed and was listing sharply. Help was urgently summoned.

Later appeals for help were picked up at Queenstown. The port authorities at once rushed everything possible to assist the steamer. The Lusitania was torpedoed at 2:33 this afternoon. At the point of attack the liner's course was normally in sight of shore.

City Should Aim at 'Free Water' Rather Than More Costly Water

Tacoma will join in a sigh of relief when it is assured that the city has no immediate intention of placing its water rates on a meter basis. The adoption of that policy would be the veriest folly. The trend is quite in the opposite direction.

The administration of our water department, like that of nearly all other cities, is now entirely too expensive. There is an endless amount of red tape and fol-de-rol. To install \$200,000 worth of meters and to take on a staff of men to read them and care for them would be to increase the incubus. Seattle is one city that is beginning to realize the foolishness of such elaboration. That city already is con-

sidering more or less seriously the elimination of it all. It is proposed, in short, to serve the people with "free water." By that, of course, nobody means that the water would, in some miraculous way, be made to cost the inhabitants nothing. Instead, the costs of run-

ning the water system would be met out of the general fund, and the water users, as such, would not be called on to pay the bills, as at present. This would mean a very slight increase in taxation, with a more than compensating decrease in household expense. There is very good reason for approving this plan. If

one does not stand ready to accept the theory that it should be done because water, as a basic necessity, should be furnished by the public, just as streets and street lights are furnished, there is a more immediate and practical reason that doubtless will appeal. That is: Efficiency. If, say, the city installed

meters, as was suggested, a bill would have to be mailed each month to every one of the 17,000 users of water. The consumer under the present plan or the other one either, would have to mail back a check, or make a trip to the city hall, and then the city would have to mail him his receipt. At the very least estimate, this

would entail an outlay of eight cents for postage and stationery on the collection of a fifty-cent or one-dollar bill—a preposterous amount. Then, the city would have to employ a large staff of bookkeepers and clerks and meter readers and repair men. All for the sake of merely apportioning among us the trifling cost of the

water we use. Instead, how much wiser and economical it would be to cut out all this white elephant, and pay direct. But, of course, such a suggestion will never fall to cause a raucous roar of protest from the city hall. Naturally! It would mean the elimination of dozens of political jobs.