

**HERE, YOU GROWNUPS!**  
If you want to get that grouch out of your system, climb onto a sled with one of the youngsters and his down one of Tacoma's hills. It's a fine tonic.

# The Tacoma Times

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**WEATHER**  
Tacoma and vicinity: Snow or rain tonight and Tuesday.  
Washington: Same.

## TACOMA GIRL BITES OFF TONGUE

### KEEP ON SINKING STEAMERS

#### Where Our Lines Are Failing



The year 1915 has seen the "million-dollar a day" efficiency schemes of Louis D. Brandeis realized in part. Will the railroads keep up the good work in 1916?  
Another million dollars a day could be saved by efficiency in scientific engineering, according to Prof. Charles Zueblin, famous student of economics.  
"Suppose there were only one railroad yard and one station in each city," he says. "Think of the waste resulting from the great amount of territory used by the rival railroad yards and the loss due to interference with industry and commerce! The Grand Central station in New York set free 20 solid blocks for city use, by handling scientifically the problem."  
"We are told we have the most luxurious service in the world. That is true of the great trunk lines. But off the trunk lines the service is miserable. One-fourth of our mileage is better than anything in Germany. One-fourth is comparable to German service. AND ONE-HALF IS WORSE THAN ANYTHING IN GERMANY!"  
"There is no transcontinental train in the country. There is no north and south trunk line at all."  
"The president of the Illinois Central said the railways ought to get into conference with the government to arrange for the strategic use of the roads. But they can't do it. Because the railroads were built for the strategic use of the financiers, not for national defense."  
"The roads have been promoted primarily to sell stock, not to serve the public. They must be reorganized completely by the nation. To buy them would mean the expenditure of a prodigious sum. But Germany's spectacular industrial efficiency DATES FROM THE TIME WHEN SHE BOUGHT THE RAILROADS! While waiting for the country to work up to government ownership, the railroads themselves could, if they would realize big economies by pooling their engineering problems, and handling them scientifically."

Chas. Zueblin.

## Railroads In 1915 Save 186 Millions By Brandeis' Ideas, At Which They Had All Jeered

**BOSTON, Mass., Jan. 3.**—Brandeis was right! The mild mannered Boston lawyer who five years ago had the nerve to confront America's most colossal combinations of capital and to tell them how their business ought to be run was dead right.  
One million dollars A DAY they could save, he declared, if only they would adopt scientific efficiency methods! And when he told them how to do it, you remember the way the railroads jeered!  
But they aren't jeering at Brandeis today! They merely hate him now. For 1915 has actually made them buckle down and DO the very things Brandeis told them to!  
And the railroads' own statistics, which have just come to light, reveal what tremendous savings have been realized by the practice of the hated Brandeis efficiency methods. In the fiscal year 1915 the roads earned \$163,000,000 LESS than in 1914, yet by practicing true efficiency they actually cut operating expenses by the tremendous total of \$186,000,000 thus showing really an INCREASE in net returns!



LOUIS D. BRANDEIS

Up in a plain, bare-floored lawyer's office here sits smiling mildly the rather shy man who accomplished all this—who started the multi-billionaire railroads along the path toward efficient public utility.  
Brandeis is one of those radicals who think the function of railroads and other utilities is as much to serve the public as to serve private exploiters! And Brandeis was right on efficiency. What if Brandeis should be right in this, too?  
Refuse Brandeis Credit.  
Of course the railroads don't give Brandeis a jot of credit for the efficiency that they have just begun to put into practice. Witness an article in the Railway Age Gazette, which sums up the economies so far realized.  
"More than half of this economy was in transportation expenses, according to the Gazette. They were cut down nine per cent a mile! The efficiency has been realized in part by the scientific loading of trains, using larger cars, loading more freight into each car, and by running more cars per train."  
And now we come to the animals in the thing. "Compared with this actual accomplishment," says the Railway Age Gazette, "Louis D. Brandeis' 'scientific management' schemes for saving the railroads a million dollars a day pale into insignificance."  
His Modest Claim.  
"How about it?" Brandeis was asked. "Weren't your efficiency 'schemes' of similar nature?"  
"Why, yes," he answered. "Efficiency of this kind was only part of what I advocated! The Railway Age Gazette is right, however, in calling attention to the results of the operation of the railroads for the fiscal year 1915 as being remarkable."  
"To have reduced operating expenses \$186,000,000 when gross earnings fell off \$163,000,000, showing an actual increase of \$23,000,000, is another of

had said all he would, The Times correspondent went to a "neutral observer"—one of the keenest in the country, Prof. Charles Zueblin, economist, sociologist, traveler.  
How They Hate It!  
"Are the railroads practicing the Brandeis scientific management?" I asked.  
"All over the country," he said. "Brandeis is making them eat

**RECORD MONTH AT P.O.**  
But for a bad beginning early in 1915, the postal receipts for the year would show a remarkable gain, according to figures given out today.  
The month of December showed a total of \$35,225.70 in business as compared to \$32,435.97 for the year previous. This is the largest business ever done in one month in the history of the Tacoma office.  
The slack business during the early part of last year is accredited to the general slump which prevailed throughout the country. This depression has entirely disappeared, it is said, and the returns are promising. Receipts for the year fell approximately \$15,000, the total for last year being \$295,725.93.  
The Christmas rush was handled this year \$30 cheaper than last. It took only \$1,000 to handle the biggest holiday business that ever passed through the local office.

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#### Americans Buying Back Their Roads

There are 141 railroads in the United States of 100 miles or more in length. But they aren't all owned by Americans.  
The securities of 102 of them are held in greater or less quantity abroad. But Americans are buying back these securities. The year 1915 has seen not only a tremendous increase in railroad efficiency, BUT ALSO THE RETURN TO THIS COUNTRY OF NEARLY \$500,000,000 IN RAILROAD STOCKS AND BONDS!  
The year 1916 and following years will bring not only a continuation of this process, but a stupendous task in refinancing the roads.  
It is a fitting time right now for Uncle Sam to look to the job of making the railroads more efficient than ever.—Editor The Times.

#### TRADE BEGINS FOR COUNTY BARKEEPER

Albert F. ("Jap") Fugina, a former bartender at the Lotus saloon, was the first Tacoman to apply for a liquor permit.  
He appeared bright and early this morning before County Barkeeper Doren and asked for a permit for one dozen bottles of beer from the Tacoma Bottling Co. at San Francisco.  
He said he wanted to franchise a permit showing him to be a man to take out a license. He was asked to show a license from San Francisco. He said he had a license from San Francisco.

#### HAS A HARD FALL

Shipping on the icy pavement near her home this morning, Maggie Benson, seven years old, fell with such force that she bit off more than an inch of her tongue.  
The severed portion was deftly sewed on again by Dr. R. C. Schaeffer at the Tacoma General hospital and the physician expressed the opinion that the child's tongue would heal quickly.  
The injured girl is a daughter of Mr. and Mrs. John Benson, 407 East 44th st.  
She was starting for school this morning accompanied by several playmates and was laughing and joking when she fell.  
One of the playmates picked up the severed piece of the child's tongue, and it was taken to the hospital with her.

#### LEAP YEAR TOO MUCH FOR THEM

The family of Charles Payne of Tacoma, including Charles and Marie E. Payne, was the first to disagree and get legal separation on the New Year.  
They were married in 1900 and lived happily for a short period, according to the wife, who brought the suit. Following the customary blissful period, her husband did not show her the usual courtesies due a loving spouse, she said. In fact, he was mean and inconsiderate of her delicate feelings, she claimed.  
Payne did not appear and she was granted an uncontested decree.

#### COLLINS IN A CRITICAL CONDITION

B. W. Collins, superintendent of electric works for the city of Tacoma, is critically ill at his home, 3015 North 30th st., with pneumonia. Collins has been semi-conscious for several days.  
The illness was brought on last week when Supt. Collins hurried to the Nisqually power plant to take charge of flood conditions there. He exposed himself to the elements and became sick the following day.

#### FLASHES

Nearly 1,000 feet of copper telegraph wire of the Postal Telegraph Co. has been stripped from poles on E street between 12th and 17th during the last two nights, according to a report made to the police by City Foreman J. F. Murphy.  
SAN FRANCISCO—Three firemen were overcome by smoke today in a fire in Chinatown.  
PORTLAND—The Masama club celebrated New Year's on the top of Mt. Hood. The climbers scaled the mountain the night before and stayed at Cloudcap Inn.  
EVERETT—Harold, 19, was arrested here today, after being traced across the Pacific. He is wanted in Honolulu for attacking a Chinese girl.  
BALTIMORE—Pipe to be used by the allies for piping water to the Egyptian camps will be shipped today.  
PARIS—King Peter arrived in Salonika today, where he will remain temporarily.  
T.R. NOMINATED  
LANSING, Mich., Jan. 3.—Petitions bearing enough names to insure the nomination of Theodore Roosevelt for the presidency were filed today.  
Ford and Bryan  
Wilson

#### Stork Brings Seven Twins to Houses On One Street



Local physicians having failed to explain the mystery, the mayor has addressed a communication to Dr. Samuel G. Dixon, state commissioner of health at Harrisburg asking if he or anybody in his department can explain just why nothing but twins are born in this short thoroughfare.  
Union street is in one of the driest and healthiest parts of town and a survey conducted by local authorities has revealed that persons living in the street average remarkably high health records. As far as most of the residents examined can recall they themselves in addition to enjoying particularly good health all come of strong, healthy stock.  
The authorities seized upon this as being the logical explanation of the predominance of twins but this theory was discarded when one of the last women to be questioned, a Mrs. George Foran, was found to have been practically an invalid up to the time of the birth of twins a year ago. Since then her health has improved rapidly.  
Atmospheric tests have revealed that the air roundabout Union street is somewhat freer from soot than in some other sections of the town but does not differ in any other particular from the atmosphere in other streets.  
Therefore the twins cannot be blamed on the climate.  
It is a real, fascinating mystery which all the town is seriously trying to solve.  
And meanwhile there is such a demand for residences along the thoroughfare that 25 new houses are to be erected in the spring.

#### THREE SHIPS SUNK

ALEXANDRIA, Jan. 3.—Officers of the liner Persia are positive, they say today, that she was the victim of a submarine. It seems certain that the loss of life was more than 250.  
American Consul McNeely was last seen struggling in the water and proudly was drowned.  
Leonard Moss, an English survivor, said today:  
"The Persia sank in less than six minutes. Most of the passengers were having luncheon, not thinking of submarines. We were making 18 knots when a dull boom came. A funny, cracking sound followed. It seemed only a second until the ship began to list."  
"Those on deck rushed to the lifeboats, but those on the starboard side were made worthless by the ship's list."  
"Everybody was pretty cool, but the women and children were crying. Two boats got away, but the next rolled over as it hit the water. Many women were in it."  
"Two other boats cleared a minute before the Persia sank. The passengers were mostly grouped on the deck. When the waves broke over the stern I was thrown over into the water."  
"The number of survivors reaching here is estimated at 160, including Lascar sailors."  
Charles Grant, of Boston, was saved.  
The second officer says he saw the white streak of a torpedo, but nobody is reported seeing the submarine, so its nationality was not ascertained.  
HAD GUN ABOARD  
WASHINGTON, D. C., Jan. 3.—Consul Garrett at Alexandria today reported the presence of a five-inch gun and 25 British officers on their way to Egypt aboard the liner Persia when she was sunk.  
This, however, will not make any difference diplomatically because the U. S. recognized the right of merchantmen to carry small guns.  
"It is believed the president will call a cabinet meeting immediately upon his return. It is intimated that an immediate understanding with the central allies will be demanded."

GET STATEMENTS  
LONDON, Jan. 3.—Consul Skinner here cabled to Consul Garrett at Alexandria to obtain statements from Charles Grant, of Boston. Upon this may depend America's action.  
Despite reports that there was no panic it is regarded significant that only 59 of the 241 passengers, and only 94 of the 150 crew were saved.

TWO MORE SUNK  
LONDON, Jan. 3.—The British steamer Glenkyie, 3,000 tons, was torpedoed Sunday between Port Said and Malta. It is reported that 100 persons, including most of the passengers, were saved. The Japanese ship Kenkon Maru was also sunk.  
Several firms may suspend their sailings through the Suez canal. A Malta dispatch declared all aboard were saved except the members of the crew.  
PRESIDENT RETURNING  
WASHINGTON, D. C., Jan. 3.—The president will cut his honeymoon short and return here immediately as a result of the news of the torpedoing of the liner Persia.  
Wilson's next statement regarding submarine attacks likely to announce the "winning doctrine" concerning the rights of Americans everywhere.  
The state department made an effort today to disguise or minimize the seriousness of the situation.  
WALKER'S BODY NOT IN ALASKA  
ST. HELENA, N. H., Jan. 3.—The Alaska report that the body of James Walker, Civil war veteran, was missing for three months, although friends and relatives believe that he may have been killed by a submarine, was today refuted by a dispatch that his water-tight coffin was found in the Gulf of Alaska.

#### BLIZZARD BURIES TACOMA IN DRIFTS

The new year came into Tacoma like a lion and is on the level today in the whole of western Washington, kicking up a small-sized blizzard.  
Not content with the snow-storm of New Year's eve, a biting northeast wind howled through the city yesterday and last night, and between 3 and 4 o'clock this morning began drifting scurrying flakes of snow.  
Drifts a Foot Deep.  
Up to noon today the weather man reported that four inches of snow had fallen down-town with the promise that the carpet of whiteness will be much deeper before the day ends. Outlying districts report a greater fall.  
Of course the weather man never lies. His figures are on the level. But the snow was drifted a foot deep in some unsheltered parts of the city, especially in the north end, which received the full force of the wind directly from the sound.  
More Coming.  
It is the heaviest snowfall since January, 1913, when 23 inches were recorded in eight consecutive days. The weather man is predicting rain or snow for tonight or tomorrow, so everybody can get ready to deal his snow-shoes and get on the ice.

#### FRANKLIN K. LANE MAY GO ON SUPREME BENCH

WASHINGTON, D. C., Jan. 3.—Secretary of Interior Lane is mentioned today for the post of Associate Justice Lamar, who died of heart failure last night. Today is the fifth anniversary of Lamar's appointment.