

There are twice as many people in the United States as in 1880, three times as many as at the outbreak of the civil war and five times as many as in 1849.

The Tacoma Times

THE ONLY INDEPENDENT NEWSPAPER IN TACOMA.

25c a Month

VOL. XIII. NO. 24. TACOMA, WASH., MONDAY, JANUARY 17, 1916.

Home Edition

WEATHER
Tacoma: Fair tonight, Tuesday rain or snow.
Washington: Fair tonight, warmer southeast portion; Tuesday rain or snow west, snow and warmer east.

TACOMA BUSINESS SANDBAGGED

This City Must Fight System Which Keeps Tourist Travel From Flowing This Way--- Battle Can Be Won

THIS IS A CALL TO ARMS TO EVERY BUSINESS MAN IN TACOMA.
IT IS A CHANCE FOR THE REORGANIZED TACOMA COMMERCIAL CLUB TO DO ONE GREAT BIG THING FOR THE CITY RIGHT OFF THE JUMP.
IT IS AN OPPORTUNITY TO BRING OUR MT. TACOMA PLAYGROUND INTO ITS OWN.
THIS IS THE YEAR OF PROMISE—ALSO OF HARD WORK. AND WE NEED TO GET ON THE JOB.

For years Tacoma and the Northwest have been "looking out the window" while California cities—San Francisco, Los Angeles, San Diego—have been helping themselves to millions of dollars in real Uncle Sam's coin, half of which belonged to you!

Perhaps you didn't know it, but 90 per cent of tourist travel from the East goes to California, not because California's climate is better than Washington's, not because of finer scenery or better accommodations, BUT BECAUSE OF UNFAIR, DISCRIMINATORY RAILWAY PASSENGER RATES.

It costs the traveler \$21.75 more to go from Chicago to San Francisco via Tacoma than it does to San Francisco via New Orleans, El Paso and Los Angeles! AND THE DISTANCE OVER THE SOUTHERN ROUTE IS GREATER BY 253 MILES.

In summer, when special tourist rates are in effect, the difference is \$17.50, the preferential favoring the Southern route!

That preferential means this:

That unless the traveler has relatives living in the Northwest, or comes here on a matter of business, he will take the Southern route.

That Tacoma hotel men are losing 90 per cent of their legitimate summer tourist business.

That Puget Sound steamer men are making just 10 per cent of what they should make in the summer from tourist patronage.

That real estate dealers, street railways, department stores—in fact every line of business and every individual business man in this section of the United States, is losing money every year.

With the preferential wiped out, every man who caters to tourist business in Tacoma could sit down and multiply his present summer profit by nine!

What's the remedy? Here it is. Get it!

Chairman C. E. Reynolds, of the state public service commission, has figured it out.

He has filed a complaint in the interest of the people of this state with the interstate commerce commission at Washington, asking that the preferential be eliminated.

The complaint is directed against the Southern Pacific, the Union Pacific and the Oregon-Washington Railroad & Navigation Co., allied lines.

THESE ROADS, OWNED BY THE SAME INTERESTS, ARE RESPONSIBLE FOR THE PREFERENTIAL.

Reynolds was aroused by the inactivity of commercial organizations in the Northwest. The secretary of one of them, the Seattle Chamber of Commerce, he says, told him the chamber couldn't help because it had accepted contributions from these railroads. It is intimated that others are in the same boat.

His dander was up. After many advisors told him he was going up against a brick wall, he got the

state public service commission itself to file complaint directly with the interstate commerce commission.

The complaint is on file. Of course it may be years before a decision is reached. There will be unending litigation.

And in the meantime—what?

"The fight can be won without the courts," says Reynolds, "if only the people of this state can be apprised of the facts. The fight can be won if the business men are told how they are being discriminated

against. It can be won by the moral support of the people."

AND SO REYNOLDS CAME TO THE TACOMA TIMES, THE SEATTLE STAR AND THEIR SISTER PAPERS IN SPOKANE AND PORTLAND.

"I knew it would be no use to go to the other papers," he said.

Keynolds came to the right place.

The Times' hands are not tied!
THE TIMES IS GOING DOWN THE LINE

"When You Stick a Man You Can't Look" ROBERT MINOR TELLS HOW IT FEELS TO KILL A SOLDIER WITH A BAYONET



This sketch was drawn from a description and pose by an English soldier just returning from Gallipoli. "The Turks are dressed in rags," he told me. "We know that a bayonet charge is won as soon as we get past their fire, for they don't understand bayonets. They are brave enough, but they are helpless when we get up to them. We just stick 'em. We have orders to strike at the chest, and that always gets 'em somewhere." "How does a man's face look when he's stuck?" I asked. "I don't know," he replied. "You can't look. I never knew a man who could look. When you see you're got

FLASHES

CORFU—Despite the fact that French troops inhabit the island, the civic business goes on under direction of the native officers.

AMSTERDAM—More than 50 persons are said to have drowned during the recent floods in the north of Holland.

SPRINGFIELD, Mass.—Several buildings of the Chicopee high school were destroyed by fire today. Loss, \$150,000.

EL PASO—Fear is felt here for the lives of 150 Americans on their way from Pajaral to Juarez. The train is several hours overdue.

SALONIKA—Severe casualties were inflicted when 15 allied aeroplanes bombed the Bulgarian trenches near here.

LONDON—It is rumored that Montenegro has signed an armistice with Austria.

HOOD RIVER, Ore.—Katherine Stewart was hurled from a bobbed last night into a nearby cellar without injury.

LONDON—Von Papen's check book showed today that \$700 had been paid Werner Horne to dynamite a Canadian railroad bridge.

PENDLETON—The thermometer dropped to 23 below last night.

BERLIN—Sever snowstorms have limited the fighting near Lens to the patrols

ANOTHER TIP FOR THE PARK BOARD

Isn't it just about time that some of our authorities took hold of the coasting situation?

Numerous accidents have occurred, resulting in serious injuries to eleven young people.

The reason is that coasting goes on indiscriminately wherever the coasters will.

The park board and the police ought to co-operate, setting aside certain good hill streets in various parts of town for coasting, and seeing that vehicles keep off during the cold snap. Then the coasters should be made to leave the other streets alone.

The Times suggested this course to the park board twice during the early days of the cold snap, doing so chiefly in the interest of good sport for the youngsters. Now it would like to repeat this suggestion, with much greater urgency, in the name of safety to life and limb, as well as of recreation.

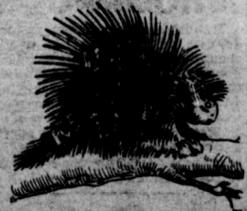
City to Give Out Booklets On Baby Care

The Tacoma health department is planning a campaign to assist mothers in caring for their babies.

A pamphlet was published last week by the state board of health giving splendid advice to mothers, and Health Officer Wall will ask for a large number of them, to be distributed among all new mothers of Tacoma.

The booklet gives a clear and concise outline of the modern hygienic methods of rearing infants.

Queen Bess; the Trained News Hound



This is Queen Bess, a thoroughbred Hibernian vessel, owned by S. M. Walker, of Clover station near American lake on the traction line.

Queen Bess, when she is not tending the baby goes to the station and pawing through the tons of other Tacoma newspapers, picks out her master's copy of The Times. She is seen approaching the family gate with the newspaper balanced on the tip of her nose.

Rival newspapers claim Bess for their own. But The Times has it straight from Bess herself that he would not affiliate with any of the other newspapers although they offered her a higher salary.

TACOMAN KILLED IN WAR
OTTAWA, Jan. 17.—Frederick W. Boyer, of Tacoma, was reported killed in an engagement on Jan. 5, in the western theater according to the casualty list posted yesterday.

TOMTOW
Mrs. J. E. Ripley, recently returned from Europe, addresses the Council of Women Voters; Postoffice building; afternoon.

FOR TACOMA AND THE STATE WITH A DETERMINATION TO SEE THE PREFERENTIAL KNOCKED OUT.

It means money to Tacoma and Washington. "It is the biggest thing in a financial way that could be put over for this city and the Northwest," says Reynolds.

It is up to Tacoma business men to get together behind The Times and the rejuvenated Commercial club.

The Commercial club, under its old management, has been as inactive as the other Northwest commercial organizations in fighting this unfair discrimination. But today it got busy along with The Times. The transportation bureau instructed its secretary, W. Jay McCune, to enter the fight by intervening in behalf of Tacoma in Chairman Reynolds' complaint.

"I EXPECT TO BE IN THIS FIGHT TO THE FINISH," SAID McCUNE TODAY. "IT IS A FIGHT WHICH IS GOING TO AFFECT THE TRANSPORTATION SITUATION THROUGHOUT THE COUNTRY."

"The transportation situation is in a muddle today. While it is likely that we cannot succeed in eliminating the entire amount of the preferential, the investigation will certainly serve to clear up a number of unfair discriminations in rates.

"The hands of the Commercial club are not tied in any way, by contributions or otherwise, and we can sail ahead free to fight for the benefit of Tacoma."

McCune denied that his bureau has been inactive.

"We have had the question up with the Seattle Chamber of Commerce for some time," he said. "The only reason we have not taken any decided action is because we felt that it would be a losing fight."

The greatest obstacle in the way of wiping out the preferential he declared to be the necessity of transfer from the northern to southern roads in carrying tourists to and from the East.

"The southern roads demand a price for the transfer of passengers for purely selfish reasons. It is a business proposition and perhaps they cannot be blamed. For they would have to turn over many more passengers to the northern roads than the latter could transfer to their lines.

"Yet although it will be an uphill fight I believe it will result in lasting benefit to our city."

The interstate commerce commission probably will take the case in hand about the first of June.

Before that time it is your duty, Mr. Business Man, to yourself and your pocketbook, to create a sentiment in favor of an equal round-trip rate over all roads from Chicago, either way, to San Francisco.

Take the case of Bill Jones and John Smith, grocers. Just suppose the West Coast Co., wholesale grocers, should say to Jones:

"We don't like you. So it will cost you 5 cents a pound more for our coffee than we charge Smith."

How long do you suppose Jones would stand for that?

He'd beat it over to the Tacoma Grocery Co. or some other wholesale firm, wouldn't he?

YET THE BUSINESS MEN OF TACOMA, IN SPITE OF THE DISCRIMINATION AGAINST THEM, HAVE PATRONIZED THE O. W. LINE TO THE EXTENT OF MILLIONS OF DOLLARS EVERY YEAR.

- Talk o' the Times -

Good morning, have you paid your fuel bill? Don't wake up the University of Pennsylvania.

No wonder our boss went to Southern California for his vacation. We just read that Santa Monica has built a spooners' bench 499 feet long.

Hague Ford peace meetings are under auspices of Royal Zoological and Botanical society. Zoology for squirrels and botany for nuts.

Scott Nearing is preaching again the doctrine that \$10 a week is not a living wage.

During the last few minutes before we went to press, one coasting accident was reported.