

TACOMA Public Library

YOU CAN REWARD LITTLE GIRL WHO WON FIGHT FOR HER LIFE

Listen to this, and then see if you can ride comfortably in that automobile of yours until you have done something about it. The Little South Tacoma

girl who was so terribly burned last February, and has been in St. Joseph's hospital ever since, is getting so much better that she can be taken home every day.

She must return to the hospital before 6:30 each night. Her mother, Mrs. Beesie Sartoris, is walking from her home, 5402 South Union ave., to St. Joseph's hospital, and

back twice a day, wheeling the child in a buggy. "It's an awful long way to walk," she says. She cannot take the little girl in the street car, because the buggy is too big to get

on the car, and also because the long fight with death has taken so much money that she cannot afford car fare. Mrs. Sartoris will not be out of debt for two years, she says, even if all goes well.

How many minutes would it take for you to drive up to the hospital in the morning, get the child and take her to her home, and then call for her again in the afternoon? And what do you think it

would mean to the weary mother pushing the jolting baby buggy, and to the poor little body that has suffered so much, to be whirled across the city on soft cushions and rubber tires?

If you want to get some real fun out of that machine of yours, call Mrs. Sartoris at Madison 718 before 8 o'clock in the morning or after 7:30 in the evening, and suggest the idea to her.

ONE CENT

Number of suicides in Paris has decreased from 15 or 20 a week in ordinary times to only two a week since the war began.

The Tacoma Times

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25c A MONTH

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TACOMA, WASH., WEDNESDAY, JULY 26, 1916.

1c A COPY

NIGHT EDITION

WEATHER

Tacoma: Showers tonight and Thursday.
Washington: Showers west, generally fair east portion.

PARK BOARD ROBS CITY OF FISH DOCK

Burns Men Appear In Strike Probe

CAR LINE EXTENSIONS PLANNED FOR TACOMA

Abandonment of Steilacoom Line Means Big Changes; T. R. & P. to Tap Beach; Town Turned Around.

Big steps towards the upbuilding of Tacoma's suburbs were taken today when the old Steilacoom car line ceased operation, after 25 years' continuous service.

Day island, Lemon's beach and Higgins' beach, on the Narrows west of Tacoma, will be benefited more greatly than any other locality, perhaps, because a street car line now will be extended from the present Lemon's beach station on the old Steilacoom route down to the water's edge, tapping a community of 1,000 residents.

Steilacoom will be entirely revised, because the new electric line enters the town by a new route, and will have a terminus several blocks from the old stopping place on Main street.

The Pacific avenue district in Tacoma will be built up, as Manager Bean has promised to use rails of the old Steilacoom line to extend the Pacific avenue street cars from the present terminus at 33rd street, out to 46th street.

The Day island street car line will be an extension of about one mile. It will run down hill to the water, and parallel the Northern Pacific tracks to Titlow's beach, with a spur to the big Snyder Bros. mill.

More than 100 property owners in the Day island vicinity have announced their intention of building homes as soon as the line is completed.

Steilacoom electric cars, which began running today between Steilacoom and Steilacoom junction, on the Pacific Traction line, where passengers will transfer to the big lake cars, now enter the town two blocks up the hill from Main street.

The line will run west to Union avenue, and north to a point within a block of the new Northern Pacific station.

All business houses in Steilacoom will be moved to Union avenue, several blocks from the present business center. Several brick blocks have already been contracted for. The new line means the rejuvenation of Steilacoom, old settlers aver.

Although rails on the old Steilacoom line are small, they are of high grade, and far more durable than present day rails, selling at 10 times the price paid 25 years ago.

The old rails are in perfect condition. They will be torn up, and used on the Day island and Pacific avenue extensions. Work of tearing up the old line began early today, from the Steilacoom end.

The county commission will construct a boulevard along the route of the old line, using the railroad bridges and right-of-way. Since the grade is already established, the boulevard can be built at a cost of \$800 a mile, and will be one of the finest highways radiating from the city of Tacoma, it is declared.

It will be a direct route from the city, connecting with the Center street boulevard at Regents Park.

The Trail of Pancho Villa



Drawn at Columbus, N. M., by Robert Minor, famous artist, who is on the Mexican border for The Times.

Expect Bunch of Arrests

Either the prosecuting attorney's office or the waterfront employers has had Burns detectives on the trail, running down evidence against union longshoremen.

This was evident today when three mysterious strangers appeared at the grand jury rooms, shrouded in secrecy, and were later identified, though their names could not be obtained.

The grand jury today heard the employers' version of the Sperry mill riot and other longshoremen's disturbances.

Employers Testify. Frank B. Burke, assistant manager of the Sperry Flour Co., was called and remained in the grand jury room more than an hour.

W. F. Richardson, and J. W. Johnson, a Seattle capitalist, said to have something to do with the steamer Santa Cruz, which was being loaded at the time, were witnesses. Detective D. O. Smith also testified.

It is said at the courthouse today to be practically certain that indictments were voted yesterday, and are being held secret.

The prosecutor's office indicated that indictments would be returned this afternoon. The general opinion is that there will be a large number of longshoremen indicted in connection with the Sperry riot, investigation of which is still in progress.

New Procedure. A new style of legal procedure came into vogue Tuesday when the prosecuting attorney's office set out to get witnesses among the union longshoremen.

Instead of serving them with the regular summons to appear before the grand jury, the officers arrested the witnesses forthwith and hauled them up to the court house.

Dick Roberts, warehouseman, and Robert Olsen, longshoremen, both were arrested in this way by deputy sheriffs on an order issued by Judge Clifford. They appeared before the jury today.

Under New Law. The prosecutor's office pointed to a new law of 1915 which gives authority to arrest witnesses.

John Turcott and Oscar Matthews, who had been arrested for carrying concealed weapons, were

released by Police Judge Evans on motion of Deputy Prosecutor Phelps. They were with Ranzval Leinann at the time he was shot to death in a fight with strikers. Turcott is said to have given Deputy Phelps some "valuable information" to be used as evidence against the strikers.

J. D. Armstrong, manager of the Sperry Flour Mills, risked his life long enough to appear before the grand jury Tuesday afternoon, to tell what he knew of the dock riot.

CARRIER OF PARALYSIS DISCOVERED

NEW YORK, July 26.—The chain of infection in infantile paralysis has been discovered. The carrier problem has practically been solved.

This important medical announcement was made today following a conference between Dr. Simon Flexner, director of the Rockefeller institute; Deputy Health Commissioner John S. Billings and Dr. Alva Doty, custodian of the \$50,000 Rockefeller foundation research fund.

This much, it was declared, has been discovered: Infantile paralysis is spread by personal contact of one child with another in the manner of whooping cough or measles.

It is probable children transmit the disease while they are in the period of incubation. Adults are carriers to a negligible extent, if at all.

The announcement was the one bright spot in a day of gloom, a day upon which the epidemic flared up once more dangerously with a record of 38 deaths and 150 new cases.

HISTORIC EVENT, WINDUP OF OLD LINE'S CAREER

By E. A. Peters

"Manager Bean once told me that the only way he could get rid of me was by abandoning the Steilacoom line.

"He can't do it. He is taking more than half of the line away from me, but I'm going to hang on to the rest as if it were a long-lost brother."

Charles H. Purdy, (all Tacoma knows him as "Purd, the vet conductor"), who wears badge No. 1 on his cap, and has collected nickels on the Steilacoom cars continuously for 11 years, has come to another of the milestones of his interesting life.

The Steilacoom suburban electric line, one of the oldest operating out of Tacoma, and "Purd's first and only love, went out of existence today.

But the veteran conductor, who has served 26 years as an employee of the Tacoma Railway & Power Co., and has worked side by side with upwards of 50,000 street car men during that time, is clinging to the fragment of steel rails and rust-eaten trolley wire that remains.

He started today as conductor on a new car—on the "Lemon Beach" line. It runs over the same tracks as the Steilacoom line, but stops when it reaches the city limits.

In September, when the T. R. & P. Co. "changes the board," Purdy will exercise his prerogative as oldest conductor of the company, and take a job on the rear platform of the new Steilacoom line.

Historic Event, in Steilacoom, at Least. The passing of the Steilacoom line yesterday was a historic event. Its significance is measured by the fact that "Purd" let me ride on the rear platform of derelict car No. 551 for an entire round trip. He even let me break the company's rules by asking him questions.

And when we reached the oldest city on Puget Sound, he bought me a cigar in Bair's drug store, and let me smoke it during the return trip.

For "Purd" was celebrating. He bought ice cream cones for the kiddies of Steilacoom, and shook hands all around with the group of old-timers that always is on hand when the car with the afternoon newspapers rolls in.

BLOCKS DEAL FOR SMELTER'S SLAG

Forgotten Contract Will Give Yacht Club Harbor While Old Town Road and Breakwater Wait Again.

Because the Tacoma park board considers that a breakwater for the Tacoma Yacht club is more vital to the needs of the city than a permanent rock roadway on Front street from Ruston to Old Tacoma, and a fisherman's harbor at Old Tacoma, it has held the Tacoma Smelting Co. to an agreement made four years ago, and has effectually blocked the city's plans.

Commissioner Gronen declared to the council today that after completing all arrangements for the permanent roadway and fisherman's harbor, and getting ready to start work next week, he had been notified by Supt. H. Y. Walker of the smelter company that the "deal was off."

Slag from the smelter that was to have built one of the finest waterfront highways in the country, and an enclosed harbor that would bring hundreds of members of the fishing fleet to Tacoma, will be dumped into the harbor north of the smelter, to form a breakwater for the yacht club and beach between Ruston and Pt. Defiance.

Gower's Version. Secretary Gower of the park board denied today that the board had any intention of interfering with municipal development, but admitted that the breakwater to Point Defiance would be built with slag.

"Four years ago the board tried to get slag for such a breakwater," he said. "The deal was delayed by other things, and the idea just came to a head recently. The park board visited the smelter and made arrangements to use slag under the original agreement."

Fine for Paddling. The slag breakwater will be 3,000 feet long, and 300 feet from the shore. It will be erected in 45 feet of water.

It will be a fine place for persons to paddle about in boats rented at the park pavilion, Gower says.

In the meantime all plans for a permanent roadway and fisherman's jetty and dock at Old Tacoma have gone glimmering.

ed the first city with its larger sister for 25 years and six months.

Everyone who boarded the car sympathized with the veteran conductor. Heads stuck out of windows as we passed houses along the way, and friendly hands waved a farewell to No. 1. A group of children stopped the car at a way station, merely to shake hands with "Purd" and ask him to remember them.

Has Guilty Conscience For Accepting Pay. "It's just like pulling an eye tooth, to give up this run," ruminated the conductor. "But the old line has cost money every day of its existence, and for the company's sake I'm glad that it

has a chance to abandon it. "Do you know, I always wait until the officials of the railway company are out of the offices before I go to collect my salary. I feel so guilty about it. I just loaf along here for 30 days, and then the company slips me \$110 as a reward for holding down the breakwater."

"It's almost like robbing the company, for the line has lost between \$15 and \$20 every day for the last 10 years. I've taken in the nickels, and I know what it has cost to run the cars."

After we had left the city limits there were just six passengers on the car.

"See those old people in there?" asked "Purd," pointing (Continued on Page Eight.)

Talk o' the Times

Greetings, did you see (and hear) the one auto that chugged in while the soft music in the first orchestra selection was being played and which putted across the field and stopped at the corner of the platform? Sure you did. It was A. L. Kemmer arriving.

The real name for the man-eating shark is "Carcharias." So saith our friend the Ichthyologist who is some little shark.

Don't call down the child for shouting "O say." Our national anthem begins that way.

What with U-boats and sharks in the ocean many of us prefer to stay on land even if it is a lit-

tle dusty.

Father says best way to bring up children is to tell them down.

The only thing anyone forgot at the Stadium was to make a place for Evan Williams to stand.

Speaking of young old people, there's Maria Harland who learned the typewriter at 75, and now at 85 is still pounding out good stuff.

Reformer catches his breath to say that if it wasn't for bare-legged bathing girls tempting them, sharks would behave.

D'ya notice how the youngster in the auto cried when Williams sang "All Through the Night"?

FLASHES

PARIS—The use of ether to stimulate their courage, and a long-handled, nail-studded mace as a weapon, are said to distinguish the German attacks in the hand to hand fighting in Postieres.

DETROIT—Mr. and Mrs. LeRoy Stedman and their two-year-old daughter were drowned Tuesday night when their automobile backed off a dock into a reservoir. Two others were saved.

MEXICO CITY—It is officially announced Wednesday that a peace commission, consisting of Louis Cabrera, Juan Amador and Alberto Pani, will be sent to the United States soon.

CLEVELAND, O.—On Wednesday eleven bodies are still in the waterworks tunnel where 20 men were killed by a gas explosion Monday night.

OLNEY, Ill.—Roy Hinterleiter, in jail on the charge of murdering his sweetheart, Elizabeth Ratcliffe, maintains his innocence. The sheriff is guarding him against possible lynching. The case in some respects resembles the Orpet case.

WASHINGTON, D. C.—The state of Washington will get \$71,884 from the \$85,000,000 good roads fund voted by congress to be spent in the next five years.