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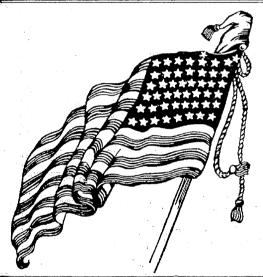
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be returned. Stamps must be inclosed it Mess, are to be returned. Entered at the postoffice at Scattle, Wash., as second-class matter.

Population of Seattle, 280,485. See Polk's Directory May 1, 1911.

Polk adopted the multiple 2½ to each name in the directory this year instead of using 2½, as formerly. There were more names in the directory this year than last, but changing the multiple reduces the aggregate.



THE WEATHER.

Showers tonight or Wednesday; moderate westerly winds

TIDES AT SEATTLE TOMORROW.
 First high water
 4:03 a. m., 13.5 ft.

 First low water
 11:31 a. m., 0.2 ft.

 Sécond high water
 6:51 p. m., 14.4 ft.

 Sécond low water
 11:45 p. m., 10.8 ft.

Bonnot, demon chauffeur of Paris, has gone the way of the richly deserved.

abandonment of the Seattle assay office would divert sold to distant points, or to the Canadian office at Vancouver. Seattle needs to fight hard to retain what it has earned in the establishment of the assay office here.

N. B., which has planned monumental changes in Courtenay All the world is making ready for increased traffic.

A Birmingham scientist has discovered a substitute for coal. He suggests a brick of salt saturated with paraffine. It is cheap; but very likely the majority of people will go right on using the fuel provided by nature. It will last a long time

When the big town of Southern California mentions "Los Angeles harbor" it is not joking. It is seriously trying to annex San Pedro, which is distant thirty miles; and the prospects are that it will succeed-and "Los Angeles harbor" become an accepted fact, instead of a bit of interesting fiction,

A fixed demand for salmon cavaire is one of the remarkable developments of the fishing industry in Eastern Siberla. Formerly this by-product was thrown away as useless, but last year it was prepared for the Russian market to the extent of The sturgeon, which gave the first cavaire, is almost extinct, but the salmon is with us yet.

Home rule for Ireland is now on its last lap, before winning the race that has consumed many years. It is noticeable that debate will be confined to six days, within which time, it is contended, there will be opportunity for Liberals and Nationalints to say "everything" they have to say on the subject. That fact in itself is an evidence of progress. On a former occasion the debate consumed twelve days.

Jay V. Fike, school superintendent for Clarke County, is not letting the grass grow under his feet. He proposes to enforce the compulsory school law, and he is haling parents into court when they set themselves on a pinnacle superior to the statutes and declare that the schools are not good enough for their children. Imposing fines may look like harsh treatment, but it will probably bring results.

The Seattle-Tacoma Rainier National Park committee is acting with commendable zeal in placing the needs of that reserve before Hon. Walter L. Fisher, secretary of the interior. The secretary, in addition to an active interest in the national parks, is familiar with Rainier through close investigation, and is inclined to support any reasonable measure for the substantial improvement of roads and trails.

of one of the most attractive improvements yet planned for Seattle. When that scenic spot is beautified by the new boulevard, on which the park commissioners are spending a hundred thousand dollars, it will form a connecting link between the boulevard system north and south, and will be visited by thousands of people every bright day in the year.

ex-river thief at 316 Water Street, New York, has given way to a substantial new home. It is noted as the first rescue mission in the world-where the drunkard was made more welcome than the abstainer, the thief than the honest man. Since that beginning there have been many homes; and everywhere the news will be welcomed that the rescue work in Water Street continues as in the days of its originator.

To the late Justin McCarthy was given the satisfaction of viewing the triumph of the idea for which he had labored throughout his political career. He is no longer on the scene of action, yet he did not leave it until he had seen home rule man of pronounced ability, a picturesque figure, who had impressed himself deeply on the time in which he lived.

There is, of course, a wrangle over the program for the Olympic sports; but just the same that world-embracing event points more directly to universal brotherhood than anything that has ever happened. The globe has had its congress or religions and its meeting in support of universal peace; but never has it witnessed such an all-embracing assemblage in the arena of clean and uplifting sport. It brings back the days of the laurel wreath as glory enough for the victor.

may startle Americans, who are inclined to think of Oriental cities as being wonderfully congested, to know that New York is the worst offender in the world in this regard. Bombay, in India, is next in this not enviable relation, and London is a poor third. It does not speak well for the future of the American metropolis that it has become a hive of so-many human insects. It takes kinship with the soil to keep a race strong in those virtues that bid defiance to hostile powers.

trust" investigation resolution almost identical with that demanded by Representative Henry of Texas, chairman of the rules committee, it undoubtedly started some Democratic leaders thinking. Henry was backed by Bryan in his ineffective fight, earlier in the session, to get through the House the identical resolution that it now has accepted. The reason for such a radical change of front is open to liveliest specula-

THE JAPANESE IN MEXICO.

THE UNITED STATES GOVERNMENT undoubtedly is watching the development of the Japanese colonization scheme in Mexico with the closest attention, and it is fair to presume that necessary steps to safeguard the interests of all Americans will be taken at the proper time and in no uncertain manner.

It is conceded that the United States would have no international ground for refusing to permit Japanese peaceably to settle in Mexico. In fact, the Oriental power would have the best of reasons for assuming a position of protest if discrimination were shown its subjects.

The efficient and hard-working Japanese would add enormously to the wealth of Mexico. He would develop the country as the lazy and shiftless peon never could be expected to do. To declare that he shall not be permitted to settle in Mexico or in the Americas at all, would be to assume a position such as no other power ever has assumed under any similar circumstances.

ease. If Japanese be permitted to settle up the west coast of Mexico and the United States does not demand that the power itself keep its hands religiously out of the colony's and the republic's affairs, the Monroe Doctrine will cease to be worth the paper on which it was originally written.

If Japan can colonize America, so can Germany, France, England—the whole world for that matter—and the very condition of international strife and backbiting that the United

States sedulously has sought to prevent would be developed. The Japanese government undoubtedly will be made to show its hand. The United States has not been forced, these many years, to make an issue of the Monroe Doctrine, but it the Oriental power is determined to test the spirit of this government, it will not find much hesitancy in a "show-down."

BIG SHIPS FOR THE PANAMA CANAL.

TORACE LEE WASHINGTON, American consul at Liverpool, has supplied the Department of Commerce and Labor with a timely paper on the amalgamation of opening of the Panama Canal.

He reminds the bureau of manufactures that the acquirenent by the Cunard Company of an interest in the Anchor line marked the final stage in a great shipping combination \$14.794.160. Another combination is that of the Royal Mail. Elder Dempster, Lamport & Holt, Brockleband and the Union Castle steamship lines, with an aggregate tonnage of 1,319,333 and a capital of \$33,702,902.

Liverpool shipowners, recognizing that the Panama Cana will revolutionize many existing trade routes, are making ready for the opening of that waterway; and one of the officials of the two combinations referred to has left for Panama, the West Indies and the Latin-American countries to study the

Among the new services established during the year the one of direct American interest is the inauguration of a new service by the Harrison line, from Liverpool to the Pacific Coast of the United States and British Columbia, via the

Liverpool's state of preparation is found in the enlarged plans for shipping. Consul Washington notes satisfactory progress on the construction of the 1,020-foot dock, which is to be part of a much larger undertaking. The present dock will cost \$2,432,250-approximately the figure at which the new Bremerton dock is being built-and it is unique, since a vessel can load and unload in it, and at the same time can be drydocked. Owing to the prosperity of the shipping industry, the dock board of Liverpool is considering the advisability of proceeding with the full scheme, which contemplates an expenditure of \$15.573.384.

In view of the figures under consideration by Liverpool, Scattle plans for the improvement of Harbor Island and the Seattle waterfront appear very modest indeed.

SPRINGFIELD REPUBLICAN IN ERROR.

T IS LAMENTABLE that a newspaper so well informed as The Springfield Republican should betray intense ignorance of the Pacific Coast. That newspaper, which was elevated to a position of national dignity through the genius of Samuel Bowles, assumes to discuss climatic conditions and other phases of the Pacific Coast with reference to marine disasters and the risk to human life.

The discussion is timely; but the manner of it, as given by The Republican, is open to objection. That newspaper employs the expression "the foggy and inhospitable Pacific

True, there have been wrecks on this Coast-deplorable in their harvest of death. There is today a woeful lack of aids to navigation, all the way from Lower California to Unalaska. But the fault is not to be found in a "forey and inhospitable" coast. It is traceable to the indifference and neglect of senators and congressmen from states like Massachusetts, who have always persisted in sacrificing this part of the United States in order that they themselves might be favored.

No doubt The Republican believes, erroneously, as have many New England growths heretofore, that Puget Sound, the largest and safest harbor in the world, is icebound during the winter: that publication, perchance, is unaware that the entire Pacific coast of Alaska, with climate tempered and warmed by the Japan current, is open to navigation all the

The average New England mind cannot comprehend the facts; for has it not the preconception of a "foggy and inhospitable" coast!

If The Republican would awaken to the knowledge that America is truly continental in scope; that it has a Pacific Coast as well as an Atlantic Coast, and that the shipping interests on both coasts are entitled to reasonable aid and protection on the part of Congress, there would be a different

When a vessel like the Jeanette Cowan goes down, or the Valencia, with its melancholy toll of human lives, is dashed against Vancouver Island, it is no time for Eastern publications to sneer; any more than Western newspapers would make the wreck of the Portland a text for an assault on the flerce inclemencies of Boston harbor. There always come to the front men like "Bob" Hall, pilot, or Captain "Buck" Bailey. who went right into the deadly jaws of Peacock Spit in order to rescue the passengers and crew of the steam schooner Washington-but that is no reason why The Republican or any other newspaper should talk disparagingly of the "foggy and inclement Pacific Coast."

The Pacific Coast is not foggy, nor inclement; but it does require aids to navigation. The Republican can do a service in helping to break down Yankee indifference and in that way help to relieve a great and pressing need.

REAL ROMANCES OF THE BUSINESS WORLD

THE AWAKENING OF CHAPPAQUA



CHAPPAQUA is Indian for running older than the nation. It is up in the Westchester hills, thirty-two miles from New York, in the heart of a section that is much like the beautiful Berkshires. The hills are not so high as the Berkshires, but they are high enough to command a view of four states. From most of them you can see a portion of Massachusetts, a fair amount of Connecticut, a good bit of New Jersey, the majestic Hudson and the towers of mighty Manhattan.

Albert Turner, an insurance man, went to Chappaqua ten or twelve years ago to establish a home. The city has many delights, but many delights, but many discomerts for the home-lorg ginh. It is too complex to rear man who likes elbow room. It seems that the content of the co

main street road, with its ruts or its mud or its dust.

Chappaqua was no different from the other towns along the line of the New York & Harlem Railroad, and it was no different from a majority of the thousands of villages and towns around New York that are beautiful in themselves, but make a wretched and miserable showing as viewed from a railroad train. He thought Chappaqua was not doing its duty to itself. He thought a handsome new station would be far better than that wretched one. He thought the salono nught to go, and the livery stable ought to go, and the wash should not be so prominent. He talked with some of the village people.

A fair number of the old-timers considered his ideas absurd. They were perfectly satisfied with Chappaqua as it

was. They had lived in Chappaqua a long time. They saw no necessity for change. The livery stable was a necessity, and there was no particular reason why Chappaqua shouldn't have a saioon. As for the wash on the line; people had to have their clothes washed and hang them out to dry. Regarding the road, it suited them.

As for the wash on the line; people had to have their clothes washed and hang them out to dry. Regarding the road, it suited them.

No one knows the narrowness or the prejudices of a village unless he has irled to bring about some radical changes that do not meet with the approval of old-timers. Staid, sblemp persons who have lived in a community all their lives and whose fathers had lived there before them resent the suggestions of newcomers and consider ideas that are meant for the general betterment in the light of personal criticism.

It takes a man with a lot of patience to arouse a sleepy old place. Mr. Turner has patience. He traveled over that mirry road and he passed by that tumbledown livery stable and that smelly saloon and used that shabby station and gazed at the wash on the line for many a day without apparently making any headway toward changing conditions. But he never lost an opportunity to make people understand what could be done in Chappaqua. Probably he had a notion of getting the residents organized and buying them out. Possibly he had a notion of something toward making the wash on the line's less glaring. Possibly he had a notion of doing something toward making the wash on the line's less glaring. Possibly he had a notion of doing something toward making the wash on the line's less glaring. Possibly he had a notion of doing something with that shabby old station. If he had, it would have cost a lot of money to complete the work. What he did was cheaper and better.

One day an idea came to him. It seemed to meet all his needs. A little later he went to see the vice-president of the New York & Harlem Raliroad. It didn't take him long to convince that gentleman it would be good business for the railroad to join him in such improvements as he proposed making. Before he went away he had the assurance of the railroad man that the railroad would do its part of Chappaqua better when to see the vice-president of the New York & Harlem Raliroad. It didn't take him long to convince that gentleman i

has charge of the Greeley estate, and explained to him how much the Greeley acres would be enhanced in value if the railroad station was on the Greeley property. He told of his visit, to the railroad people and said he had the promise of the vice-president that if Dr. Clendenin would give the land necessary the railroad would build an artistic structure at the Greeley farm, instead of the shabby old one a quarter of a mile away. Then he told how he proposed to have a fine road built down to the new station, this road to be lined with beautiful trees. He proposed, also, that charming little parks should be nade on either side of this road near the station, and that no structures that would not harmonize with the beauty of the grounds around the station would be permitted.

Dr. Clendenin thought the matter over. The more he thought of it the more it appealed to his imagination. After due consideration he decided it would be to his beneât to give the necessary land. It was given. The railroad built a station on the new site that was a delight. The main portion was of stone and the roof of the finest tilling. There was a porte cochere. The station was artistically decorated, handsomely furnished and had every convenience for traveling. It cost \$20,000 to build and furnish that new station. The work that Mr. Turner did was in keeping with the railroad improvement. A fine new road was built from the station to connect with Main Street. The little parks were established on either side of the road near the station; a forester looked after the work of having the road lined with trees. In a little while the commuters on the New York & Harlem hardly could recognize Chappaqua. It no longer was turning its untidy back the public the prettiest station on the whole railroad. The village itself was no longer a blot on the landscape. It harmonized with the beauty of the surrounding country.

with the beauty of the surrounces country.

The loafers who used to go to the old station did not go to the new. It didn't suit them. They felt out of place in such a delightful spot. They didn't feel comfortable if they expectorated on the floor. They did not dare lounge in a place that was so evidently intended for ladies and gentlemen. They stayed around the livery

It took Audubon many years to do this, but he finally accomplished the

NOW, AND DON'T MAKE RIOKCIEGUS

stable and the smelly saloon. But after a time even the livery stable and the saloon lost their attraction for them. The people no longer passed those structures on the wey to or from the station, so the village loafers had not the incidental diversion of seeing the people go by and the gossip attendant to their coming and going. The travelers on the New York & Harlem Railroad began to get uneasy. They asked themselves how it was that Chappaqua was so favored. It looked so different from their towns that they became fealous. Their towns were beautiful, but they turned their worst side to the railroad. They showed their outhouses, their saloons, their livery stables, their dirty roads, their wash on the lines and their indolent lezy class of men. The commuters wanted to have their towns pattern after Chappaqua, but they didn't know just how to do it.

Mr. Turner was not content with the new railroad station, the new trea-bordered road, the little parks near the station. Chappaqua is in Newcastla Township. He and other public-spirited men got after the township authorities and impressed upon them the value of good roads, the value of electric lights, the value of city water, the value of all the accessories to good living and easy communication. The state of New Yorks is entering upon a period of sen-

and impressed upon them the value of good roads, the value of electric lights, the value of city water, the value of all the accessories to good living and easy communication. The state of New York is entering upon a period of generous outlays for good roads. At the present time \$210,000 is being spent in Newcastle Township. Of, this amount the state is spending \$70,000 and Newcastle Township \$140,000. When this work is complete the Chappaqua neighborhood will have the finest automobile roads in the state.

One swallow does not make a summer, or one good moye, however radical, complete a job. "Across from the new railroad station, on the opposite side to the pretty little parks and the tree-bordered main road, there was a bit of a swamp and then some rising ground. The new location of the station attracted some people and some structures that were by no means desirable were beginning to appear. They turned their backs on the railroad, showed their outhouses, the clothes poles and their wash on the line. Mr. Turner made another trip to the office of the vice-president of the railroad. He told that official that the railroad ought to do something to mend that state of affairs. The railroad official was rather proud of what Chappaqua and Mr. Turner had done, and he said if Chappaqua and Mr. Turner would do their part the railroad would do its share. Mr. Turner had done, and he said if Chappaqua and Mr. Turner did some negotiating with a gentleman who is rather slowgoing and who sees no necessity for haste. The zentleman couldn't see any reason why anybody should buy that swamp and the land-near by but he was willing to let it go for \$4,000, and he did. A little later he was shocked. The railroad filed in the swamp. The grounds near by were improved, a fine road was built through the new property, two match those on the other side of the railroad, and after all the work had been done and the railroad had taken its one-half of the land, Mr. Turner and his father-in-law, John I. D. Bristol, had two fine pools left fo

two fine plots left for residential purposes.

Now Chappaqua has nothing more to fear; it is perfect. People point to its station as a model and to its station surroundings as the finest in the state. One of the most enthusiastic of its admirers is a gentleman who, when he visited Chappaqua some years ago, said he wouldn't live in such a place if it were given to him.

Everybody in and around Chappaqua is proud of Chappaqua. The Chappaqua Historical Society is restoring and preserving everything in that neighborhood that is of Revolutionary memory. The roads are no longer six inches deep in mud or six inches deep in mud or six inches deep in dust. Sewers no longer run into the ditches. It no longer shows its saloon, its livery stable, its outhouses, its loungers, its undergarments out to dry. Everybody has been stimulated to make Chappaqua still more beautiful. Dr. Clendening has built a beautiful church on the Greeley grounds near the station. It is a replica of the historic structure at Hadley, England, One of its windows was brought over from the Hadley Church, and it has too, the Hadley sundial. All the other towns along the New York & Harien—

(Continued on Page Fourteen.)

(Continued on Page Fourteen.)

VEST POCKET ESSAYS AUDUBON

By GEORGE FITCH, Author of "At Good Old Siwash." (Copyrighted, 1912, by George Mathew Adams.)

THE pinnacles of fame have bec pretty well crowded during the last forty-two centuries and for many years it has been almost impossible to discover one which is not crowded with gentlemen who have swarmed up out of obscurity and attached themselves to history with grips which even death and reform cannot shake.

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The encyclopedies are congested with the records of men who have become famous by hewing their may through the nemy or by constructing melodious and durable poetry or by penning breathless romances, or by carrying the same congressional district twelve times in succession. Men have holsted themselves out of the city directory and into "Who's Who' by hundreds of methods. They have devised new religions and have been berbecued in the interests of the same. They have fought Indians and grafters. They have fought Indians and grafters. They have invented sewing machines, steam engines and airships. Men hav, risen to immortal fame on the wings of faith, cherubin and monoplanes, but only one man has risen very far on the wings of birds. Audubon is about as famous as any of the rest and adopted this novel process long before Wilbur Wright was born. Audubon was born in Louislana, May 1. 1780, and when he set out to break into the hall of fame he found that all of the best known jimmles were in use, Besides he didn't know how to use them. He couldn't fight, he couldn't write poetry, he couldn't carry a precinct, let alone a state, and he could not invent rotary gasoline engines nor non-refilling bottles. The case seemed hopeless. But Audubon was no ordinary means. Every morning Audubon was swakened in his Louislana home by 37 varieties of birds.

task in several large quarto volumes beautifully illustrated. When he had fnished, the birds of America were bet-ter known than the poets, and Audubon This teaches those of us who are still unfamous and are inclined to lay it to stiff competition, that there is more than one way to rise—and that when the elevator is not running the resourceful man will try the lightning rod.