ALL THE NEWS THAT'S WORTH PRINTING

REPUBLICAN FARMER.

ALL THE NEWS THAT'S WORTH PRINTING

Established A. D. 1790—Vol. CXXVII Entered as second class matter at the post office at Bridgeport, Conn., under the act of 1879 BRIDGEPORT, CONN., FRIDAY, MAY 16, 1919 Subscription rates by mail: Weekly $1.00 per year in advance. 179 Fairfield Avenue, Bridgeport New Series—Vol. CXXVII—No. 5664

C5 LANDS SAFELY AT ST. JOHNS

MOTOR CONCERN MAY COME HERE

C5 Arrives At Newfoundland After Being In Air 25 Hours; Is Ready To Fly Across Ocean

With Lieut. Campbell at Wheel Big Bag Made Perfect Landing—Was Lost Several Hours This Morning Due to Weather.

St. Johns, N. F., May 15—The American naval dirigible C-5, scheduled for a possible non-stop flight from this port to the British Isles, arrived here today after a day and night cruise from Montauk Point, N. Y. The balloon had been in the air 25 hours and 45 minutes.

The C-5 reached the Quidi Vidi anchorage at 1:45 p. m. Greenwich (9:45 New York time.) The start from Montauk Point was made at 8 a. m. yesterday.

Officers working on plans for the C-5's possible ocean cruise estimated that with favorable conditions a flight to England could be made in forty hours.

This would tax the dirigible's fuel capacity almost to the maximum and if head winds developed it might prove necessary to shape the course to the Azores, where fuel ships already are awaiting the several crews of trans-oceanic fliers.

Weather conditions in mid-Atlantic were reported as becoming more favorable eevry hour, though the desired west winds were still lacking.

The C-5 was ready for a flight across the Atlantic, her commander, Lieutenant Commander Coil, declared as he stepped out of the dirigible's basket. Both the crew and the machine stood the trip well, he said. As yet, he added, no orders had been issued for future movements.

With Lieutenant J. P. Campbell at the wheel, the big bag made a perfect landing within the narrow confines of the old cricket field used as an anchorage. It had been seeking St. Johns for several hours, its radio having been out of commission for a time. Lieut. Commander Coil said, and the last few miles of the journey was made by following the railroad track to this city.

The "blimp's" troubles began shortly after midnight, the commander said, when the sky became overcast. Before that time the balloonists had operated under a full moon, flying at an altitude of 1,000 feet. The big craft lost its bearing when approaching Little Miquelon island, off the south coast of Newfoundland and about 170 miles from St. Johns.

Lieutenant-Commander Coil described the trip as the roughest he had ever made. He gave credit for completion of the voyage largely to Lieutenant Campbell and Lieutenant J. V. Lawrence, both of whom, he said, were weary "and almost seasick" but stuck to their posts.

"We made a landfall at St. Pierre, but found ourselves on the west instead of the east shore of Placentia Bay," said the commander. "From this point we attempted to follow the Chicago's radio directions, but they did not work. For the moment we were lost. We started 'cross lots' and saw about all of Newfoundland, and I must say this is the 'doggondest' island to find anything on I ever struck.

"Eventually we hit the railroad track and followed it to Top Sails, which we identified and continued on to St. John's. There was considerable fog but it did not trouble us."

Rear Admiral Spencer S. Wood in command of the aviation base, greeted the C5's commander, who, with his brother fliers, was bundled into an automobile and hurried to the Chicago for a late breakfast. After making a report to Washington, the aviators turned into berths prepared for them on the cruiser.

The C-5, the sun reflected from the silvered fabric of her huge gas bag, nosed through Cuckold's Cove east of the landing field, about an hour before noon, local time. Lusty air currents tossed the "blimp" about above the passage. However, the pilots brought the huge craft directly over the landing field, and the anchorage was completed in a few moments.

NC4 Starts For Trepassy Leaving Halifax At 11:47

Made Two Attempts to Get Under Way Having to Descend First Time Because of Engine Trouble—Weather Bad For "Big Hop."

Halifax, N. S., May 15—The American naval seaplane NC 4 left today for Trepassey, N. F., to join the NC 1 and NC 3 for the trans-Atlantic flight. The craft took the air at 10:03 a. m. (9:03 New York time) after circling the city.

The American navy seaplane NC 4, after leaving Halifax this morning for Trespassey, N. F., descended at Musquodoboit harbor owing to engine trouble, but resumed her flight at 11:47 a. m. (New York time.)

The plane's trouble, according to a wireless message received by the tender Baltimore, was with the oil lines. A little more than two hours work restored the mechanism to operating order.

Washington, May 15—Commander A. C. Read, "skipper" of the NC 4, reported to the navy department this afternoon that while forced to land to repair gas and oil lines on his plane, he did not return to Halifax at 8:52 a. m. (Washington time), landed at Storey Head at 9:22 a. m. and resumed the flight to Trepassey at 11:47 a. m.

First reports furnished Commander John H. Towers at Trepassey Bay today showed poor weather conditions for beginning the flight across the Atlantic.

"Variable and fresh winds, strong south and southwest over eastern part of course; clouds, rain squalls and poor visibility," was the forecast sent from Washington on the basis of data furnished by the destroyers and other station ships on the course to the Azores.

Trepassy, May 15.—In anticipation of a "hop off" new propellers were installed on both planes, the extra blades having arrived on the destroyer Edwards, which continued on to St. Johns with spare parts for the dirigible C-5.

Commander Towers declared the engines of the NC-1 and NC-3 were in excellent condition after yesterday's test. Though the NC-4 should have 24 hours' overhauling upon her arrival from Halifax, the commander said the period might be shortened if Lieutenant Commander Reed's machine was delayed many hours in reaching the base here.

To insure an ample fuel supply for the Azores flight---1,200 miles if a descent at Horta is necessary and 1,350 miles if the scheduled cruise to Ponta Delgada is made---the aviators have eliminated 250 pounds of equipments, substituting an equal weight of fuel. This, it was stated, would give the planes a gasoline capacity of 1,730 gallons. Practice sextants were among the articles to be left behind, and the aviators planned to reduce to a minimum their rations, which they said would include only sandwiches, cake, sweet chocolate and hot coffee.

GRAND JURY TO HEAR BONNINE CASE TOMORROW

A grand jury has been summoned to appear at the county courthouse tomorrow morning and consider the case of Edward Bonnine, who is held by the police for killing Joseph Callahan, the young son of Edward Callahan of this city. State's Attorney Cummings will ask for an indictment against Bonnine for murder in the first degree. The Callahan boy was shot last month as he stood near Bonnine's home, the latter thinking young Callahan was one of a crowd of boys who had been taunting him.

TOLOA BRINGS 1,129 TROOPS.

Boston, May 15 — The transport Toloa from Brest docked here today with 1,129 officers and men, the greater part of whom are from the middle West. The 121st Machine Gun Battalion with 25 officers and 755 men was the principal unit aboard.

GERMANY WINS ANOTHER REBUFF FROM ENTENTE

Vigorous Measures Planned If She Refuses to Sign Treaty.

(By the Associated Press)

Germany has met with another rebuff from the Council of Four of the peace conference in the effort her plenipotentaries at Versailles are making to secure alterations in the peace treaty by setting forth objections in a series of notes.

The council has refused to consider the note sent by the Germans regarding international labor legislation and in a lengthy note states the reasons why such consideration is not given. The council's belief that the terms of the treaty met the objects the Germans profess to desire is set forth, and the defects in the German plan are pointed out.

Vigorous measures that will be an immediate result of a refusal of the Germans to sign the peace treaty have been planned by the council. Marshal Foch, commander-in-chief of the Allied armies, is now on the Rhine front and dispatches state that he will take such action as is necessary in the event of the failure of the enemy to sign the treaty.

An immediate economic blockade of Germany is also planned as a part of the program in case continued hostile action against the enemy is considered necessary.

The Austrian peace mission is now on hand at St. Germaine-en-Laye, near Paris, having arrived Wednesday night, and the belief in some quarters is that the peace terms the delegates will be asked to sign will be presented them within a week, possibly within three or four days. The Adriatic question, which has so important a bearing on the Austrian treaty, has not yet been adjusted, however, and this fact may serve to delay the presentation of the terms.

Meanwhile there are reports that strong Italian forces have been landed at the ports of Zara and Sebenico, on the Dalmatian coast between Fiume and Spalato. These forces are said to have moved inland and to be fortifying strategic points.

JUDSON REFUSES CITY'S $26,000

Employes of the Department of Public Works went ahead on their work today, of tearing down the Astor hotel on John street, between Main and Broad streets. The work is being done under order of the Common Council which gave R. M. Judson the owner 15 days to do the work himself. As he failed to comply, the Director of Public Works was ordered to do it for him.

According to Mr. Courtade the job will be finished within a week, and the last obstacle to the widening of John street will be removed.

The city offered Judson $26,000 but he wanted $53,000 for his property. He has not accepted the check proffered by the city and has taken an appeal to the Supeerior court.

FIND DYNAMITE ON CAR TRACKS

Lawrence, Mass., May 15—A quantity of dynamite buried in the dirt, with fuses laid across the street car tracks, was found by the police near Cook's corner, Methuen, early today. Cars from Haverhill with workers for the textile mills here, where a strike has been in progress for more than three months, pass over the Cook's corner route and the first car was due a short time after the discovery of the explosive.

A few hours previously a work car, carrying the motorman and conductor, was wrecked by an explosion in another street of Methuen. This led the police to examine the tracks throughout the city, with the result that dynamite was found near Cook's corner. The work car was running extra and it is thought that the explosive which it set off had been placed in position after the last regular car had passed for the purpose of blowing up an early car loaded with operatives on the way to the mills.

MRS. RECTOR IS NEW PRESIDENT

Elected To Head King's Daughters At Annual Session.

Hartford, Conn., May 15.---Mrs. Orville H. Rector of Bridgeport was elected president of the Connecticut branch of the King's Daughters at this morning's session of the conference being held here. She will succeed Mrs. Louis O. Potter of Norwich. The other officers elected were: First vice president, Miss Harriet I. Eaton, Hartford; second vice president, Miss Elizabeth Day, Colchester; recording secretary, Miss Ada L. Shelley, Windsor; treasurer, Miss Ida J. Lyon, New Haven. The executive counsel will consist of Mrs. Ira Forbes, Wethersfield; Mrs. Frank Crawford, New Haven; Mrs. John Wadhams, Torrington, and the president.

The address at the meeting this morning was given by Mrs. Rector, who gave an interesting talk on the work being done by members of the King's Daughters on behalf of the Travelers' Aid Society.

The honor call was read by Miss Shelley.

The roll was a report of the condition of the various circles, showing their attendance, membership and activities. The total membership of the state branch is 3,940.

The session closed this afternoon after an impressive memorial service in memory of Mrs. Edward H. Smiley, past state president, and the other members of the state branch who have died since the last meeting.

317 TROOPS ON ESPAGNE.

New York, May 15—Three hundred and seventeen American soldiers and civilian field clerks from the expeditionary forces arrived here today on the French steamer Espagne. The troops were all casuals.

KEEGAN-BURNS SUIT SETTLED

$10,000 Action Resulting From Auto Collision Adjusted Outside Court.

It was reported today that the $10,000 suit brought by Hugh F. Keegan, local real estate dealer, against George Burns, a contractor of this city, has been settled out of court. The case has been pending in the Superior Court for about three years. The amount Keegan received in settlement was not made public

The suit was brought to recover for damages alleged to have been received by Keegan when an automobile in which he was riding was struck by Burns' car at Connecticut and Central avenues in 1915. Keegan declares Burns was guilty of negligence, which was denied by Burns.

Frank J. Hughes, a former member of the board of assessors, sued Keegan to recover for injuries received in the same collision and obtained a verdict of over $6,000.

England Honors Edith Cavell With Funeral In Westminster

London, May 15—(By the Associated Press)—England paid tribute to Edith Cavell, the English nurse executed by the Germans at Brussells, October 12, 1915, here today when her body, en route from Brussels to her native city of Norwich, was taken to Westminster Abbey for an impressive memorial service.

It was a public funeral, in which, it seemed, every resident of the great metropolis endeavored to participate. The streets through which the cortege moved were congested, and every inch of standing room in the neighborhood of the abbey was occupied by a densely massed multitude which was eager to do reverent homage to "that brave woman," as the Bishop of London described her, "who deserves a great deal from the British empire."

The congregation at the abbey included high officials of the government, representatives of foreign countries and men prominent in many walks of life. King George was represented by the Earl of Athglone, brother of Queen Mary. The service which began at noon and lasted half an hour, was conducted by the Dean of Westminster. No address was delivered. After the sorevice, the coffin of plain oak was placed on a train for Norwich.

At Norwich it was placed on a gun carriage and was taken to Norwich cathedral. The service, which was officially designated "for the funeral of Edith Cavell, a nurse who gave her life for her countrymen," followed. At its conclusion the hymn "Abide With Me" which Miss Cavell repeated shortly before her execution by the Germans, was sung, and the bugle sounded the Last Post. The funeral party which accompanied the body from Brussels to Norwich included eight members of Miss Cavell's family and prominent British and Belgian officials.

AUSTRIAN ENEMY BEFORE COURT

Charged with being the leader of a band of automobile thieves, although he claims to be worth $100,000, Frank Gondor, an Austrian enemy alien, was arraigned before Judge Keeler in the criminal superior court this morning. He is alleged to have stolen a car belonging to Dr. O. T. Rule of Stamford.

Gondor denies he is a member of any organized gang of thieves. He says he has traveled all over the country and was recently married to a moving picture actress in Los Angeles, Cal. He refused to give her name.

The man was captured by the police in a novel manner. He had stepped into the doctor's car and just started the power when the machine crashed into an obstruction and turned over, pinning Gondor under the machine. Counsel for the accused claimed Gondor is in bad physical condition but the court wanted further details about that and continued the case until late this afternoon.

REILLY APPOINTS HIS DEPUTIES

New Haven, May 15.---Former Congressman Thomas L. Reilly, who will become high sheriff of New Haven county after June 1, in succession to Sheriff Hugo, today announced his staff. They include the following: J. D. Tierney, J. A. Hynes, John Weisman, D. J. Butler, Michael Burns, Hubert M. Rigney, Paul Summa and J. P. Bauby, of Waterbury; E. A. Walsh, Meriden; E. F. Kavanaugh, Wallingford; Frank Yovino, Ansonia; W. M. Shea, Derby; H. W. Burns, Naugatuck; Michael Collins, Milford; J. F. McDermott, Orange; M. J. Cassidy, Oxford; Robert W. Rice, Branford, and M. J. Coleman, Cheshire. E. P. Keating will be jailer.

DEATH BLOW TO KING MACHINE

View Taken of Action of Aldermen on Bonds Monday Night.

From the view taken by officials of the Board of Education, and several public spirited citizens, the action of the Board of Aldermen on Monday night in authorizing the issue of $600,000 in bonds for street paving and only $155,000 for school buildings, is the final death blow to the present administration and the King machine in Bridgeport.

Little comment on the subject was voiced on Tuesday or Wednesday, but today, after the matter had been given due thought, all indications pointed to the rise of a storm of protest.

It was looked on as the most inadequate protection for the growing generation that has been made in Bridgeport for many a year, and the claim by a member of the Board of Education that Mayor Wilson's statement to the effect that it was better to wait until the reconstruction period had passed, before bonding more heavily for schools, was pure "blarney", found a fertile spot in the minds of Bridgeporters in general.

The school situation in Bridgeport is in a sorry plight according to those who know and education officials are making no secret of the matter. This knowledge brought on the argument, "If the mayor, as he has repeatedly declared, believes Bridgeport the best paved city in New England, why can't well enough be left alone, and more attention be paid to the schools?"

The $155,000 for school buildings will undoubtedly be used in an addition of the McKinley school. This, however, is not the only district in the city short of school rooms, practically every school being overcrowded, with the high school far inadequate to the demands.

Negotiations Pending Between John M. Willys Of Willys-Overland And Remington Arms Co. For Plant

Highly Possible Deal Will Be Consummated This Afternoon—Rem-Arms to Probably Become Headquarters of Great Motor Concern.

Instead of Willys-Overland, F. O. B. Toledo, in the very near future it will likely be F. O. B. BRIDGEPORT. This practically became a certainty today with the arrival in this city of President John M. Willys of the great automobile manufacturing concern which bears his name, and President H. S. Kimball of the Remington Arms-Union Metallic Cartridge Company. It is highly possible that before sun-down today, announcement of the consummation of deal whereby Remington City with its immense factories and warehouses will become the headquarters and manufacturing plant of one of the greatest automobile concerns in the world. At 3:30 this afternoon a meeting attended by President Willys, President Kimball, ofifcials of the company and a contingent of newspaper men was held.

Announcement of the immense project came shortly after 11:30 this morning from Jarvis Williams, general manager of the U. M. C. plant in this city. It came like a streak of lightning out of a clear sky and the surprise expressed by the few who heard of the coming of the Willys-Overland company was supreme.

President Willys' express purpose in coming to Bridgeport with President Kimball, is to look over the property of the Remington Arms and Union Metallic Cartridge company in this city. No definite information was forthcoming early this afternoon as to whether the big ammunition and gun plant would be sold outright to the Willys-Overland company or whether an agreement would be entered into between the two concerns whereby production would be under joint jurisdiction. There was some indication that leads to the belief that the latter arrangement will be the one finally agreed upon.

It goes without saying, no such announcement as the one made by Mr. Williams this morning would be given to the press unless plans had neared completion.

It is estimated the advent of the Willys-Overland company to this city will mean employment for at least 20,000 men and women. It will make Bridgeport without question the largest city in Connecticut and will add to the claim of it being the greatest manufacturing city in the country.

While it was generally rumored for many months that the Remington plant would be taken over for other purpose, no hint of the coming of the Willys-Overland Co. had been heard. The Ford company, a shoe factory, the making of cash registers and many other commodities had been placed in the rumor list for Remington city. But Willys-Overland will be to the people in general a complete surprise.

The great Remington plant was erected in 1915 strictly for the making of war materials. Before the United States entered the war, a great deal of the Russian and English guns were made in Bridgeport, until this city acquired the title of the "Essen of America." After the United States entered the conflict, the plant was turned over to the government and ran night and day, receiving high commendation, from Secretary of War Baker, General Pershing and others for the aid given in winning the war.

The big factory is admirably equipped for an automobile plant, several of the machines now installed being in readiness for immediate use.

One of the objects of President Willys' visit will be to look over housing conditions in Remington City. Words of praise of this admirable little village have come to his ears and officials of the Remington Company are sure he will find it suitable.

Refuse To Consider Note Of Von Rantzau On Labor

Text of Clemenceau's Reply to Communication Relative to International Labor Legislation—Lengthy Document.

Paris, Wednesday, May 14—The Council of Four has declined to consider the note from Count von Brockdorff-Rantzau, chief of the German peace mission, relative to international labor legislation. In a note sent to the Geerman delegation today, M. Clemeenceau, president of the peace conference, says that the Allied and Associated governments are of the opinion that their decisions give satisfaction to the anxiety which the German delegate professes for social justice.

They insure the realization of reforms which the working classes have more than ever a right to expect after the cruel trial to which the world has been subjected during the last five years."

The text of the reply to the German note sent by M. Clemenceau, follows:

"May 14, 1919

"Sir:—

"I have the honor to acknowledge the receipt of your letter of May 10 in regard to international labor legislation, together with a draft of an international agreement on labor law. The reply of the Allied and Associated Governments is as follows:

"They take note of the declaration made by the German delegates that domestic peace and the advancement of mankind depend upon the adjustment of the labor question and they are convinced that such adjustment of the labor question and they are convinced that such adjustment will be rendered easier in the future than in the past, as men's minds are freed from the fear of war, and industry is relieved of the burden of armaments which German militarism had imposed upon it.

"Part XIII of the draft of the conditions of peace provides a means by which such adjustments can be made and section 2 of this part of the draft lays down the principles which will progressively guide the labor organization and the League of Nations. Article 427 indicates clearly that the enumeration of the principles set forth is not exhaustive. The purpose of the labor organization is that it should promote the constant development of the international labor regime.

"The labor convention has been inserted in the treaty of peace and Germany will, therefore, be called upon to sign it. In the future the rights of your country to participate in the labor organization will be secured, so soon as she is admitted into the League of Nations in accordance with Article I of the treaty.

"It has not been thought necessary to summon a labor conference at Versailles. The conclusions of a syndical conference at Berne, which are reproduced in the draft of the international agreement on labor law referred to in the first paragraph of your letter of the 10th instant, had already been studied with the closest attention. Representatives of the trade unions had taken part in the preparation of the articles relating to labor. As appears, moreover, from the annex to Section 2 of Party XIII, Page 200, the program of the first session of the international conference to be held at Washington next October comprises the most important of the questions raised at the syndical conference at Berne. The unions will be invited to take part in that conference, and it will be held under direct rules, which provide for due effect being given to conclusions on subject only to the assent of the competent authorities in the states represented.

(Continued on page 8)