

FOUR HIGH UNION OFFICIALS INDICTED BY GRAND JURY IN CHICAGO FOR ALTMAN MURDER

(Special from United Press.)
Chicago, July 12—Since the ar-
rest of the McNamara brothers and
Ortie M'Nagle charged with blowing
up the Los Angeles Times have
been closed, attention is turned to
today's announcement that the Grand
Jury has indicted four high union of-
ficials for murder.

BIRMINGHAM PRAISES WORK OF POLICEMEN

Force Put in a Mighty Hard
Day's Work at Scene
of Wreck

First Officers Were Invaluable
in Getting Dead and Wounded
From the Debris

"The busiest day I ever put in at
a police station in my whole life,"
said Superintendent Eugene
Birmingham yesterday at police
headquarters.

Superintendent Birmingham was
practically alone at the station house
most of the day, every available po-
liceman, night and day, even to Clerk
Smith, being pressed into duty at the
train wreck.

As soon as news of the wreck be-
gan to spread, not only through the
city but throughout the country, tele-
phone calls from all over began to
pour into police headquarters. Callers
thronged into the station house,
and Superintendent Birmingham was
kept on the dive from daylight to
dark, with scarcely a moment's re-
laxation.

"The policemen certainly did wonder-
ful work," declared Superintendent
Birmingham; "you should have seen
them when the first force returned
from the wreck in the morning. All
of them were soaked through with
perspiration, and some of them were
covered with blood, where they had
been hitting on the wounded and
dead."

"I heard of the wreck before 5
o'clock," said the superintendent,
"and I immediately assigned every
available man to go out there. I
called out there early, and I called
around to the different stations and
had the night men held on duty, and
called them all out to the wreck."

"The police buckled right in and
did great work in taking out the dead
and wounded. Then throughout the
rest of the day the men handled the
crowd in excellent style. They used
their judgment and were not officious,
but kept everyone away from the
wreck, and kept the crowd from
workingmen plenty of room. It was
hard work, too; that was one of the
hottest spots in the whole city and it
was a mighty hot job."

"The officers on the night force who
stayed at work until 7:30 o'clock yester-
day morning included: Sergeant
O'Leary, Sergeant Proulx, Sergeant
Blanchard and Patrolmen Cody,
Brown, Gregory, McCarty, Gerrity,
Larkin, E. Wheeler, C. Wheeler, Bar-
ton, Munn, P. Burns, J. Corrigan,
Henkel, Dooley, Quilty, Gotschalk,
Halpin, McCullough, North Bagley,
Hanz, Conroy, Coughlin, Reilly, An-
derson, Malone and Watta."

"The day force, who stayed at the
wreck all day until the night men
relieved them, included: Captain
Sedgwick, Captain Logan, Cap-
tain Hazel, and Patrolmen Holbrook,
Finnegan, Weston, Herb, Dwyer, O'-
Neil, Poland, Sheehy, Glen, Dalry,
Ladd, Burns, C. Burns, C. Burns,
McPadden, Lush, Kehoe, Callen,
P. Campana, Ramsey, Flood, McGov-
ern, Schultz, Lundberg, Hayes, Farn-
and Special W. F. Noonan, Lenz-
and Murphy."

Mellen Not On Federal Express

(Special to the Farmer.)
New Haven, July 12—It is said that
a statement by Mrs. Curtis, wife of
the engineer of the Federal Express,
that her husband worked 16 hours out
of the 24 hours preceding the wreck,
will be investigated by the grand jury.
It was reported that Mellen was
Charles S. Mellen of the New Haven
system was injured in the wreck, was
denied officially by the road, today,
in reply to a query submitted by the
press agent, Mr. Mellen said he
was not on the wrecked train.

Body Of Goff Admitted To Be In Train Wreck

(Special from United Press.)
New Haven, July 12—New Haven
road officials today, practically ad-
mitted that Conductor Edmund J.
Goff, of the Federal Express, was
"heading in" on the Federal express,
yesterday, was killed in the wreck on
the Fairfield avenue viaduct. This
brings the total number of dead to
13. Goff's body is believed to be in
the wreckage and had not been re-
covered up to 12:45 this afternoon. A
coat and hat containing a card case
belonging to Goff were found in the
debris.

Mrs. Goff left this city for Bridge-
port this morning.
Goff was missed after the wreck
and inquiries at his home here de-
veloped that he was in New York.
The search there led to the discovery
that he had boarded the Federal ex-
press. The road's officials after the
finding of the coat and hat were all
but ready to admit that Goff met
his death in the wreck. A careful search
of the Bridgeport hospitals and mor-
guese failed to give any traces of the
missing man and tended to confirm
the belief that he was in the wreck-
age.

Plumbers; Morris "Moss" Enright-
led grand jury slugs a train
man, business agent of the Steam Fi-
tters' Union, which is associated with
the United Association of Plumbers,
and charged with the murder of
Vincent Altman, professional slug-
ger and murderer.

It is alleged that Enright was hired
as "slugger in chief" of the build-
ing trades council connected with the
American Federation of Labor and
Altman, "as chief slugger" of the rival
independent council. It is charg-
ed that a plot to kill Altman was for-
mulated in O'Donnell's saloon.

GETTZ AND FUREY HAILED AS TWO HEROES OF WRECK

Conductor, with Fractured
Skull, Struggled to Signal
Tower to Clear Tracks

Gettz, with Broken Ribs,
Performed Wonders of
Rescue Work

Tales of heroism and of self-denial
in the face of awful suffering are com-
ing to light from the survivors of the
wreck of the Federal express here yester-
day morning.

Among the men, two shine out for
their wonderful pluck in the face of
serious injuries. They are Michael
Furey, conductor of the ill-starred ex-
press, and William Gettz of Philadel-
phia, a passenger.

Gettz, with two ribs broken, and
other injuries, performed a wonderful
work in rescuing injured women from
the train. He topped off his perform-
ance by carrying Furey, the conductor,
whose skull was fractured, up the
steep embankment to the signal
tower.

Furey, covered with blood from
many wounds, and only keeping his
consciousness by supreme will power,
shouted instructions to the towermen
to block the line on both sides of the
wreck, to prevent other passenger
trains from crashing into the debris
and along the fate of the Federal
Express.

Furey lapsed into unconsciousness
from the wound on his head, from
which blood was pouring all over him.
From the moment of the crash, his
first thought was to get to the signal
tower and to clear the line on both
sides, to prevent a repetition of the
wreck at Fairfield, in which four
freight trains piled into each other.

His duty accomplished, Furey's
nerve failed him and he fainted away.
Gettz, in his wounded condition,
with a sprained back and fractured
ribs, succeeded in accomplishing the
amount of physical work that he did,
is the marvel of all who were first at
the wreck. He was carrying Furey
up the embankment would have taxed
an able bodied man in the best of
health. The intense excitement of
the moment doubled his strength and
made him forget his own serious in-
juries.

Gettz is accredited with having re-
scued more women from the wrecked
train than any other man at the scene
of the catastrophe. He is now pay-
ing the price for his strenuous exer-
tions in his wounded condition, for his
wounds are proving much more serious
than they would have been, had he
been content to lie on the ground and
not attempt to help the others.

Mr. Saunders Tells Of Awful Wreck Experience

(Special from United Press.)
New London, July 12—A survivor's
own story of the yesterday Federal
Express wreck at Bridgeport was told
today by H. Saunders, whose brother
was killed in the wreck.

"There was not the slightest warn-
ing of the impending calamity," said
Mr. Saunders. "It was dark and in
the blackness of the night there
suddenly came a terrible crash, the
like of which I never knew before
and hope never to experience again.
A blue light settled over everything
and out of the gloom the first cry I
heard was 'My God, it's afire.'"

"I was sitting in my seat and would
actually expect but to the contrary,
my mind as clear as it is now. When
I found that I could move my first
thought was of my wife. As I start-
ed to search for her man crawled
through a car window and cried to
me, 'For God's sake how will I get
out. Just then I heard my wife
calling me and she told me that she
was not hurt but that she was pinned
down by something."

"I yelled for a knife and somebody
brought one up through an opening
in the car floor. I did not wait for
ceremony but snatched my wife's dress,
skirt, and hat and pulled on them
her body and in that way extricated
her."

"The scenes which I witnessed were
terrifying. I saw one woman crawl-
ing her dead baby and crying piteously.
The dawn was breaking and I
illumined the frightful scene. All
around were dead bodies and the
cries of the suffering were too pitiful
for words."

"Some one said, 'Let's see if we can
get this woman out' and I turned to
see a woman's hand sticking up from
the ruins. No other part of her body
could be seen and with the help of
willing hands we pulled on the debris
piece by piece and were at last able
to release her, badly bruised but not
fatally injured."

CURTIS WAS NOT FAMILIAR WITH THE RUN

(Special from United Press.)
Providence, July 12—Curtis, the dead
engineer, was unfamiliar with the run
and did not know that the switch was

MAN'S BODY TAKEN FROM DEBRIS OF FEDERAL EXPRESS; OTHER BODIES MAY BE FOUND

DID PARTIALLY OPEN SWITCH TO SIDETRACK WRECK FEDERAL EXPRESS

Was a partially open switch the cause of the derailment of the
Federal Express, yesterday? Opinion grows today as the result
of certain circumstances, that the heavy train, in spite of its high speed,
might have made the crossover switch in safety, had it not been for
the second switch, about 25 feet beyond the terminus of the first, or
crossover switch.

Odor of Decomposing Re- mains Leads Trainmen to Huddled Body Beneath Heaps of Wreckage

Coroner Wilson Gives Or-
ders that All Energies Are
to Be Bent to Reach Dead
Man, Who Wears Brake-
man's Uniform.

He Is Believed to Be Cer-
tainly Missing Flagman,
Edward Goff—Brakeman
Joslyn Also Missing, Sup-
posed to Have Been with
Goff—Dead Identified.

At 2 o'clock this afternoon a body
believed to be that of Edward Goff,
a railroad flagman employed on a
Springfield-Hartford river freight,
who was known to have been deadhead-
ing on the Federal express, was taken
from the debris as a wrecker lifted
away the Spoelger car Altes.

Goff's wife came to Bridgeport to-
day with a railroad engineer who had
heard that Goff was reported killed.
Goff lives with his wife, 254 Lyoid
street. It was his custom to return
home on the Federal from Hartford
river after he completed his run.

The remains were taken to the mor-
guese for a more complete identification.
It was possible in the condition
of the body as it came from the
wreckage.

Goff was a flagman very well known
in railroad circles. For many years
he was on the road. He lives with
his wife in New Haven, and has a
son, Robert J. Goff, also a trainman.
He was on Springfield-Hartford river
freight from Hartford.

Rumors of the presence of bodies
in the wreckage began late yester-
day when clothing that appeared to be
that of a railroad man was dragged
out of the debris. Goff's coat is re-
ported to have been found among
others, but the whereabouts of the
garment is not now known.

It was reported also that another
trainman, named Joslyn, was in the
wreckage. Joslyn and Goff, the story
goes, were on the same run, and
leaving their freight at the comple-
tion of their run, they "deadheaded" it,
as the trainmen call it, from Hartford
river back towards New Haven, on
the Federal express.

Mrs. Goff heard of the wreck at her
home in New Haven yesterday fore-
noon, and at once suspected that some
harm had befallen her husband. Mr.
Curtis is reported to be one of the most
reliable trainmen on the road, and his
unexplained absence from home at
once gave rise to fears that he was
numbered among the victims.

Mrs. Goff reported the services of
another trainman, an engineer, who
accompanied her to this city today.
They went to the morgue, and exam-
ined the body of the man who was
there, at once concluded that it could
not be that of Mr. Goff.

Then they went to the hospitals, and
found at both St. Vincent's and the
Bridgeport hospital, that there was
none answering Goff's description.
They concluded that he must be still
in the wreck, and they decided to
await the removal of the last two cars.
Mrs. Goff said she had seen, remain-
ing in the center of the city while
the railroad man went to the disaster,
to witness the work of clearing away
the temporary tomb of the missing
flagman.

WIDOW OF ENGINEER CURTIS CLAIMS HE HAD BEEN OVER WORKED BY RAILROAD CO.

New York, July 12—The New York
American prints the following today:
"Although dead men tell no tales,
the widow of Engineer Curtis is very
much alive, and the sad story which
she related to the New York Ameri-
can last night, as she comforted her
three fatherless children, contained an
entirely different version of the re-
sponsibility from that 'officially'
given to the public by the railroad
company.

"It was overwork that killed my
poor husband," declared the widow of
the engineer in her home, at No. 336
Beekman avenue, the Bronx, last
night.

"For eight hours on Monday my
husband ran a switch engine about
the freight yard in the Bronx. You
know how hot that work is in the
heat of such a day as Monday. He
came home to me and the babies all
played out, and we just rested about
the house in the early evening gasp-
ing for some fresh air, like almost
everyone else did."

"Along about nine o'clock that night
the call came for Arthur to report
for duty as the engineer of the Fed-
eral Express, which was to leave
about midnight. Tired as he was,
set for his train to cross over to the
outside track so that it might make
the Bridgeport station stop. He was
the regular engineer of the 'Cannon
ball', the fastest freight train on the
system, which did not include Bridge-
port in its schedule. The regular en-
gineer of the Federal, Fowler, had
been overcome by the heat and was
unable to make his run, so the freight
engineer was drafted to pull the thro-
tle."

Lewis in conferring singly with the
jurors.
An investigation of Lewis' case is
pending before a Congressional com-
mittee in Washington.

Lewis is the oldest son of Rev. and
Mrs. William H. Lewis of this city.
On a previous occasion the govern-
ment issued a "fraud order" against
him, denying him the use of the mails.
After a vigorous legal battle, he suc-
ceeded in having the order revoked.
Lewis is the founder of University
City and originated the penny maga-
zine idea. He claims that he is be-
ing persecuted by a "bribe" which is
bent on ruining his business.

Indictment Is Issued Against Edward G. Lewis

(Special from United Press.)
St. Louis, July 12—E. G. Lewis,
head of the Lewis Publishing concern
of University City, Mo., was indicted
today, by the Federal Grand Jury on
charges of violating the postal laws.
After the jury's report had been sub-
mitted to the court, one juror arose
and informed the court that District
Houts had displayed prejudice against

BALDWIN NAMES RAILROAD COMMISSIONERS PUBLIC UTILITIES COMMISSIONERS

(Special from United Press.)
Hartford, July 12—Governor Baldwin
today, sent to the House for confir-
mation, the names of John H. Hale of
Bridgeport, Theodore B. Ford of
Bridgeport, and Richard T. Higgins,
of Winchester, to compose the new
public utilities commission provided
for in the bill regulating public ser-
vices of the Locomotive Co., in a
touring car this forenoon. He viewed
the remains of his wife and the babe,
confirmed the identification, and made
arrangements for the shipment of the
bodies. He will not be able to ac-
company the corpses. He is suffer-
ing from dislocated left shoulder and
shock. His little three-year-old son is
also an inmate of St. Vincent's hospi-
tal.

No arrangements have been made as
yet for the care of the remains of
George Hubert Hartman, the three-
year-old son of Lois and William
L. Hartman. The former is in the
Bridgeport hospital in serious condi-
tion.

The condition of the injured gener-
ally showed marked improvement at
both hospitals today.

At the Bridgeport hospital the condi-
tion of Loretta McCrohan, 16, who
was with her three-year-old cousin,
Elinor McCrohan, both of Philadelphia,
traveling with her aunt, Mrs. Mary
McCann, to Colchester, Conn., remains
critical. She was slightly improved
today, but the extent of her internal
injuries and what will be the effect
of the shock are not known. Mrs.
Hartman's condition remains critical.

William Gettz, who was reported
critically hurt yesterday, showed
marked improvement tonight, and
will recover. All the rest will re-
cover.

At St. Vincent's hospital the sur-
geon is confident that the child could
be saved. The left forearm of Mrs. Bertha
Munroe, the young school teacher,
Mrs. Munroe was returning from a
wedding at Washington, D. C., in a
seminary where she instructs in sev-
eral languages in Rhode Island. Sev-
eral of the faculty called on her last
night and today. The child was
badly mangled may yet be saved.

Mrs. Mary McSweeney still remains
in a critical condition, with fractured
skull and other injuries. Head
Brakeman Klesner was dragged over
night, but today was improving slowly.

The condition of John T. Von
Pfeiffer, Beardsley, Mass., is not hope-
ful. Little Eleanor McCrohan, whose
sister is at the Bridgeport hospital,
is improving at St. Vincent's. The
condition of Mrs. Curtis, who was
in the wreck with three little chil-
dren, is aggravated by the fact that
she was already in a delicate con-
dition. Her husband came on duty
last night and this morning recovered
the clothes of the children at police
headquarters.

Several army officers, including
Lieut. Col. Stevenson, of the army sur-
geon visited the hospital today to call
on Sergeant C. E. Rogers, the coast
artillery corps electrician, whose wife
and baby were killed.

Claim agents representing the rail-
road overran both hospitals yesterday
and well into last night, until in St.
Vincent's hospital they became so
annoyance that they were ejected.

(Continued on Page Two.)

Major S. McK. Saltzman, U. S. A.,
an officer of the United States Signal
Corps, and one of the army's most
successful experts in the development
and use of wireless telegraphy, came
to Bridgeport this morning on assign-
ment from General Allen, to inspect
the model Murphy-McDermott aero-
plane constructed by the Bridgeport
Aeronautic Company on the plans of
inventor John M. Murphy.

Mr. Saltzman was delighted with the
many remarkable inventions embodied
in inventor Murphy's model, and pre-
dicted a sure success for the working
machine which is now being construct-
ed on the lines of the model.

He was particularly interested in
the adaptability of the Murphy model
plane for war use. Its stability, its
immense carrying power, its wireless
telegraph and signaling outfits all ap-
peared to him as pre-eminent attri-
butes for the use of the Signal Corps.

"It is the duty and the policy of the
War Department to co-operate in the
development of inventions of this
kind," declared Major Saltzman, "after
examining the model which has been
shown in exhibition today."

Major Saltzman left for Washing-
ton this morning after making ar-
rangements to be present at the first
test of the big machine, when it is
completed.

The assignment of Major Saltzman
is sufficient indication of the interest
taken by the U. S. War Department
in the development of this flyer, which
has been described before in the Far-
mer, and which, its backers confidently
believe, will be a world-beater when
completed.

Inventor Murphy, who is an experi-
enced aviator and has made many
fine flights, both in Curtiss and Wright
machines, has purchased two Curtiss
machines, one from Harry Ford, pro-
prietor of the Ford garage, and the
other from the Curtiss Aeronautic
Company.

While his big machine is building,
he will test various features of it, one
by one, on these two flyers, and in
that manner expect to demonstrate
the efficacy of his inventions and give
them hard and thorough working tests
before they are all embodied in the
new machine.

TO-RENT—Five room flat with all
conveniences at 555 Union avenue,
D. R. Whitney, 1025 Main street.
P 12 s 0

WANTED—Woman for starching and
plain ironing. Model Laundry, 125
Middle street. P 12 s 0

FOR SALE—The 20 ft. cabin cruiser
Bil II. Inquire E. S. Ogden, Pe-
quonock Yacht Club, City. P 10 s 0

LOST—Commutation R. R. ticket go-
ing from station to West End. Re-
ward for return to R. E. Burton,
187 Landay street. P 12 b 0

FOR SALE—Old established bakery,
Washing to settle estate. Address
Barnard, care of Farmer. P 10 d 0

WANTED—To exchange a two fam-
ily house for a farm. Write A. L.
Farm, General Delivery, City. P 10 s 0

LOST—Red covered memorandum book
with name Chas. Kitcher on. Suit-
able reward. Return 11 P. O. Ar-
cade. P 11 b 0

TO RENT—5 rooms, 101 Goddard
ave. Improvements. Inquire up
stairs or E. Wiles, R. F. D. No. 2.
P 11 s 0

TO RENT—5 or 6 rooms, all im-
provements, 135 Hewitt St., near
East End factories. P 10 s 0

WANTED—Reliable woman or girl
for housework, 10 20 home nights.
No washing or cooking. Apply be-
tween 7 and 8 p. m. 911 Lafayette
St. P 9 s 0

LOST—A Boston building, screw tail,
marked black and white, license
tag No. 5562. Reward \$10 to 154
Elmwood Ave. D 16 s 0

TO RENT—Second floor, six rooms,
all improvements, 193 Catherine
St. P 10 s 0

TO RENT—First floor, six rooms,
steam heat, all improvements, 212
Pearl St. between E. Main and
Brooks St. P 2 t 0

STORE TO RENT—17 ft. by 43 ft.,
177 Fairfield avenue, Farm 9
ing. For particulars call at Farmer
Office. L 11 t 0

GOOD SECOND HAND National Cash
Register for sale cheap. Address
P. O. Box 16, City. S 2 t 0

JOIN the Casca Laxine tablet users.
Great for constipation. 25c.
H 1 0

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