

Interstate Commerce Commission to Investigate Wreck of Federal Express, Unreported to Commission

Authorities at Washington
Move to Enquire into
Bridgeport Horror
Bodies of Dead Identified
and Remains of Most
Shipped to Friends or
Relatives
Impression Growing that
Cause of Disaster Was In-
herent in Method of Op-
eration—Crossing Was
Dangerous, and Rules
May Have Been Habit-
ually Violated.

The family recently underwent a
siege of sickness. The body of Fire-
man Ryan was shipped to the bereav-
ed home in the Bronx, yesterday. The
widow, barely thirty, a child, be-
came Mrs. Ryan only 13 months ago.
She is bearing up bravely under her
loss. The body of Mrs. Palmer was
shipped on the Washington express at
12:35 p. m. The body of Mrs. Walcott
was taken to Washington yesterday
afternoon. With the mother still in
serious condition at the Bridgeport
hospital, the body of the 13-year-old
George Hubert Hartman, son of a
letter carrier at Newfield, N. J., was
sent away late last night for burial
at the family plot.

(Special to The Farmer)
Washington, July 13.—The Interstate Com-
merce Commission has ordered a full inquiry into the
wreck of the Federal Express at Bridgeport, Conn.
The reports of the agents of the Interstate Commerce
Commission of their investigations are usually held
for the statistical purposes of the commission.

But the Interstate Commerce Commission may,
when it deem it to the public interest, make reports of
investigations, stating the cause of the accident, to-
gether with such recommendations as the commis-
sion deems proper.

In view of the nearness of the wreck to the un-
usual freight wreck of June 6, both in locality and
time, it is believed that the commission may make a
report upon both wrecks with strong recommenda-
tions.

That the New York, New Haven & Hartford
railroad has ignored the recent order of the Interstate
Commerce Commission, requiring carriers promptly
to report wrecks, and has not yet notified the commis-
sion of the Bridgeport catastrophe, was the state-
ment, today, of Commissioner Caleb McChord.

The commission has already sent inspectors to
view the wreck.

All the identifications of the 14
victims of the Federal Express
wreck, several of which were un-
certain have been completed.
The following is the authentic
list of victims of the worst railroad
disaster in the history of the New
Haven road for the last half cen-
tury:

Sylvester Bennett, Soldiers'
Home, Washington, D. C.
C. W. Christie, 2921 E. Lombard
St., Philadelphia, Penn.
A. M. Curtis, engineer, Tinton
avenue, Bronx, New York.
Arthur Dunningan, colored, West
Chester, Pa.
Edmund J. Goff, freight flag-
man, 55, 254 Lloyd street, Fair-
field, Conn.
George Hubert Hartman, aged
3 son of Mrs. Lois B. Hartman,
Newfield, N. J., mother in Bridge-
port hospital.
Mrs. Stella G. Morley, Bar Har-
bor, Me.
Mrs. Virginia Palmer, 61, Rich-
mond, Va.
Gwendolyn E. wife of Sergeant
C. E. Rogers, U. S. A., Dumrick, O.
Louis, one month, three days,
daughter of Rogers.
W. A. Ryan, fireman, aged 27,
339 E. 154th street.
George R. Saunders, 55, New
London, Conn.
A. Sclara, laborer, employed
Milford, N. H., home, 1135 Pierce
street, Philadelphia.
William B. Walcott, wife of Dr.
Charles D. Walcott, Washington,
D. C.

Much interest centers at St. Vin-
cent's hospital upon Miss Bertha
Munroe, the gifted young school
teacher of Cheshire, Conn., who
was in the wreck. She is a native
of 1135 Pierce street, Philadelphia.
But before his dispatch came, a
Michael Vitrono, a fellow laborer in
Milford, N. H., was identified and
identified the body. The widow is
now coming here to arrange for the
funeral. Up to this noon no word
came from the Soldiers' Home at
Washington, as to the man identified
as Sylvester Bennett of that institu-
tion. Identification was made through
a bank book of letters.

RAILROAD MAN OF YEARS OF EXPERIENCE ON DUMMY RULES

Says That Crossover Was Put in Dangerous Place Because It Was
Cheaper—Officials Cause Half the Wrecks

Editor of The Farmer, Sir—
Regarding what happens, not
only on the N. Y. N. H. & H. Rail-
road but on any other, where life and
property is lost, the officials always
put on the "dummy" rule, "as if
they were not there." "Engineer is
the brakeman or operator, etc," as
the case may be. In all the years
since railroads have been in exist-
ence, it is not on record that ever a
railroad official has said, in case of
an accident, "Officials of the Co., caused
the wreck," and yet it is a fact
that can hardly be successfully con-
tradicted, that many more than half
of the railroad accidents are caused by
the officials of the Company.

The appalling accident that has hap-
pened right in our midst and sent so
many to an untimely grave, and cri-
pled so many others, should not be
put upon the "dummy" rule, and the
officials should not be allowed to
shirk the responsibility, by saying
that there was a rule on the time
table that trains should take the cross-
over at that point at fifteen miles per
hour.

The writer of this article was a rail-
road man for twenty years, and served
in several capacities, from tele-
graph operator to Division Superinten-
dent and is well aware of the fact
that rules like the one mentioned are
put in the time table, not for the pur-
pose of having them obeyed, but for
a loop hole for the officials to get out
of in case of accident.

Engineers are supposed to make
their time, and especially so on these
first class trains, and if they come
in late they are "called" and must
show every place at which they were
delayed and give a good reason for it,
and if an Engineer on that Congres-
sional Express continued to lose time
on his run for a month you may be
sure he would be pulled off and put
on an inferior train, and if he con-
tinued to lose time he would eventu-
ally be discharged.

TAFT EXCORIATED IN BITTER INVECTIVE BY SENATOR LA FOLLETTE

In His Scathing Denunciation of Canadian Reciprocity
the Insurgent Leader Accuses the President of
Breaking Promises and Betraying His Party's Trust

(Special from United Press.)
Washington, July 13.—Caustic criti-
cism of President Taft for "not keep-
ing his promises," "adding betrayal
to betrayal" during his administra-
tion, and "sacrificing progressive poli-
cies to Aldrichism and the reaction-
aries," with a bitter denunciation of
the Canadian reciprocity agreement,
was made to the Senate, today, by
Senator LaFollette (Rep. Wis.).
The speech bristled with invective
and satire.

Canadian reciprocity, LaFollette
asserted, violated every principle of rec-
iprocity heretofore expressed in Re-
publican platforms and violated every
tariff pledge in the platform upon
which Taft was elected President.

AUTO PIRATES, CAUGHT HERE, MUCH WANTED

Long List of Warrants For
Quartette Under Arrest
in Bridgeport

Young Men Have Bad Police
Records—Sought by Authori-
ties in Many Towns

Warrants for burglary were received
from the Boston police today for
two of the four young auto thieves
arrested in this city on June 30th
while en route from Roxbury, Mass.,
to New York in a stolen car. With
the warrants came a complete descrip-
tion of the four, showing that they are
an accomplished quartette of young
criminals, all with well established po-
lice records.

The boys left a chain of burglaries
behind them at various garages on the
line of march, until they were appre-
hended by the Bridgeport police. The
names given by them to the Bridge-
port police, together with their right
names as disclosed by the Boston of-
ficials are as follows:

George Weeks, aged 16, (gave correct
name), chauffeur. Wanted for bur-
glary in Somerville, Mass.

Thomas Doolan, 17, metal caster,
right name James Glenn, wanted by
Boston police for burglary.

William Johnson, 19, carpenter, right
name William E. O'Brien, wanted in
Boston for breaking and entering.

James Timothy, 17, shoemaker, right
name James Keegan, had bad police
record.

The four are now held in bonds of
\$500 for the Superior court here for
burglary. Apparently they have a
long, hard row to hoe, for when they
are through with the local authorities,
which is not far off some time, all
four must answer charges of burglary
in Stratford, East Hartford and Rox-
bury, Mass., and two of them, O'Brien
and Glenn, must answer burglary
charges in Boston.

The warrants from Boston are in
the hands of the local police and prob-
ably will be served on the pair as soon
as they get out of jail locally. The
others will probably be turned over to
the small town authorities.

The four started out on a career of
auto piracy in the West. They stole an au-
tomobile bearing the Massachusetts li-
cense number 1599 from a garage in
Roxbury, and then started for New
York, with Weeks, the chauffeur, at the
wheel.

They burglarized a garage in East
Hartford, stole a set of tires, and sold
them in Waterbury. They then pro-
ceeded down the coast, passing Walling-
ford, puncturing a couple of their own tires
on the way down. They burglarized a
garage in Stratford and another in
Bridgeport, and were trying to fit
stolen tires to their stolen machine
when apprehended in Bridgeport.

Apparently they planned to be motor
pirates. When arrested here, a large
sum of money was found in their posses-
sion, but they disclaimed knowledge of it.

A huge bonfire which shot flames
many feet into the air in a vacant
lot alongside the railroad tracks at
Burr Road, was the funeral pyre of
the Federal Express and its 14 vic-
tims.

The bonfire was built by the wreck-
ing crews today of the remains of the
train which met with such terrible dis-
aster.

At the spot where the wreck occur-
red, practically nothing remains but
the roof of the sleeping car. Atreus.
When this is lifted other bodies may
be found.

Iron workers in the wrecking gang
are engaged in dismantling the loco-
motive this afternoon, and the big
cranes are lifting it up and carting it
away piecemeal.

A search of wood were
"turned loose" on the wreckage last
night and carted away every available
stick and splinter. The wrecking
trains moved the remaining heavy
pieces away this morning and built a
bonfire of them.

CENTRAL LABOR UNION DEMANDS THAT CORONER HOLD AN OPEN COURT

Protests Against Secret Investigation of
Federal Express Wreck

In a set of resolutions accompanied
by powerful reasons, the Central La-
bor Union* of Bridgeport at its meet-
ing last night called upon Coroner
Clifford B. Wilson to hold open court
in his investigation of the terrible
Federal Express disaster in this city,
instead of the number of hours the en-
gineer of the train, which was publicly
announced his intention of doing.

The resolutions, which will be sent
not only to Coroner Wilson but to the
judges who appointed him and who
may remove him if they see fit, were
as follows:

Whereas, the wreck of the Federal
Express, July 11, caused the loss of
14 lives and caused the restraining in-
fluences of a government exercised in
the interests of the public;

That this state of public opinion,
sooner than makes it unwise that
authorities into the responsibility for
wrecks in this county should be
demands a public investigation of the
wreck of the Federal Express so that
the investigating authority may have
the advantage of that information
likely to be presented by the en-
quiry is public and so that the pub-
lic may have direct and detailed
knowledge of the factors which enter-
ed into and caused the disaster. Fur-
thermore, that the conducting of a
secret court is against the recognized
policy of the administration of jus-
tice in the State of Connecticut, sets
a bad precedent and tends to arouse
suspicion and distrust in the minds of
the people.

Resolved, that these resolutions be
accompanied by a statement of reasons
as follows:

That as between the people of
Connecticut and the railroad corpora-
tion concerned in this case the general
impression on the part of the public
by reason of its operations in politics
and its influence upon public opinion
has been unusually free during
many years from the restraining in-
fluences of a government exercised in
the interests of the public;

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many years from the restraining in-
fluences of a government exercised in
the interests of the public;

APPALLING DEATH LIST AND PROPERTY LOSS IN MILLIONS BY RAGING FOREST FIRES

The known dead at West Dome
—25 foreigners crushed and smothered
to death in the West Dome
Mining Company's shaft; Assayer
August Butt and wife; Manager A.
Wells, wife and 3-year-old daugh-
ter; Chief Carpenter James Mc-
Cormack and wife; Captain Jack Hamilton.
At United Porcupine Mine—Fore-
man and three workmen.

At the Philadelphia Mine—Cap-
tain George Dunbar and four other
men.

At the Dome Mine—30 laborers
cut off in shaft and smothered.
Drowned in Porcupine Lake—
Nathan Haas, Andrew Larne,
Marvin Strain, William A. Moore
and R. F. Mondue, all of Spokane,
Wash.

The latest estimate of dead in the
Porcupine Mining District is 200. A
majority of these are foreigners.

In addition, upwards of 200 set-
tlers, their wives and families, who
had small clearings in the section
swept by the fire, are missing and it
is certain the death list there is
very great.

Four people reported completely or
partly destroyed: Dome, North
Dome, Preston East Dome, Vipend,
Poley O'Brien, Philadelphia, United
Porcupine, Standard Imperial,
West Dome, Success, Eldorado
Porcupine.

(Special from United Press.)
Cobalt, July 13.—With the death list
already exceeding the 300 mark and
the property damage reaching into the
millions, the fire in the Porcupine dis-
trict of the north Ontario country is
still raging. The flames, fanned by
heated winds, are rushing like light-
ning through the thousands of acres of
heavily timbered lands that stretch
northward and westward from Porcu-
pine Lake.

It will be several days before the
death list and property loss can be
learned with any degree of accuracy,
but indications today are that the
holocaust is the greatest in the history
of the Dominion.

Employed in the Dome mines were
300 workmen. When the fire reached
the scene the entire vicinity was en-
veloped so quickly that the only means
of escape was down the shaft. The
outside shaft was fully timbered and
(Continued on Page Two.)

UNCLASSIFIED

FOR SALE—Barber shop. Address
Barber, care of Farmer. P 13 s * p o

WANTED—3 needle steel stit-
chers, also girls for 1 needle machines.
Birdsey Somers Co. P 13 s * o

HELP WANTED, FEMALE. Cigar
makers, bunch makers, strippers
and tappers. Apply 626 Water St.
P 13 d * o

TO-RENT—Furnished two front
rooms, 521 State street, corner
Myrtle ave. Phone 1912. P 13 d * o p

MOTORCYCLE FOR SALE—H. P.
Indian. Belt drive, Magneto new.
Cheap. Apply evenings. 673 Cath-
arine St. P 12 d * p o

WANTED—Several machinists for
erecting heavy iron work. Em-
ployer American Graphophone Co. Em-
ployment office, Howard avenue, 9 A.
M. P 12 u * o

WANTED—Experienced sewing ma-
chine operators on stripping, gore
making, joining supporters to cor-
sets, and other work. Also experi-
enced tailors and inspectors. Apply to
The Warner Brothers Company. P 12 d * o

WANTED—First class plumber no
other need apply. Good job and
steady work to the right man. The
Rourke Bros. Co., 334 Grand ave-
nue, New Haven. P 12 b * o

TO-RENT—Second floor, six rooms,
all improvements, 193 Catherine
St. P 3 tfo

STORE FOR RENT—Store and liv-
ing rooms at 1776 Main St. Cen-
tral location. Only \$22. J. F. Sal-
leck Jr. Co., 1094 Main St., Room
No. 1. D 15 * t f o

ENGRAVED WEDDING invitations,
100 with two sets of envelopes com-
plete \$6.50. Engraved on copper
plate. Southworth's, 19 Arcade.
D 16 * t f o

LOST—On July 4th, Boston bull,
brindle, white neck and breast,
liberal reward. Return to Dr.
O'Hara, 361 Barnum Ave. P 13 b * o

FOR SALE—The Waterbury Cafe.
Owner must sell. Apply 433 Water
St. a * p

Classified ads on inside page of
this paper.

WANTED—Girl of 14-16 to help
general housework, good home,
German speaking girl preferred.
Write to Kimmig, Brookfield, Conn.
a * p

FOR SALE—New cottage, 2 family
bath, Barnum Terrace. Small
payment down, balance monthly.
Lamson, 2839 Fairfield Ave.
P 13 s * p o

TO-RENT—Five room flat with all
conveniences at 555 Union avenue.
D. R. Whitney, 1025 Main street.
P 13 s * o

FOR SALE—The 30 ft. cabin cruiser
Ell II. Inquire E. S. Ogden, Pe-
quonnock Yacht Club, City.
P 10 s * p o

FOR SALE—Old established bakery.
Wishing to settle estate. Address
Bargain, care of Farmer. P 10 d * o

TO-RENT—5 rooms, 101 Goddard
Ave. Improvements. Inquire up-
stairs or E. Wiles, R. F. D. No. 3.
P 11 s * p o

LOST—A Boston bulldog, screw tail,
marked black and white, license
tag No. 5662. Reward \$10 to 154
Elmwood Ave. D 16 * t f o

TO-RENT—First floor, six rooms,
steam heat, all improvements. 212
Pearl St., between E. Main and
Brooks St. P 3 tfo

STORE TO RENT—17 ft. by 42 ft.
177 Fairfield avenue, Farmer build-
ing. For particulars call at Farmer
Office. L 11 * t f o

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

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

CARD OF THANKS.
We the undersigned desire to ex-
press our sincere thanks to our many
friends who assisted us during the re-
cent sickness and our bereavement in
the loss of husband and father, espe-
cially to the B. P. O. E. and F. O. E.
of Waterbury, the O. E. S. and Soc-
iety and the Bartenders' Union, also to
all who sent floral tributes to the
funeral.
MRS. HENRY A. HELLMANN AND
a * SON.

Classified ads on inside page of
this paper.