

BRIDGEPORT EVENING FARMER (FOUNDED 1780.) Published by The Farmer-Publishing Co., 119 Fairfield Ave., Bridgeport, Conn. PHONE BUSINESS OFFICE 2308. PHONE EDITORIAL DEPARTMENT 1267. FOREIGN REPRESENTATIVES: Ernest G. Smith & Fredricka, New York, Boston and Chicago. TUESDAY, APRIL 13, 1915.

CONNECTICUT LET WATER COMPETITION GO, SACRIFICED TROLLEY COMPETITION AND IS NOW ASKED TO KILL AUTO COMPETITION

WHETHER CONNECTICUT has become a state incapable of self-government, and is actually governed by influences in their turn incapable of taking care of large business interests entrusted to them, is one of the riddles of the hour. For ten years Connecticut, dominated by these reactionary influences, passed legislation relating to railroads and trolley lines, some of which was doubtful, and most of which was pernicious.

It has since appeared that this legislation was granted, at the behest of men who had been entrusted with the management of great railroad and trolley properties, which, under their management, were struck down.

In its dealings with these interests, which were not honest, or not intelligent enough to take care of themselves, Connecticut sacrificed many things that are regarded as valuable to a progressive state.

Among the things so sacrificed was the free use of rivers and a great coastline. There should always have been competitive freight and passenger transport by water, to restrain the monopolistic power of railroads.

Again came a measure of opportunity for competition in transportation, through the trolley line, which was capable of giving low rates for short haul freight and express service, and lower rates for intra state passenger service.

But Connecticut permitted the railroad monopoly to throttle this competition, just as it permitted the railroads to throttle competition by water, and thus affairs remained, until the Federal government intervened to save the state, and the owners of the railroads, as far as might be, from the consequences of their ignorance, unpatriotism.

Once more, at a time when the railroad power is in some degree shattered, the inventive genius that transfigures the American people opens another way to competition.

This agency is the automobile, the truck and the passenger vehicle. Already the railroad interest, weak as it is, but vicious as it always was, is reaching for the throat of this new freedom.

There is pending in the General Assembly a bill proposing a tax on motor trucks, which among other restrictive rules, proposes to put a tax of \$225 a year on a ten ton truck, a tax about nine times as large as is levied against the property on the railroads in New England, and about 25 times as large, dollar for dollar of value, as is levied against the railroad property in Connecticut.

As making, in sort, a competition with the trolley comes the passenger carrying automobile, which, within two weeks, has made its first considerable appearance in this state at Hartford, where 42 are engaged in carrying passengers.

Almost immediately a bill has been introduced into the General Assembly to "regulate" this competition.

The time for the introduction of new business has expired. This bill, if it related to an ordinary matter, would have no chance of getting the two-thirds vote necessary to put it upon its passage. Yet there it is, waiting, with the \$225 tax on a ten ton motor truck, to strangle competition with the railroads once again.

Already, in those organs which have so often paved the way for railroad campaigns against competition, come long articles upon the necessity of regulating the jitneys, and in one case a statement of the way in which they ought to be regulated.

The heart of this regulation is to require from each jitney a \$10,000 bond to "protect passengers in case they are injured." The modest friends of the jitney patron, their souls on fire with love, want 500 jitney conveyances to put up a guarantee of \$5,000,000 to meet possible casualties from this mode of operation.

The proposition is an outrage upon common sense. To the insatiable railroad interest Connecticut has given its free way, it has given competition by trolley, and is asked to sacrifice competition by automobile. The readers of The Farmer will do well to watch the progress of these three stiflers:

- 1-The attempt to give check to the building of good roads.
2-The attempt to tax motor trucks out of freight competition.
3-The attempt to regulate the jitney out of passenger competition.

THE DEATH OF PROF. LOUNSBURY

IN THE death of Prof. Thomas R. Lounsbury the world loses a grammarian whose intellect was not of the Chinese type. A Greek once said that great literature died when the grammarians appeared. He meant that the grammarians try to make language conventional by giving it fixed and rigid forms, in which they desired it to remain, always in a straight jacket.

But Lounsbury was an evolutionist. He understood full well that language is a growth, a flowing stream, from which some words are lost by evaporation, and others added by rainfall.

He was a friend of slang. He gave first aid to short cuts in speech. He extended hospitality to the new words by which language becomes richer, and he gave short shrift to old words, from which the meaning had gone out.

As a man he was companionable, had a pleasant grace of humor, was a kindly teacher, and a comfortable friend. He adorned Yale. His articles on language were easy and instructive reading. Thousands of persons received profit from reading them.

THE LOGIC OF EXPERIENCE

ONE OF THE most amusing of modern intellectual phenomena, is the effort of high tariff editors to explain why the country suffers a business depression with the highest tariff wall about it that ever existed, a wall against the import of European goods created not by American legislation, but by European war.

The great standby of the inordinate tariff advocate has been his theory that if the pauper goods of Europe were kept

out of this country, it would be a paradise on earth. But now the pauper goods of Europe are kept out, and there is a business depression, which happily is growing less, and the editorial experts are driven to exclaim about the awful things that would happen if European goods were coming in.

Foreign trade to a very great extent partakes of the nature of home trade. In other words, things imported from abroad are necessary for the conduct of certain industry here.

America grows a surplus of cotton, but no rubber. How necessary that cotton should be traded for rubber, and if not cotton, something that can be traded. If there is no exchange of some commodity for rubber, the rubber business of America would cease, with all the inconvenience this would mean to everybody.

The war ought to teach nearly everybody that the United States is a part of the world. Almost everybody except editors too old to learn new things will begin to know that trade between this nation and the world tends to balance from year to year, and in the long run will nearly balance.

Trade is an interchange of commodities. In foreign trade, when there are no commodities, gold must be exchanged. The supply of gold for foreign exchange is strictly limited, and unless there is substantial equality of commodities exchanged trade would soon cease.

The American people who know what is good for America will hope for the end of war, and for a resumption of fair exchange between ourselves and everybody else. This way lies our own greatest prosperity, and the world's.

ESSEN

Describing the city of Essen, Germany, and the great industrial organization that has made it famous, the National Geographic Society says: "The town of Essen might just as well have been named 'Krupp.'" Essen was founded centuries before the House of Krupp, but its importance and industrial fame is of very recent growth. It is, in fact, a product of the famous firm. Almost everybody in Essen nowadays depends for his livelihood upon the firm of Krupp, and Essen is a town of 800,000 population. It might also be pointed out that while the horizon of Essen is about limited by Krupp steel, the firm extends far beyond the limits of the city, with numerous branches, iron ore mines, coal mines, smelters, an industrial village bearing its name, foundries in Berlin and other cities and a shipyard at Kiel.

Essen is situated in the heart of a rich coal and iron country and upon a network of railways that reach to all of the chief mining and industrial centers of the Rhine-Ruhr. It is located in the Prussian Rhin province, a few miles north of Düsseldorf. The streets of the town are clean and well laid out. The houses, for the most part, are substantially built and belong to the firm of Krupp. The air, however, is thick with smoke and industrial gloom over the city. It looks drab in spite of the vast wealth that its labor earns.

The firm of Krupp, about which numerous notices have been printed since the war's outbreak, is little more than 100 years old. However, it is some years since a prominent Frenchman wrote a thick volume about the Dynasty of Krupp, in which he considers this family's fortune as large enough to be classed among the Seven World Wonders.

The foundation of the Krupp firm at Essen on the Ruhr occurred in the year 1812. It was in the first days of cast steel, and, as that time, the English steel industry led the world almost to a degree of monopoly. Alfred Krupp's works were established there in 1828, and in the early days of the firm were days of bitter and, apparently, fruitless struggle. As late as 1848, thirty-six years after their foundation, the Krupp works employed only seventy workmen. But then the age of railways dawned, and cast steel became an important article of commerce. About this time, too, the war between Prussia and Austria was in progress, and the work of developing guns, and his factory forged the cast steel guns amid whose thunder the empire was forged and welded.

The founder of the factory died before realizing the success of his life's venture, and his 14-year-old son took up the burden, continuing the establishment's slow progress. After 1848, the struggle was finally successful, the Krupp works sold their goods throughout Germany, and numbered customers in more than half of the continent of Europe. By 1873, 12,000 workmen were employed, and the firm had begun to purchase iron and coal mines and blast furnaces. Long before their triumph, however, the Krupp's had put into operation their social service reforms that were destined to find echo around the world. In the early 50's the firm had established for its workmen a sick-aid and pension fund, from which the German empire was to draw the inspiration that led to the establishment of a state insurance system.

The firm has always remained the personal property of the Krupp family. It is owned today by Bertha Krupp, who, in 1906, married the Prussian diplomat formerly attached to the embassy at Washington, Dr. Gustav von Bohlen and Halbach. Just before Bertha Krupp took over the works were organized for administrative purposes into a joint stock company. All but four shares of \$250 each were taken over by Miss Krupp. The firm's capital was placed at \$25,000,000.

"The Krupp steel works now employ more than 45,000 men in Essen alone. The firm has one of the most highly developed social service systems in operation in existence anywhere. It maintains clubs, cooperative stores; hospitals, general and maternity; boarding houses, pension, accident, and sick benefit funds; besides being partner with its employees in a number of other social undertakings. The Krupp's make all manner of things of steel. It is mainly constituted their world renown—the Krupp gun shops have a unique support from its organization. They have made and unmade maps and empires. Bertha Krupp is known in her fatherland as the "Cannon Queen."

WALK MORE

But Walk in Comfort. TRY J. SAMUELS CO. 1127 MAIN ST. FOR YOUR SHOES

ERIE CANAL

The first great transportation system connecting east and west in the United States was the Erie Canal, and the bill for the construction of this great waterway was passed by the New York assembly just a century ago today, April 13, 1817. Work on the canal was commenced at Rome, N. Y., in 1817, and in 1825 the great ditch was completed and the Seneca Chief, conveying the governor, and others, passed from Lake Erie to the Hudson and down that stream to New York city, where a great celebration was held. This largest of American artificial waterways begins at Buffalo, Lake Erie and extends to the Hudson at Albany, a distance of 387 miles. The canal is now being enlarged by the state of New York to a depth of twelve feet, and with locks of a capacity to pass barges having a net tonnage capacity of 2,000 tons each. Until this improvement was undertaken the cost of the construction, maintenance and repair of the canal had been \$52,540,800, but the state expects to pay over \$100,000,000 for the enlarging of the Erie Canal to a depth of twelve feet. Until the coming of the railroad the Erie Canal carried much passenger traffic as well as freight.

GEN. SELIAMOFF

Gen. Seliamoff, who has become the hero of Russia since the downfall and capture of the great fortress of Przemysl, is nearing three score and ten in age, and he is considered as one of the ablest as well as the most experienced of the Czar's military leaders. The chief of the victorious army in one of the most momentous stages of modern times has had much experience in actual warfare. As a young officer in his early thirties he fought in the Russo-Turkish war of 1877 and distinguished himself in many engagements with the armies of the Sultan. That conflict established the independence of Serbia, Montenegro and Bulgaria, and was principally and set it on the road to freedom, and won for Russia a many advantages as well as a large indemnity from Turkey. Gen. Seliamoff achieved distinction with the Russian expedition sent to the relief of the embassies at Peking during the Boxer uprising in China. In the war with Japan he led an army in Manchuria and displayed ability and valor in his contests with the little brown men of Nippon. After the war he became a member of the upper house of the Russian empire, and at the outbreak of the war he left the assembly to again take the field, and after service in several parts of the war area he was placed in charge of the besieging army at Przemysl. There he faced a difficult task, but by adopting a wearing down policy he was eventually successful. By his victory the Russian general conferred a boon upon English-speaking people, since the tongue-twisting "Przemysl" was changed to Parnyl.

STRATFORD

(Special to the Farmer.) Stratford, April 13—Inventory of the estate of the late Alfred Booth, died today in the office of the town clerk, shows personal property valued at \$983.74. About 25 persons from Stratford went to Hartford today to attend the funeral of George D. Hart, who died in the matter of the selection of a town judge.

Forty thirty devotion will begin April 25 at St. James' church. A service will be held Sunday at 1:30 o'clock and the services will close Tuesday.

The members of the Westogue Country club will meet this evening to consider the proposed amendments to the charter of the club. The new bowling league of Stratford was instituted last evening when the first games were rolled at the Stratford alleys.

SOCIAL AND PERSONAL

In anticipation of the departure, on Thursday, of Mrs. C. H. Glines of Bechtford avenue, to make her home in New Brunswick, N. J., a number of friends gathered at her home last evening to tender her a farewell surprise party. The gathering was fortunate in having in its number several accomplished musicians who made the evening pass quickly in an informal program of vocal and instrumental selections. The artists included Miss Maid Davis, Miss Emma Libbey, both of whom played piano selections, and Clifford Glines, son of the hostess, who entertained with the violin. Other guests were Mrs. D. O'Donnell and son, Ralph; Mr. and Mrs. George Davis, Mr. and Mrs. William Miller, Sarah and Letitia Costello, Mr. and Mrs. William Davidson, Mrs. M. O'Reilly and Miss Ellen O'Reilly and Miss Anna McShane.

Mrs. Glines, who has a host of friends in Bridgeport, leaves to join her husband, who now is permanently located in New Jersey.

URGES WOMEN TO SHOW PATRIOTIC DEVOTION TO FLAG

Mrs. Orville Rector Makés Inspiring Address Before Silliman Chapter.

The regular monthly meeting of the Mary Silliman chapter, D. A. R. was held yesterday afternoon in Odd Fellows' hall. Besides the business meeting there were two interesting talks. Mrs. George T. Hatheway, historian of the chapter, telling of her visit to the tomb of John Paul Jones and Mrs. Orville Rector giving an inspiring address upon "The Flag." Mrs. Ethel Poland Hubbell, soprano, was the soloist for the afternoon. Accompanied by Miss Mary Louise Peck, chairman of the music committee, Mrs. Hubbell sang "An Irish Love Song," Lang, "Oh, Tell Me Nightingale," Lisa Lehmann and "To a Messenger," Frank LaForge.

Considerable business was accomplished at the meeting. Reports of the state meeting at Hartford were made by Mrs. Elizabeth Cable, Mrs. Mary K. Fones and Mrs. Minnie Bradley.

Mrs. Rector said among other things in her address: "Now as our organization means all that stands for the name of Independence and Washington, let me just bring to your mind some of the things that helped to make that flag stand 'first in war, first in peace and first in our hearts.'"

Over half a million of lives have been laid on the altar of freedom that those stars and stripes might float over a united and peaceful people.

"It might be said truthfully that our flag has never waved on any battlefield or ship of war but for the single purpose to defend and uplift mankind and it is older in years than any of the principal nations of the world, older than that of Great Britain, France, Germany, Italy, Sweden, Portugal, or Spain."

"John Paul Jones kept the flag made by some of the Portsmouth men in Philadelphia. He hoisted it July 4, 1778 on the ship 'Richard' and it went down with that ship. It is the only flag that ever flew down flying the flag, the ship that conquered and captured the ship that sank her."

"When Jones returned in 1781 he found Miss Langdon at the home of Betty Ross in Philadelphia. He had intended to bring the flag back to the girls when his career ended with all its glories. 'But,' said Jones, 'Miss Mary, I could not bear to strip the flag from the old ship, nor could I deny to my dead boys who lay on her decks and had given their lives to keep it flying, the glory of taking it with them.'"

"I was here right, Commodore," said Miss Langdon. "That flag is where we all wish it to be, flying at the bottom of the sea over the only ship that ever sank in victory."

"Nearly all of our states have words to this effect upon their statute books. 'Any person who in any manner shall display, shall place or cause to be placed a word, a figure or a mark, picture, design, drawing or any advertisement of any nature upon any flag, standard, color or ensign of the United States of America, shall be fined \$100 or 30 days in prison.'"

"So you see we have a written law made by authorized men which must be obeyed but it is the unwritten law of courtesy to the flag to which I would call your attention."

"Have you, members of the D. A. R., a full sized flag? If so, will you not see that it is displayed on all so-called national holidays? Your failure to do this indicates a lack of sentiment as well as appreciation of that national emblem and the principles for which it stands. Do you ever handle a toy flag and ruthlessly cast it aside to be treated as rubbish?"

"Can we in times of peace guard our flag too carefully? Can we afford to make it common by using it as a plaything to be dropped, thrown aside or trampled in the dirt? Can we as daughters of the Revolution encourage in any way the belittling of our national flag? Let us make it our work to see that the Stars and Stripes are kept sacred and holding the place that they do in the world today let them not be used commonly or shown disrespectfully."

"My plea to you in begging you to keep the precious flag choice and big, not little and common, is embodied in this verse by one of our American poets:

"No tyrant hath claimed that flag for his own. Its bright folds were never unfurled To shelter or shelter the glare of a throne. That banner was born for a world."

DEATH OF MAN RUN OVER BY RAIN IS CREATING MYSTERY

May Have Died From Natural Causes Before Engine Passed Over Body

Newtown, April 13—Timothy Harrigan, a section hand of Sandy Hook, was run over yesterday afternoon by the westbound Highland division train that enters the local station at 1 p. m. He was lying on the tracks and the engine ran over him. When picked up he was dead.

Engineer Doran was rounding the curve at the North Newtown station when he saw the form of a man lying on the tracks. He reversed his engine and blew the whistle, but he was unable to stop the train until the engine passed over the body. When it was extricated, it was found that the body was not mutilated. Dr. W. H. Kiernan, medical examiner, was called and he found that Harrigan's skull was fractured. The body was removed to the morgue of E. W. Troy.

How Harrigan happened to be lying on the tracks and whether his death was caused by the engine or some other cause, has not been ascertained. Coroner J. J. Phelan has been notified. He will begin investigation.

Lawrence Lafferty, ordinance inspector for the British Government at Pittsburgh died of pneumonia.

FUNERAL DESIGNS AND BOUQUETS JOHN RECK & SON

The D.M. Read Co. Established 1857

Wash Silks for Smart Summer Blouses

Three hundred yards of soft French Silk that washes as well as cotton. Many stripes in different combinations.

- Blue and white
Brown and white
Green and white 85 cts
Lavender and white and yard wide
Black and white
Roman stripes

The smart blouse in all its varying style of sleeves and collar will play an important part in the summer wardrobe. The woman with original ideas and clever fingers may have several blouses for the price of one good one—if she makes them herself.

Stripes are on the top wave of popularity. At the Silk Section, main floor.

Art Section, Summer Garments, and Accessories stamped for embroidery

- Collar and Cuff Sets of fine white lawn, 25 cts
White Four-in-hand Ties, neat patterns 25 cts
Children's little White Dresses, 25 cts to \$1.50
Children's White Romper Suits, one year, 75 cts
two years, 85 cts

- Women's Kimonos, blue or pink, \$1.25
Women's Nightdresses, good lawn, 50 cts
Babies' Jackets with finished edges, stamped, 50 cts
Turkish Towels, small sizes for babies, 50 cts
Pillow Tops in flag designs, with six skeins of Hemingway Textro Rope Floss for working, 25 cts

At Section, main floor.

Photograph and Picture Frames, three styles, one in dark oak, two in antique gilt, 25 cts each Stationery Section.

English Chintzes. Attention is directed to the large exhibit of dainty floral patterns, all colors represented. Third floor.

The D. M. Read Company.

RAFDORF B. SMITH

FAIRFIELD AVE. VARIETY STORE BROAD ST. CO-OPERATIVE—CAR FARE FOR CUSTOMERS PROFIT SHARING WITH EMPLOYEES

OUR WEDNESDAY SALE.

- At 3 3/4c — Good Apron Gingham—blue only.
At 12 1/2c — Table oilcloth 1 1/4 yds. wide.
At 16 1/2c — Heavy fancy awning tick.
At 79c — Black and fancy petticoats—our best dollar goods.
At 8c — Ladies' percale or gingham aprons with bib.
At 3 for 10c — Large school pads paper—regular 5c.
At 1c — Wood garment hangers.

WISE AND OTHERWISE

Jack Johnson may look as dusky as he did before the fight, but he is much less husky.

Some one asks what has become of the garden that almost everyone used to run in the back yard to reduce the living costs? Well in many homes just now that space is taken up by the new garage.

The traveler encounters a conviction in the hotel that he visits, that the man who objects to paying 25 cents to the colored gentleman for handing him his hat is a tightwad, and entitled to the contempt of the community.

It is considered all right in the modern household to make up for high prices by cutting down on the meat, bread and other substantial consumed, but there must be no let-up in the style in which the food is served.

There are some people who will wear these new very small hats to church in spite of the fact that you can look right past them and see the minister.

To the unsophisticated it may sound as if the English court were singing the familiar tune "O, happy day," but more practiced American ears recognize it as "How dry I am."

April 15 is Low Shoe Day, celebrated in many cases by appearing with new colored stockings and last year's oxfords much in need of a shine.

The population of the country has crossed the hundred million mark, but there is still enough land so that Father can have a back yard garden if he really wants one.

PROFIT He Who Profits Most Serves Best.

TRY OUR SERVICE J. SAMUELS CO. 1127 MAIN ST.

The American people would feel more confidence in the ability of Gen. Carranza to maintain stable government if he would have his whiskers cut.

In many cities the jitney buses are carrying the local people anywhere they want to go for five cents, but the traveler from a distance is welcomed by allowing him to pay a dollar to get to the railroad station.

1-2 Cent

To repair any ordinary puncture of the inner-tube. Also repairs, cuts, tears, etc., in the tires.

ASK TO SEE THE SAMPLES OF THE WORK TITE WAD

Will do in repairing any kind of rubber goods.

OILS AND GREASES

- Monogram Oils and greases are reliable, for quality and service.
5 lb. Pails Grease... 90c
10 lb. Pail Grease... \$1.50
1 Gallon Can Oil... 75c
5 Gallon Can Oil... \$2.50

OILDAG GREDAG

In various grades, in stock.

THE ALLING RUBBER CO. 1126 MAIN STREET

Farmers, West Ave., One Cent a Week