

Bridgeport Evening Farmer

VOL. 51—NO. 160

BRIDGEPORT, CONN., THURSDAY, JULY 8, 1915

PRICE TWO CENTS

FIFTY KILLED AS TERRIFIC STORM HITS MIDDLE WEST; DAMAGE TOTALS MILLIONS

Thirty-Five Known Dead in Cincinnati Where Tornado Works Great Havoc—Tug on River Capsizes and Eighteen Deckhands Perish—Houses and Business Blocks Are Wrecked, While Damage to Crops is More Than Million Dollars—Storm is Severest in Years.

According to figures compiled late today more than 50 persons were killed and several score injured by the wind and rain storm which extended from Nebraska to Ohio last night. The property damage is estimated at several millions of dollars.

The greatest loss of life occurred in Cincinnati and vicinity, where 35 persons are known to be dead and 15 missing, 18 of the dead there being deckhands who were drowned by the capsizing of the tugboat Convoy on the Ohio river.

Storm Wrecks 162 Blocks
In eastern Missouri the storm assumed the proportions of a tornado, demolishing 162 blocks in St. Charles, a town of about 11,000 people.

St. Peters, a town of 300 inhabitants, and Gilmore, a village of 100, were almost wiped off by the tornado. In St. Charles possibly three persons perished. In St. Peters, there was no loss of life, while in Gilmore only one person was killed.

Damage to Crops Is Heavy
In Lincoln and Custer Counties, Nebraska, wind and hail caused heavy damage to crops and in the village of Callaway several buildings were unroofed. There had been no loss of life reported early today.

In southern Illinois, the storm was severe. In Maund City, the business part of the town was flooded.

In central and southern Indiana three persons were killed and many injured. Telegraph and telephone service was demoralized, buildings were unroofed and crops damaged by the heavy wind and rain.

THIRTY-FIVE ARE DEAD NEAR CINCINNATI; RIVER BOAT IS SUNK IN STORM

Cincinnati, July 8.—The most devastating storm that has visited this city since several decades descended about 9:30 o'clock last night, raged for half an hour, took a toll of lives estimated as close to 35 and wrought property damage somewhere between half a million and a million dollars.

As definite reports began to filter in today from the suburbs where telephonic communication was slowly being re-established, the list of the missing, which at last reports last night indicated between 15 and 20, was increasing.

Railroad service was partially paralyzed and wire communication with the outside world was confined to press service. The streets of the city were littered with fallen trees, signs, roofs of houses and other wreckage that had been blown down by the wind. Numerous church spires were blown down and the street car service was decidedly limited.

From the other side of the Ohio river at Newport, Ky., Fort Thomas and Fort Mitchell, Kentucky, come reports of collapsed houses and the street car service entirely suspended.

In the outlying districts of Cincinnati the property damage appears to be heavy, particularly in the residential sections of Clifton, Vandale and College Hill.

With one exception that of five buildings on Sixth and Mound streets, no one locality appears to have suffered more than the other. According to reports this morning, however, it has been found that there are not many buildings in the city that have not suffered to some extent.

The known dead include:
James T. Allen, of the Ohio Humane society; Mrs. E. C. Cohen, Mrs. Rose Fontenbaum, Charles Klein, Brad Williams, captain of the tugboat Fulton; William Hempelman, a manufacturer; Irene Glatthaus, Philip Rizzo, George Egan, unidentified woman killed by falling tree, unidentified man killed in train wreck caused by storm, unidentified negro killed by falling sign, unidentified woman and two unidentified men drowned by overturning skiffs on Ohio river, 18 deckhands and rouabouts drowned by capsizing of tugboat Convoy.

More than a score of other persons were injured, many seriously. During the height of the storm the wind blew 70 miles an hour, according to the local weather bureau.

Twenty or more houses were blown down, many buildings were unroofed, windows crashed in, lives of thousands of pedestrians imperiled by falling signs and several church steeples were wrecked.

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WEATHER FORECAST

Showers this afternoon and tonight; Friday fair; fresh, shifting winds with squalls this afternoon.

GOING AWAY?

Let The Farmer follow you on your summer vacation. Keep in touch with friends and happenings at home. Telephone your order, No. 1208.

SAYVILLE WIRELESS IS SEIZED

Government Takes Over Big Radio Plant, Communicating Directly With Germany and Navy Officers Will Operate It.

Italian Steamer is Sunk By Submarine—Most of Crew Reported Saved—German-Austrian Armies Take Defensive.

Washington, July 8.—The government today took over the Sayville, L. I., wireless station, the only remaining privately operated direct means of communication between the United States and Germany.

Secretary Daniels announced that Captain Bullard in charge of the naval radio, had gone to take over the station and would continue its operation with naval forces.

ITALIAN CRUISER SUNK BY TORPEDO

Rome, July 8.—The Italian armored cruiser *Amalfi* was torpedoed and sunk at dawn this morning by an Austrian submarine while taking part in a reconnaissance in the upper Adriatic, it was officially announced tonight by the ministry of marine. Most of the crew were reported saved.

The text of the statement follows: "A reconnaissance in force was accomplished last night (July 6) in the upper Adriatic. The *Amalfi*, which took part in the reconnaissance, was torpedoed at dawn this morning (July 7) by an Austrian submarine and soon listed heavily to port.

"The commander, before giving orders to the crew to jump overboard, cried 'Long live the King! Long live Italy!' The entire crew, drawn up along the stern, echoed the shout, giving a remarkable exhibition of courage and discipline.

"The commander, who was the last to have jumped overboard shortly before the *Amalfi* sank. Nearly all the officers and crew were saved."

The *Amalfi*, which was completed in 1903, had a displacement of 8,858 tons, a length of 426 feet, and complement in times of peace was 684.

Pola, the Austrian naval stronghold, is situated in the upper Adriatic at the extremity of the Istria peninsula about 35 miles southeast of Trieste. It is probable that the reconnaissance referred to in the Italian statement was in this section of the Adriatic.

TEUTONIC ALLIES TAKE DEFENSIVE IN GALICIA

London, July 8.—So great has been the weight of reinforcements brought up by Russia along the stretch of territory between the rivers Vistula and Bug, notably in the vicinity of Krasnik, that the Austro-Hungarians for the moment have been forced to assume the defensive and to pause in their rush to the east.

The much discussed German offensive in the west has not yet developed though reports of a big movement of troops to that front are persistent. These forces must be new formations, designed to get on the east line to counter the withdrawal troops from Poland and Galicia now would be to leave unfinished what Field Marshal von Mackensen set out to accomplish, unless the clearing of the banks of the Danube is his sole aim and this is considered hardly probable.

The Berlin claim that the Germans have retaken trenches near Ypres, Belgium, recently seized by the British, is not confirmed from British sources. At several points in France the Germans have been attacking violently but the only appreciable loss conceded by the French is in the St. Mihiel district. The French admit they have lost a strip of trenches measuring seven hundred yards. The German official statement more than doubles this distance.

Meeting Turkish attack with its resultant heavy losses and exhaustion has been the recent role of the British force operating against the Dardanelles. Official despatches heretofore speak of the fearlessness and valor of the Turks but General Sir Ian Hamilton's report received yesterday said for the first time that the Turks were showing no disposition to attack.

HOSPITALS HERE GET MONEY FROM STATE

Hartford, July 8.—Almond J. Cutting, of Southington, has been appointed by Governor Holcomb, a deputy commissioner for five years from July 1, 1915, to succeed Howard G. Provost, of Winchester.

The governor has approved payment to hospitals, including \$2,500 to Bridgeport and \$2,125 to St. Vincent's, Bridgeport.

MUNITION SHIP AFIRE AT SEA; "HOLT" BLAMED

SHORT OF CASH G.O.P. MEN ARE SORELY BERATED

Boss King Tells District Chairmen to Get Out and Hustle For Funds.

CLUB RENTAL NOT PAID FOR SEVERAL MONTHS

Emergency Call for Financial Help Brings Aid From Office Holders.

After a very stormy meeting last night at which every member of the Republican town committee was in attendance, enough money was raised by assessment from Republican office holders and from others in the Republican party to pay all the bills of the Republican club in Fairfield avenue and to leave between \$700 and \$800 on hand.

The club in Fairfield avenue which formerly occupied the three rooms directly over the Fairfield restaurant and the Fox piano store, has had a rather up and down existence.

When it was first organized the club went along like a house on fire. City Clerk Robinson was then chairman of the Republican town committee under salary and every Republican worker was apparently interested in the work. Every night found the lights blazing bravely in the club rooms and a gathering of the faithful.

But the members forgot to pay their dues. Several times they forgot the rent payments. Then assessments were made on prominent Republicans and on office holders. The assessments were honored and all the bills of the club paid. From holding the three rooms in the Studio building the club has at last come down to having one room on the east side of the building, a club room where nobody goes.

At the meeting of the club last night John T. King, leader of the Republican party in this city laid down the law to those assembled and declared that every party is to succeed at the next election there must be a showing of more enthusiasm among the district workers. Mr. King said also that there must be more and bigger meetings at the headquarters club in Fairfield avenue.

During the past year a number of district clubs have been organized and of course every Republican office holder and every Republican of prominence has been asked to subscribe from 50 cents to \$1 as monthly dues in the district clubs.

Having made these subscriptions they have been assessed. They have done their part and they represent a second assessment to meet the expenses of the central Republican club. However there was three months rent due on the club rooms in Fairfield avenue and a lighting bill.

Mr. King has been in ill health for some time. When he left the organization was apparently in fine trim with every eye on the job. He returned to find the state of affairs which required his presence last night and the necessity of telling his "young men" what had boys they are. Today members of the Republican town committee denied that Leader King had taken them to task and said that he urged them to vote for commission form of government and then gave a talk "about war conditions in Europe."

HOLT "A NUT" SAY BRIDGEPORTERS AT ITHACA UNIVERSITY

Local Young Men Relate Stories of Teacher's Excitable Temperament.

That Frank Holt, the Cornell teacher who attempted to kill J. P. Morgan, was known at the university as "a nut," is the testimony of the Bridgeport young men who attend Cornell and are now in this city on their vacations.

Holt's actions made him a ready butt for jokes and his excitable nature made him the object of many a prank, say the Bridgeporters.

A story is told of Holt's pro-German tendencies. Knowing that he was wrought up over the war, and accused the allies of nourishing it, young men of the college in which he taught decorated his dwelling with one of the allies' flags. The professor was beside himself for several days and he snatched down the banner, raising a German flag in its place.

Clerks Fined For Fighting

George Parthou and Henry W. Schwartz, clerks in the business district of Fairfield avenue were fined \$5 and costs for breach of the peace, in the city court this morning. Schwartz, who lives at 147 Highland street, is clerk in the Atlantic cigar store and Parthou works in the fruit store adjoining. They came to blows yesterday when Schwartz was accused of buying five cents worth of fruit daily and destroying about 50 cents worth.

LANGENEGGER IS HELD BY POLICE IN \$5,000 BOND

Tailor Run Down By Manufacturer Is Second Victim of His Automobile.

CORONER WILL HAVE HEARING TOMORROW

Zalkind Was Father of Seven—Had Fracture of Skull.

Albert U. Langenegger, superintendent of the George C. Bacheller Corset Co. is held today under bonds of \$5,000 by the order of Coroner John J. Phelan to appear in the city court July 10 and answer a charge of manslaughter in connection with the death of Isaac Zalkind, a tailor, 395 Madison avenue. Coroner Phelan will hold a hearing at 9 o'clock tomorrow.

Although it was fully expected that Langenegger, who had been informed of the death of Zalkind in St. Vincent's hospital late yesterday afternoon following an operation made in the hope of saving his life, would appear in the city court today, no warrant had been given to Clerk T. E. Steuber up to the time Judge Wilder declared the court closed.

He was accompanied to the building by Detective Edward Cronan. The clerk of the court was told that Coroner Phelan had recommended that Langenegger be held in lieu of \$5,000. These bonds were immediately furnished by Eugene E. Norton, general superintendent of the Connecticut Glass Co., living at 1385 Fairfield avenue and Langenegger left the building without making any comment on the accident which caused Zalkind's death.

It has been found that a large number of persons leaving the Lyric theatre witnessed the accident, all of whom are said to exonerate Langenegger from responsibility. On the list of witnesses these names appear: Dr. Joseph Cohen, 3106 Stratford avenue; Thomas Doolan, 2035 Main street; A. G. Nicholson, of the Crane Co.; William Stack, 1475 Main street and James Mussenby, 1778 Main street.

The death of Zalkind is the second death in two years caused by Langenegger's car.

It was on August 24, 1913, at about 10:30 a. m. that Langenegger was driving his car down Fairfield avenue towards Bridgeport when Talmadge Downs Haviland, aged 10, son of Clerk William T. Haviland of the superior court, with some other boys riding bicycles collided with the Langenegger machine, beneath the railroad viaduct. The mudguard struck and knocked the Haviland boy from his wheel. He was taken to St. Vincent's hospital and died a few days later from a fracture of the skull.

Owner John J. Phelan in a finding some time after the accident considered the driver of the car, placing the responsibility upon the city for not keeping the pavement clean beneath the viaduct.

The present fatality occurred at St. Vincent's hospital following an accident in front of the Lyric theatre on Tuesday evening when Zalkind is believed to have stepped from behind a line of cars parked in front of that theatre.

Though the ambulance was called at the time it was not thought that the tailor was seriously injured, but a blood clot resulted from the concussion he had suffered and last night it was found necessary to transfer him to a hospital and perform a delicate operation upon the brain. He did not survive the shock.

A autopsy performed on Zalkind's body this morning under the direction of Medical Examiner Samuel M. Garlick, disclosed the fact that he died from concussion of the brain and a fractured skull. An extensive radial fracture was discovered on the right side, and extending nearly six inches. There was no exterior evidence of the fracture, which was linear and non-depressed, and it was not disclosed until the brain had been removed from the skull.

The body was afterwards removed to the home of the deceased, where a widow and seven children are left to mourn their loss. Permission was granted Undertaker S. Bohrer to embalm the body.

CARRANZA ONLY TEN MILES FROM MEXICO CAPITAL

Washington, July 8.—The Carranza forces have pushed their attack on the convention forces defending Mexico City up to within 10 miles of the capital. Their military trains are operating that close to the city. State department despatches from Vera Cruz today gave this report.

HARBOR HAPPENINGS.

The schooner *Lavolta*, entered this port late yesterday afternoon with a cargo of lumber for the West End Lumber Co. which she had brought from Tackett, N. S. Capt. W. C. Bellamy is in charge of the schooner.

Steamer Minnehaha, Bound For London is Fired By Explosion That May Have Been Caused By Infernal Machine in Hold.

Liner Puts Back to Halifax With Her Cargo of War Supplies—Fire Said By Captain To Have Been Mastered By Crew.

New York, July 8.—As if in answer to Frank Holt's last warning that a ship at sea "should sink, God willing, on the 7th", there came last night a wireless message made public today, from Captain Claret, of the Atlantic Transport Line Steamer *Minnehaha* telling that his ship was afire at sea 507 miles southeast of Halifax.

The fire was caused by an explosion according to wireless message from Captain Claret this afternoon. The *Minnehaha* is putting back to Halifax.

The ship has sufficient ammunition aboard, by the line's admission, to sink her should the flames reach it, but whether the blaze in her hold was started by a bomb which Holt had placed there was a matter of pure conjecture. It was possible that he had done so, an official stated, but one man's guess on that point was as good as another's, he added.

Fire Not Very Serious
Captain Claret's message said that the fire was in No. 3 hold and was not serious. The ammunition aboard the vessel was stored off away from this hold. The cargo in No. 2 hold, it was asserted, was of a general nature.

No passengers were aboard the *Minnehaha*. Her crew numbers approximately 100. She was at her pier here about a week taking on cargo before she sailed for London last Sunday, July 4. Holt would have had ample time, it was pointed out, to place a bomb aboard the *Minnehaha* during the five days preceding his attempt on the life of J. P. Morgan, while the vessel was taking on cargo here.

The *Minnehaha* should reach Halifax, it was said, tomorrow forenoon. "We exercise all reasonable precautions to prevent the placing of bombs aboard our ships," an official of the line said today. "A guard is on duty day and night at the dock and our workmen are watched strictly and continuously. Our shipments, however, are made up chiefly of large consignments and the chances of loading a small package such as one containing a bomb would be considerably lessened."

The *Minnehaha*, requisitioned by the British government since the beginning of the European war, was released for the general freight service about two months ago. She has not less than two trans-Atlantic trips, carrying each time a large general cargo containing munitions of war.

Police authorities here have not been able to discover that Holt had any accomplices in the making or placing of his bombs. Police Commissioner Woods said the indications were that Holt acted alone.

J. P. Morgan, who was shot by Holt, had so far recovered today that his family hoped that he would be able to go outdoors.

Stockholders Lose Suit to Recover Loss

Boston, July 8.—A suit of minority stockholders to recover \$102,900,000 from former and present directors of the New York, New Haven & Hartford Railroad, who were charged with responsibility for alleged improper expenditures of company funds, was dismissed by the supreme court today.

William G. Rockefeller, Lewis Cass Levard, James S. Eiton and Charles S. Mellen were among the defendants. The decision was handed down by the full bench and was on an appeal by the railroad from a superior court decree dissolving the corporation from transferring stock standing in the names of defendants.

The full bench also had before it an appeal of the plaintiffs from a decree of Supreme Court Justice Hammond, dismissing the bill as against the estate of the late J. Pierpont Morgan and other deceased non-resident defendants. Judge Hammond had also decreed that the bill could not be maintained by the plaintiffs nor could it be maintained if brought in the name of the corporation itself, that the plaintiffs as stockholders had acquiesced in some of the acts complained of and that the bill failed to show that the expenditures were made for an unlawful purpose and that the company did not get full value for

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