Bridgeport Evening Farmer

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6 KILLED, 60 ARE HURT AS EXPRESS IS WRECKED NEAR MILFORD STATION

SIX KILLED IN LODGING HOUSE FIRE

Flames Sweep Lodging House In Theatrical District—Several Die Trying To Made Escape.

Actors and Actresses Believed To Be Among Unidentified Dead — Five-Story Building Gutted.

New York, Feb. 22—Six persons lost their lives today in a fire that destroyed a boarding house above a restaurant in the theatrical section.

Two of the dead have been identified. They are: John Meegan, a chauffeur; Emelie Bobisch, a chambermaid employed in the house.

The bodies of three men and one woman are still unidentified. They are believed to have been members of the theatrical profession.

Several sensational escapes were made as the flames shot upward through the sleeping rooms of the house. One man jumped from the second floor of the building and was taken to the hospital in a serious condition.

Twenty or more actors and actresses were rooming in the house when the fire was discovered. Early reports that many of these had perished caused much excitement in the theatrical district.

Cut off by the flames from an escape by way of the roof, the charred bodies of a man and a woman were found in a hallway on the top floor. The bodies lay at the foot of a ladder leading to the roof.

Two bodies of two more men were found in a hallway on the first floor, and the body of a fourth man, burned beyond possible recognition, was found in a bed on the second floor.

The fire swept through the five-story building with rapidity, and many of the guests fled to the streets scantily clad.

The rooming house is located above the Colonial Restaurant. How the fire started has not been learned.

AMBULANCE AND TROLLEY CAR IN LIVELY MIX-UP

The city ambulance and a trolley car mixed it in a lively fashion for a few minutes last night at Fairfield avenue and Harrison street, and the trolley won by a wide margin.

When the activities were halted, the ambulance was shy one rear step, two mudguards were twisted and the body of the car was scratched. The trolley didn't show a scar.

The ambulance was returning from a call. Turning from Harrison street into Fairfield avenue, Driver Larry Burns says he sounded a warning horn. A Stratfield trolley car, in charge of Motorman Paul Carr and Conductor N. Weikel, was traveling west on Fairfield avenue—and got the warning a second too late.

The motorman applied brakes and reversed the power, but the car skidded along the slippery rails.

Dr. E. B. Weldon, emergency hospital surgeon, was seated in the rear of the ambulance. He saw the trolley car bearing down on the ambulance and decided his best move was to quickly and quietly efface himself from the vicinity. He started to jump, but the trolley car beat him to it.

The crash of the car against the ambulance sprawled him, and he received a severe shaking up. The ambulance was hurled about in a careless sort of way, and finally wound up heading east on Fairfield avenue. The trolley car stuck to its right of way in the middle of the road.

The motorman of the car, according to Dr. Weldon and Driver Burns, admitted hearing the ambulance horn. He said the brakes didn't work. The ambulance was not put out of commission, though considerable damage was done to the machine.

Improvement Asso. of North End Will Hold Another Meeting

In Schwabischer-Maennerchor hall in French street tomorrow night members of the North End Improvement association will listen to a description from E. W. Schrewee, engineer for the city plan commission, who will describe the proposed extension of Boston avenue, from Glenwood avenue to North Main street. Alderman Daniel P. Harrigan will preside.

King Crowd Grabs $1,000 From City Treasury To Boost Big Debt Program

Limit of Impudence Reached in High Handed Proceedings of Aldermen Who Spring Snap Resolution Appropriating the Money to the Mayor's Use, and Who Also Refuse to Explain $25 Item For "Automobile Hire."

The ultimate bounds of impudence of the present city administration was reached last night, when the King machine, springing a snap report upon the citizens who had assembled to watch the manipulation of city government in the council chamber, snatched one thousand dollars from the city treasury to "put over" the monster debt program of city bonds.

The use of the money is left entirely to the discretion of Mayor Clifford B. Wilson. Some of it, according to the program, will be used in circularizing the city, asking the citizens to vote in favor of the great bond issues.

All this is part of the general program of plunging the city into debt to such a depth that the advocates of municipal ownership of the public utilities may be thwarted.

With the city bonded up to its legal limit, the opponents of municipal ownership—principally the stockholders of public utilities and their retainers—hope to be able to offset any propaganda towards municipal ownership by pointing to the lean city treasury.

Drunk with power, the administration last night not only lifted the one thousand dollars from the treasury, but its spokesmen effectually concealed from inquiring Democratic members of the council the facts of a certain automobile ride for which the taxpayers had to pay $25.

Mindful of the many scandals disclosed last fall, in which city officials' joy rides and dinners of chicken and wine at public expense, Alderman William J. Moran demanded to know why the city was called on to pay $25 for "automobile hire."

But there was no explanation. Alderman Cole of the finance committee said he couldn't remember, and offered by way of excuse, the fact that there were "so many" such charges he couldn't tell what this particular item was.

Prior to the last election, the Republican party employed a large number of girls for many days preparing and mailing circulars to every voter in Bridgeport. This cost money and the "boys" who give up coin for election expenses objected when the bills came in. The administration now has decided not only to try to put over a big debt on the city but also to make taxpayers, Democrats, Republicans, Socialists and others, pay the shot for the telling of their idea of why bonds are necessary and at the same time enclose a treatise telling how smart the Republican leaders are.

The matter was never before the common council in the regular manner. It was reported favorably by the miscellaneous committee last night and every Republican member voted for it. Under the circumstances some of the Democrats are considering whether or not some action cannot be taken to prevent the use of public money in such manner. The $1,000 is placed at the disposal of the mayor to be distributed as he sees fit. It is the first time in the history of the country that a political party has had the temerity to take public money for the sake of furthering its own propoganda.

Alderman Daniel P. Harrigan, floor leader of the Democrats, raised objection to the adoption of the report of the miscellaneous committee without avail.

"I am opposed to this plan to spend $1,000 to put the city of Bridgeport in the mail order business," declared Alderman Harrigan. "It is also wrong and a menace to the public policy to offer such a resolution for adoption without giving the members of this body time for consideration of it. The Democratic members of this common council represent a large portion of the voters and taxpayers of Bridgeport whose money you propose to spend and we have a right to be informed on such matters and also a right to the consideration of them. Your tactics are unfair.

"I believe that the voters of Bridgeport know enough about the bond issues without this expenditure of $1,000 to put the city in the mail order business."

The council voted to amend the ordinances so as to allow the addition of 60 patrolmen, one lieutenant and one sergeant to the police force. All the Republicans voted for the measure as well as Alderman John Toole, Democrat. Aldermen Harrigan, Moran and Corr voted against it. Alderman Clancy was absent. This increase in the police department will add $62,500 to the annual expenses of the city.

Alderman Cole chairman of the finance committee couldn't remember what the automobile livery bill for $25 represented, when this new evidence of waste was uncovered by Alderman Moran. The latter called attention of the board to the fact that when the big Packard car was purchased for the use of the director of public works it was said this car would be used for all council committee work. The mayor said the director's car was undergoing repairs at present. One of the aldermen remarked under his breath that the mayor ought to know for he uses the director's car more than anyone else in the city government.

Alderman Harrigan called the attention of the council to the bill of Dog Warden Hall for $95. At the rate of $3 per dog he said the warden must have killed 31 2-3 dogs to turn in such a bill. It was finally decided to leave the matter to Alderman Clark to clear up. The report of the finance committee was accepted and all bills ordered paid.

The Lake Torpedo Boat Co. was denied permission to close portions of Adams and Jefferson streets. The ordinance committee reported unfavorably on a resolution. City Attorney Comley reported that the Lake company has not the right to close the streets in question and recently the director of public works required it to take down some "no trespass" signs posted there. It was intimated last night that the Lake company would take further action in its efforts to close the streets in question.

No one appeared in opposition to the extension of Boston avenue from Glenwood avenue to North Main street. Rev. Clinton W. Areson, rector of Trinity Episcopal church and the Church of the Nativity, favored the plan but objected to the closing of Carson street and Reservoir avenue as proposed by the City Plan commission. Walter B. Lashar appeared for the city plan commission. He said the cost would be $55,000 and Alderman MacFayden, chairman of the streets and sidewalks committee said that sum had been placed in the requisition of his committee for the coming year.

City Engineer A. H. Terry asked that the aordinances be changed so that he may pay one assistant $2,500 and another $2,000. The limit now is $1,800.

New York Founders Buy Tract In East End For New Plant

The Mansfield Foundry Co. of New York, planning to erect a building for general foundry purposes in this city, has purchased a tract of land fronting on Bishop avenue, 164 feet, from the Locke Steel Belt Co.

The company also has obtained an option on an adjoining tract of 39,000 square feet from the New Haven road. G. W. Mansfield is president and F. C. Hawkes treasurer of the company.

Borino Trial To Be Heard Tomorrow

The rial of Ralph T. Borino, charged with extorting money from lewd women, is assigned for tomorrow morning before Judge Webb and a jury in the criminal superior court. Although all preparations have been made for atrial there were reports today that Borino might forfeit his bond. He is out at present under $1,500 bail. Margaret Roquette, the woman who was arrested at the same time Borino was taken into custody and was later released on bonds, is said toe be in New York state.

ENGINE CREW AND PASSENGERS AMONG DEAD; BOILER BLOWS UP; INJURED BROUGHT TO THIS CITY

Boiler of Locomotive Explodes As Special Train Runs Into Rear End of Fast Connecticut River Special, Stalled By Accident—Flagman Sacrifices Life In Vain Attempt To Halt Onrushing Train—Freight Train, Paralleling Wrecked Passengers Coaches, Involved In Disaster.

Three trains were wrecked and heaped in an indescribable jumble shortly before 11 o'clock this morning, near the Indian River Bridge, Milford.

At least six persons were killed. More than two score were injured.

Local No. 5, an accommodation train, crashed into the rear of the Connecticut River Special, No. 79. Almost at the same minute, a freight train, rumbling along with an endless string of heavily loaded cars, sideswiped the two passenger trains and all three were piled in a mass of mingled freight, splintered cars and smoke and steam.

Yells of fear-maddened passengers when the local hit the rear of the special train were followed almost immediately by the despairing and heart-rending screams of women, which mingled with the none the less piercing screams of the men.

Three of the trainmen are dead. Engineer Curtis and Fireman McGinnis of the Connecticut River train were imprisoned in their cab. They had no chance for their lives when the freight rushed toward them. The flagman of No. 70 is believed to be the other.

According to eye witnesses, the big special train had stopped because of a broken air pipe. The flagman ran back to protect his train from Local No. 5, which had just left Woodmont.

He was a hero. Mindful only of the terrible calamity that he knew was about to occur, he rushed headlong toward the oncoming local, didn't try to step aside, and was cut to pieces, wildly waving his flag in the effort to have the engineer prevent what he knew to be a terrible collision.

The local struck the rear of the special. There was a tremendous grinding as the wood cars of the local, borne on by their momentum, and two or three pulled by the engine, appeared to try to burrow through the big special.

Instead the local was smashed to pieces as if it had struck a stonewall. The cars of the special were of steel.

Appearing to slightly rebound, the engine of the local—a steam one—hurtled into the air and tumbled down the bank, which was a score of feet, at a great slant.

When what seemed an echo of the grinding and smashing came, in the collision of the freight train, two of the coaches directly behind the engine of the local, separated from it and from each other and went rolling down the embankment.

The cries of the imprisoned passengers were fearful. Caught as if in a barrel rolling down hill, they were carried end over end to the bottom of the slope. Bodies were thrown together, women grabbed men and men grabbed women in wild attempts to save themselves and dozens were injured.

The sight of them crawling from the windows, from the broken places and from the doors, was an appalling and never-to-be-forgotten one. Bleeding, with broken limbs and many with almost unrecognizable faces, they pleaded for medical aid.

In the meantime, the scene of the tracks baffled description. The hiss of steam, the screams of women, and cries of those with limbs shattered and the shouts of those who had run to the wreck made a Bedlam.

The steel cars of the special were piled together. Spread over them and in a big pile at the rear were those of the local. On top of all were littered tremendous quantities of freight.

It was impossible to tell, at first, even approximately how many were hurt. Those who were able, crawled from beneath cars, freight and beams that covered them, and those who were less seriously hurt tried to help others.

Train No. 79 had an electric motor, but as far as known none was a sufferer through electric burns.

The boiler of No. 5 exploded. Like a mine tearing to pieces a ship, the explosion tossed wreckage into the air.

One of the unusual features of the wreck was that as soon as it occurred, a blinding and almost impenetrable dust covered the scene. It was impossible at first to see the injured, but soon girls, women and men emerged with cut faces, fear-filled eyes, moaning for the most part.

The two passenger trains had been traveling to New York. The special was made up at New Haven to take the place of the regular Springfield-New York train. The freight train was traveling west.

Simon Lake, who was at the scene said: "It would have been a much more terrible wreck had the cars on the Connecticut River special not been of steel."

One woman is dead. Two men besides the trainmen are known to be dead.

Some 15 of the more seriously injured were taken to Lauralton Hall, Milford, to await transportation to the hospitals.

PHYSICIANS RUSH FROM HERE IN SPECIAL TRAIN, MOTORS ON TROLLEYS AND OMNIBUSES

When the news of the wreck was flashed to Bridgeport about noon, railroad officials of this city telephoned to all the available physicians and surgeons in the city. More than a score rushed into their hats and coats, hurriedly took their pack and speeded to the railroad station, where a special train was being made up.

The train consisted of one baggage coach and a passenger coach, drawn by a steam engine. Some of the physicians, who had not automobiles at their service and went to the station on foot and in trolley cars missed the train.

The special speeded to the scene of the wreck and there great assistance was given.

Physicians connected with the Bridgeport hospital went in an automobile to the scene.

The politician's idea of reform is spending money investigating a subject, meanwhile hoping that the people will forget they wanted it.

AMBULANCE AND POLICE PATROL RUSH TO WRECK

Bridgeport's ambulance police patrol were sent to the aid of the injured in the Milford wreck.

Loaded with city physicians, others who rushed to headquarters, and still more picked up on the street, the vehicles went at break-neck speed to the scene of the crash.

MILFORD UNDERTAKERS CALLED TO GRIM DUTIES

Funeral directors, George J. Smith of 28 Broad street, and The Ford Co. of 67 River street, were summoned to the wreck to remove the bodies of victims.

FOOD SUPPLY IN HIGH SCHOOL NOT ENOUGH FOR ALL

Lively Dispute With Hurtling Pie Among Diversions at Feeding Time.

More than 1,200 boys and girls, students at the new Bridgeport High school, attended the exercises dedicatory of the opening of the school lunch room yesterday. According to tale told by the pupils today, the order of exercises was something like this:

1. Opening rush of hungry pupils to the lunch counters.
2. Repulse of pupils by servers, who demanded "checks."
3. Second assault by pupils, this time on "checks" disburser.
4. Sudden failing of supplies with pupils still holding "checks."
5. Lively encounter between two senior boys.
6. Dismissal of school an hour early that pupils might eat.

It was a festive occasion, say the High school boys and girls who took part. It was planned to feed the school in two groups, one section holding the fort from 11:45 to 12:15, and the other from 2:30 to 1 o'clock. The scheme flivvered, it is said, with much confusion resulting.

The first group of pupils stormed the lunch counters at 11:45:47 with a diversified but insistent demand for food. They were informed that it was a "Pay-as-you-enter" lunch room and officials weren't taking any chances of having patrons walk out on them. In other words, you'd have to buy checks which could be exchanged for food.

A bright young man who sold checks became the storm center a few minutes later. He had a nice time of it and sold checks by the bushel.

The first lunch period was nearly over when the ravenous appetites of the pupils showed disastrous results in the larder. When the second bunch of pupils came down and bought their checks, they discovered that the food supply was away short of the demand. There was quite a tumult in the lunch room for the second half hour.

The activities came to a climax when a senior boy stepped into a corner to enjoy a bit of pastry that he'd managed to corral. His first bite disclosed that there was a wooden core therein, and it spoiled the pastry utterly for all ordinary purposes.

The resourceful senior, however, didn't enter a complaint; nor did he become peeved. Instead, he rolled the tidbit into a compact body and hurled it with unerring aim across the length of the lunch room. It found its mark in another student's nose. It was a bullseye, or nose.

The stricken student immediately picked out the marksman and an exchange of rights and lefts enlivened the proceedings for a few minutes. Teachers interfered and the pupils were sent to the principal' soffice for disciplinary measures.

Principal Simonds decided, when the food suppply failed, that the hungry ones must be fed. Accordingly, he ordered school dismisssed at 1:30 o'clock, instead of the regular hour, 2:30.

Officials of the school are planning new arrangements for the lunch room so that several hundred pupils may be few dithin the limited times assigned as lunch periods. There aren't enough seats, under the present arrangement.

REBEL LEADERS ARE EXECUTED; TROOPS ROUTED

Peking, Feb. 22.—Rebels made an attack yesterday on the governor's mansion at Chang-Sha, capital of the province of Hu-Nan. They were repulsed and captured, and the leaders put to death.

JITNEY STOLEN.

Robert Duncan of 1044 Hancock avenue, reported to the police that his jitney car was stolen from in front of Rakozy hall in Bostwick avenue, about midnight. No trace has as yet been found of the missing machine.

Seaside council, No. 709, Royal Arcanum, will hold its regular meeting, Friday evening, at its rooms, 1025 Main street, Citizens' building, at 7:30.

ANSONIA STRIKES WILL BE SETTLED SOON, SAYS MAYOR

Outlook For Adjustment of Differences Brighter Today, Officials Think.

Ansonia, Feb. 22—The outlook for an adjustment of the labor troubles at the subsidiary mills of the American Brass Co. here was promising today in the opinion of Mayor Schumacher, who said that he had found much sentiment among the strikers in favor of acceptance of the advance offered by the company, which advance, however, falls short of what is demanded.

The mayor says he has given consideration of plans to cope with any situation which might be brought about by re-opening of the mills and if disturbances arose he would ask the sheriff of the county to take charge.

As the holiday was being observed, there were few incidents. It was announced that a demand made by weavers of the Ansonia O. & C. Co., textile workers, for an increase based upon the handling of material had been clarifying the situation at that plant except for the attitude of about 50 girls who struck yesterday without giving reasons.

James Bell, who was arrested yesterday on the street while shouting for an eight-hour work day, was sentenced in police court today to 10 days in jail on his plea of guilty to a charge of having disturbed a Socialist meeting. Sentence was suspended on condition that he leave town at once. Complaint had been previously made to the police by President John McCarthy of the Socialists' organization who said that Bell had been several times ejected from their meetings for creating ad isturbance.

CONNECTICUT'S S. A. R. BANQUET AT BRIDGEPORT

Many Gather In The Stratfield To Do Honor To George Washington.

More than half a hundred members of the Connecticut Society of the Sons of the American Revolution banquetted this afternoon at the Stratfield. They participated in one of the largest and most interesting testimonials ever accorded here to the Great American—George Washington—in the city of Bridgeport.

The axiom "First in War, First in Peace, First in the Hearts of His Countrymen," was the keynote throughout the speechmaking, which followed the sumptuous banquet.

The banquetters were seated at 1 o'clock this afternoon and nearly an hour was consumed in doing justice to the number of courses prepared. At 2 o'clock, William H. Burr, president of the local society, began his task as toastmaster introducing Wilson H. Lee of New Haven, president of the State Society, who made an interesting address upon patriotism. Mayor Clifford B. Wilson extended the welcome of the city to the attending guests.

President General, the Hon. Newell B. Woodworth, of Syracuse, N. Y., of the National society, who was expected to attend, but who sent his regrets, was unable to be present owing to sudden illness in his family.

Capt. A. B. Beers of Bridgeport, former commander of the Grand Army of the Republic, extended greeting from his order.

Mrs. John L. Buel, of Litchfield, state regent of the Daughters of the American Revolution, tendered greetings from that body.

Mrs. Mary K. Fones, regent of the local chapter, D. A. R., brought similar messages from the local society.

Rev. John DePeu, pastor of the First Congregational church, of Williamstown, Mass., and former Chaplain of the State Society, delivered a beautiful tribute to the glory of the Revolutionary heroes and the work being done by the great society before which he was speaking.

Prof. Greene, of Philadelphia, representing the Normal schools of that state, eloquently told of the attention being paid to history in the curriculum of schools throughout the country.