



# THE BEST NEWS IN TOWN

You will find a new sort of Value in these Lonergan suits—Style, a bit more distinguished—Fabrics, all the new and wanted things, scarce this Spring—Workmanship, inside and out, that you will be proud to own whether you pay \$15 or \$25 for your

## SPRING SUIT

you will be sure of getting the best there is for your money.

## SPRING TOP COATS

\$15 \$18 \$20

New Spring Shirts, Neckwear, Hose, Meyer's Gloves.

### Edward Lonergan

1227-29 MAIN STREET.

## NINETEEN WRECKS IN LAST 5 YEARS KILL 83 PERSONS

Not including last night's disaster at Bedford, R. I., the New York, New Haven & Hartford Railroad has had 19 accidents—in 15 of which there was loss of life—since June 8, 1911, or less than five years.

In these accidents, 83 persons have been killed, and 539 have been injured. The last wreck was on February 22 last. In it 16 persons were killed and 74 injured.

From 1883, when there was a wreck in which 46 persons were killed outright and 60 persons injured, there were few serious accidents on the New Haven, until 1911, when the long record of accidents began.

With the exception of the Milford wreck on February 22 last and last night's accident, there have been no serious wrecks during the time that Howard Elliott has been president or chairman of the board of directors of the road.

The record of New Haven wrecks since June 8, 1911, is as follows: trains in collision near

Date.	Accident.	Killed.	Injured.
June 8, 1911	Four freight trains in collision near Fairfield, Conn.	4	100
July 11, 1911	Freight train derailed near Bridgeport.	14	100
August 28, 1911	Train derailed by spreading rails near Middletown, Conn.	60	60
October 15, 1911	Runaway freight cars crash into rear end of train at Berlin Junction, Ct.	2	8
January 12, 1912	Two trains in smash during storm near East Free-town, Mass.	1	2
June 11, 1912	Train runs into open switch near Clinton, Mass.	1	2
July 15, 1912	Two trains in smash because of defective signals at Stor-ington, Conn.	3	4
August 8, 1912	Train jumps track at Dorches-ter, Mass.	7	40
October 3, 1912	Boston express wrecked at Westport.	9	30
November 16, 1912	Mer-chants Limited express derailed at Greens Farms Bridgeport.	33	33
November 17, 1912	Rear end collision near Put-nam, Conn.	1	2
November 30, 1912	Colli-er at Willimantic.	6	6
February 22, 1913	Loco-motive runs into train standing at Waterbury, Conn.	21	21
June 12, 1913	Loco-motive runs into rear end of Boston express at Stam-ford, Conn.	6	22
June 23, 1913	Milk cars strike train at Canaan.	1	3
September 2, 1913	White Mountain express runs Bar Harbor express near North Haven, Conn.	31	40
July 24, 1914	Picnic train hits express train near Westport, Conn.	4	50
October 25, 1914	Clit Edge express derailed near Westerly, R. I.	14	14
February 22, 1916	Express and local in collision at Milford, Conn., and freight train runs into wreckage	19	75
		83	539

The Dunn sessions have been suspended until May 25.

## TWO WIDOWS OF SAME MOTORMAN TO RENEW FIGHT

### Compensation Hearing in Shaw Case Is Postponed to April 27.

The hearing on the question of compensation for relatives of Walter M. Shaw has been continued until April 27. Shaw, a conductor for the Connecticut Co., was killed while changing a trolley pole when another car ran into him. Before Compensation Commissioner E. T. Buckingham yesterday lawyers for two women who claim to be widows of Shaw, presented arguments.

Shaw, it is claimed by Attorneys Hubbard & Hall, deserted his wife, Salie, and their two children in Norfolk, Va., on July 5, 1912. On the same day, Nellie Shaw claims he married her in Providence. She is represented by Attorney Murphy of that city.

Attorneys for the Norfolk claimant say Shaw left his family there and went to Boston, afterward going to Providence. During the time he had been gone his wife and the children in Norfolk received support from Shaw's parents. The widow there has made a deposition stating that she believed the aid she received was from her husband. They also claim that Shaw could not have been in Providence on July 5, 1912, as at that time he was just leaving Norfolk and could not have known the Providence woman.

Shaw worked on street cars in Boston and Providence before coming here to work.

## "TIZ" FOR TIRED AND SORE FEET

Use "Tiz" for puffed-up, burning, aching, calloused feet and corns.



Why go limping around with aching, puffed-up feet—feet so tired, chafed, sore and swollen you can hardly get your shoes on or off? Why don't you get a 25-cent box of "Tiz" from the drug store now and gladden your tortured feet? "Tiz" makes your feet glow with comfort, takes down swellings and draws the soreness and misery right out of feet that chafe, smart and burn. "Tiz" instantly stops pain in corns, callouses and bunions. "Tiz" is glorious for tired, aching, sore feet. No more shoe tightness—no more foot torture.

# VON PAPEN INDICTED IN PLOT TO DESTROY THE WELLAND CANAL

## Former Military Aide of German Embassy Here Is Accused With Four Others By Grand Jury Rulings—Woman Said to Be Among Those Charged—Indictment Has No Precedent Here.

New York, April 18.—Capt. Franz von Papen, former military attaché to the German embassy, who was dismissed from this country because of "improper activities in military affairs," was indicted yesterday afternoon by a Federal grand jury on a charge of having engaged in a military enterprise to destroy the Welland canal, a Canadian waterway.

Capt. von Papen is accused in the indictment as having furnished funds for the expedition to Horst von der Goltz, a German spy, and also having supplied to Von der Goltz electric generators, fuses and other wiring. The indictment also charges that he conspired with 200 pounds of dynamite which Capt. Hans Tauscher, Krupp agent in America and husband of Mme. Gadski, is charged with having purchased. Capt. Tauscher was also indicted yesterday, as were eight minor figures.

Only four names out of the five mentioned in the indictment, which was kept sealed, were made public today. It is expected that this defendant will be brought into court today to plead to the indictment and furnish bail. The authorities indicated that this defendant was a person of prominence.

### Indictment Without Precedent.

The indictment of Von Papen is without precedent. It was ordered by the Department of Justice, United States Attorney Marshall said, after a summary of the evidence against Capt. von Papen, Capt. Tauscher and the three other defendants was laid before the attorney-general. Because of the lack of precedent for the indictment the act of the Federal grand jury, of which Boyd Decker is chairman, was regarded as indicating in an emphatic manner the attitude of the administration toward the plotters against neutrality.

According to international law an ambassador, his staff and his servants are entitled to immunity from prosecution for any crimes. "These privileges and immunities," according to the Cyclopaedia of Law and Procedure, "do not expire with the cessation of his functions, but he retains them until he returns to his principal."

The interpretation that Roger B. Wood, Assistant United States Attorney, in charge of the criminal division of the United States department, put upon the international law is that while Capt. von Papen was immune from arrest or prosecution until he returned to Germany, that immunity no longer holds and he would be subject to arrest should he return to this country.

Mr. Wood had charge of the framing of the evidence against the Hamburg-American officials and prosecuted the case. At that time he produced evidence revealing the activities of Capt. Karl Boy-Ed, naval attaché to the German Embassy, in connection with the provisioning of German cruisers in the Atlantic and Pacific Oceans. He showed that Capt. Boy-Ed received and disbursed large amounts of money in accordance with instructions sent by code from Germany.

Mr. Wood has developed the evidence against Capt. Von Papen, Capt. Tauscher, the two minor defendants and the unnamed person. It is regarded as possible that Capt. Von Papen might not have been indicted—the Federal authorities do not expect to try him, for they do not think Germany would return him for that purpose—but not the prosecution against the other defendants been interwoven so inextricably around the former military attaché.

### Letter From Dr. Albert

It was learned yesterday that one of the persons whom Capt. Von Papen visited prior to his departure from this country was Dr. Heinrich F. Albert, privy councillor to the German Embassy and chief fiscal agent of the German Empire in this country. He spent several hours with Dr. Albert at the Hotel Astor.

When Capt. Von Papen's papers were taken from him at Palermo by the English on his return journey there was among them a letter which Dr. Albert had written from San Francisco on learning of the attaché's recall. In that letter he said: "When I think of you and Boy-Ed's departure and that I alone remain behind in New York, I could well, better not."

Earlier in the letter Dr. Albert wrote: "You will receive when in Germany the long intended report of the expenses paid through my account on your behalf. I should be very thankful to you if you would then support the questions of monetary advance which you know of, although I know that I was mistaken in my opinion, that I acted as your representative and according to your wishes."

Mr. Marshall and Mr. Wood both declined to answer questions regarding the name of the fifth persons under indictment. There was a hint that a woman was involved, but it was denied. Only parts of the indictment, which contains five counts, were made public and the part bearing on the fifth defendant was withheld.

The indictment is concerned with the first expedition against the Welland Canal in September, 1914, one year to the month prior to the expedition which Paul Koenig, alleged head of the German spy system in America, is accused of having undertaken. The details were published the time of the arrest of Capt. Tauscher, then named as the director of the enterprise, though not actually participating in it.

The indictment is returned under section 13 of the United States Criminal Statutes, which provides a penalty of \$3,000 fine, three years in prison or both. The law says that whoever within the jurisdiction of the United States begins or sets on foot, provides or prepares the means for a military enterprise against a nation friendly to the United States shall be punished. The first count of the indictment charges the defendants with all four activities and then devotes a count to each activity named in the statute.

"The means provided by the defendants being certain dynamite procured by the defendant Hans Tauscher to be furnished to Franz Hobart Wachendorf (another alias for Bridgman Taylor, alias Horst von der Goltz); to wit, 200 pounds, more or less, of 60 per cent dynamite; six automatic pistols, furnished by the defendant Hans Tauscher to Wachendorf; electric generators, fuses and wires furnished by the defendant Franz von Papen to Wachendorf; and money for the expenses of said military enterprise, furnished by the defendant Franz von Papen."

### Record of Check Payments

It is charged that on September 1, 1914, Capt. von Papen paid to Von der Goltz, \$200 by means of a check on the stub of his check book as paid to Bridgman Taylor. On September 15, 1914, he sent \$200 by means of a draft to a bank in Buffalo to be paid to the Ryan dynamite lawyer and politician of that city, who, without knowing the purpose for which the money was to be used, handed it to Von der Goltz. On September 22, Capt. von Papen drew another check for \$200 which he sent through the same channels.

The indictment also charges that Von der Goltz, Taylor or Wachendorf went to Baltimore on August 26, 1914, "and there arranged for a certain number of subjects of the Emperor of Germany; to wit, five, more or less, to thereafter report to him in the Southern district of New York to take part and aid and assist in carrying out the said military enterprise."

These five are said to have been sailors on the Bavaria, a German ship warped to a pier at Baltimore. The indictment further charges that Capt. Tauscher gave Von der Goltz, a letter, a copy of which is reproduced, by means of which the dynamite was obtained from a ship down the bay.

In accordance with the plans of the conspiracy, it is said, Von der Goltz, Alfred A. Fritzen, Constantine Govani, Carl Fuchandler and Joachim Busse left New York for Buffalo on September 14, 1914. Fritzen and Govani, who was a close associate of Von der Goltz, are named as defendants in the indictment, along with Tauscher, Von Papen and the unnamed person five in all.

The Grand Jury has had the evidence under consideration for two days. It is expected that the defendants who have been arrested will be arraigned today. Fritzen and Govani are at large. Govani is believed to have left the country, but the authorities are close on the trail of Fritzen.

It has been charged that Capt. Von Papen supplied the funds for Werner van Horn, who attempted to blow up the international bridge in Maine; that he financed operations from the Pacific coast against railroads and railroad bridges in Canada and that he was behind other violations of neutrality.

## CONVICT AVERS HE HELPED BURY DOROTHY ARNOLD

New York, April 18.—Relatives and friends of Dorothy Arnold found little hope or comfort in the story of Edward Glennorris, a state convict at Cranston, R. I., purporting to solve the mystery of Miss Arnold's disappearance.

It is reported that five years ago Glennorris said that the missing girl was buried in the cellar of a house outside West Point, N. Y., where she died in December, 1910, after being brought there in an unconscious condition from New Rochelle, N. Y. He said that he helped bury her body.

The members of the Arnold family and the attorney whom they have employed to run down hundreds of false clues, united in disbelief of the convict's story. The attorney today pointed out several reasons why he believed the latest clue was not worth investigating.

## MODERN MFG. CO. ORGANIZING HERE

The Modern Manufacturing Co. of Bridgeport has organized. The officers are: President and treasurer, Frank E. Seeley; vice president, William J. Batley; secretary, Claude Herman. The capital stock authorized is \$4,000, divided into 40 shares of common stock, par value \$100. The full amount of capital has been paid in cash.

Friends of Miss Elizabeth McNamara of 184 Ferris street will be glad to know that she has returned to her position at the Crane Co. She had been incapacitated by a broken leg.

The first North river shad of the season was caught at Dobbs Ferry, N. Y.

## CONSTIPATION RELIEVED

Be free from constipation and all the ills that attend it. Go to your drugist and get a bottle of Leonard's Liver-Aid, the delicious liver remedy that relieves you of constipation, indigestion, stomach and bowel trouble, it never grips or causes your system to be upset, like calomel and other dangerous drugs. Leonard's Liver-Aid offers quick relief for biliousness, headache, constipation, indigestion, flatulency, pain, belching, dyspepsia, chills, fever and all the ills that come from a disordered liver. Tones up your system, improves your vitality and energy. 50c at your drugist's, or Hindle's Drug Stores, 257 Main street and 906 Main street.—ADY.

# Does the Business Man Prefer to be Flattered—or Reasoned With?

Some motor truck salesmen have always had a great deal to say about the impression made on the business man when the staff engineer, the sales-manager and the higher officials of a truck concern visit him to plot out his transportation system and sell him the equipment.

It is, we suppose, a tribute to his standing as a prospective customer.

There are doubtless, in every community, men who are impressed by the treating of a homely, practical subject in the terms of abstract technicality coupled with the language of large affairs.

But we seldom see this type of buyer in daily life, and we prefer to believe that when it comes to a hand to hand fight with extravagance and waste—this element of personal salesmanship drops to the ground.

Our experience is that more and more of the business men of this country are relying on the good, old-fashioned method of getting down to cases.

Motor truck designing is simply everyday common-sense applied with special knowledge to special problems.

The engineer uses exactly the same methods in solving his problems that the common man does in attacking the common problems of life.

The thing that makes a man a great engineer is his ability to apply common-sense to the logic of events.

The far-seeing engineer is likely to find himself ahead of the times—until the facts get around—then he finds that the thing he has achieved is just anticipating enlightened public opinion.

Big business had been using Riker Trucks when the war broke out.

The record of the Riker Truck in nineteen months of war, not only proved that big business was right in selecting the Riker Truck—but that A. L. Riker, in the design of his truck and

selection of materials, had provided for every unforeseen strain hard service could impose on a motor truck.

The Riker Truck is designed by A. L. Riker, Vice-President and Chief Engineer of the Locomobile Company of America, makers of the Riker Truck.

Note the details of design:—

The engine has a longer stroke than any other three-ton truck built. It has a small bore. This means higher efficiency—less consumption of fuel and oil.

Cylinders are cast in pairs—no intricate castings. Greater bearing area. Less wear and tear.

Five main shaft bearings instead of the ordinary three—which means less strain on each bearing and a longer life.

The drive is of the worm type, the most advanced type of drive today.

The frame is special pressed steel design. The material chrome nickel steel, heat treated, with a tensile strength approximately 140,000 pounds. It costs four times as much as the structural steel ordinarily, but it is four times as strong and it reduces repair bills.

The engine bed is Government Specification bronze instead of ordinary aluminum.

The springs are silicon manganese steel.

The transmission gears, the propeller shaft, the driving axle are all chrome nickel steel.

The Riker Truck is the best built truck in America.

Any business man who feels himself rather at loss in considering motor trucks and their engineering features should come to our Main Offices in this city, and see how common-sense and high regard for quality have solved the truck problems of the American business world.

LOCOMOBILE COMPANY OF AMERICA  
SEASIDE PARK  
BRIDGEPORT, CONN.

## Fairfield Bonds For Relieving Its Debt

(Special to The Farmer)  
Fairfield, April 15.—At a special meeting of the voters of the town, held last evening, it was voted to absorb the floating indebtedness of the town by issuing \$100,000 worth of bonds. This will approximately cover the floating indebtedness of the town,

## ODD FELLOWS FROM NORWALK TO VISIT ADELPHIAN LODGE

Adelphian lodge, No. 80, I. O. O. F., will receive a fraternal visit from Butler lodge, No. 27, of Norwalk, on Wednesday, April 19, for which they will occupy the second degree. All Odd Fellows in the city are invited to attend this meeting.