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PRICE TWO CENTS

CAPTAIN AND CREW OF 1,000 ARE LOST ON "QUEEN MARY," SHOW SHIP OF ENGLAND; GERMAN ADMIRALTY ADMITS LOSS OF DREADNAUGHT

SIMON LAKE'S SALVAGE SCHEMES TO BE USED BY RICH NEW CORPORATION

Recovery of Sunken Treasure Aboard Lost Merchantmen Among the Objects of Enterprise Which Will Develop Use of Lake and Robinson's Patented Devices.

Not Beyond Human Possibility that the Lusitania's Cargo May Be Brought to Surface Through Mechanical Devices Perfected by Pioneer of Submarine Invention and his Associates

With the formation of a \$3,500,000 Connecticut corporation the stock of which is said to have been totally subscribed and which is reported to hold contracts with foreign governments to build submarine wrecking boats capable of locating and salvaging sunken liners and warships, the idea that impelled Simon Lake to the development of the submarine promise to be fulfilled.

The Argonaut Salvage corporation of Milford, yesterday filed with the secretary of state a certificate of incorporation. The capital stock is \$3,500,000, divided into 10,000 shares of common and \$25,000 of preferred—the latter to yield dividends of not less than 7 per cent.

The incorporators, as shown in the certificate, are John G. Hoffman of New York, Carl P. Ford of Milford, and R. J. Oliver of Woodmont, Conn. These incorporators are admitted to be representatives of large financial interests.

It is stated on the authority of both Simon Lake and Attorney Carl Foster, who drew the papers, that the incorporation is not of the stock-jobbing character, as the stock already has been fully subscribed and preparations for immediate work have begun. The corporation fee, paid to the state yesterday, was \$1,750.

The purposes of the corporation, as outlined in the incorporation certificate, are extremely broad, giving the new company right to salvage boats, steamships, vessels and cargoes, search for and locate sunken or stranded wrecks, to reconstruct wrecks of any kind, to build, make, repair, operate and maintain, buy, sell and deal in boats, submarines, and cargoes and to operate patents or any interest therein granted by any government, as well as to own, lease, operate, etc., lands, docks, lighthouses, etc.

Simon Lake, when reached by telephone at his Milford home today, admitted knowledge of the company which has already secured rights to the use of his submarine engineering patents.

"The new company is to build and operate submarine salvage boats rather than the offensive submarine," said Mr. Lake. "While I am not in a position to disclose the plans of the corporation, I may say that the present incorporators merely acted as representatives for much larger interests whose financial stability is unquestioned."

Mr. Lake refused to deny or affirm that his interests in the company included more than such patent rights as he has granted the new concern.

When asked if his recent purchases along the Housatonic river in Stratford would be used as the base for a submarine plant, he also refused to deny or affirm that such was the case, though tacitly admitting that the site had been considered.

A significant fact in connection with the incorporation is that Attorney Carl Foster, who has always represented Mr. Lake in his legal and financial transactions, as well as appearing as attorney for incorporators for other large concerns of which the Bridgeport Projecting Co. is among the latest local enterprises, drew the papers of incorporation which give such wide scope to operations.

Mr. Foster when questioned at his office refused to admit the identity of the interests behind the company other than to confirm the statement made by Mr. Lake that the real interests were not revealed in the list of incorporators.

Persons in this city well acquainted with submarine engineering feats assert that the number of vessels sunk abroad in comparatively shallow water has astounded all nations, and particularly those involved as belligerents. Agents of foreign governments, covetous of the ships and cargoes of opponents, are known to have offered fabulous sums to salvage concerns for the recovery of wrecks or cargoes. Likewise large marine interests have been anxious to recover the millions of dollars worth of prop-

RIBBON FACTORY STRIKERS EXPECT END OF TROUBLES

Girls in Meeting Voice Objection to Rearrangement of Working Schedule.

Speedy adjustment of the strike at the Union Ribbon factory was expected today at the meeting held by the 23 girls who walked out Thursday. As many other classes of work depend for "feeding" upon the winders, it is thought the strike will seriously interfere with the conduct of the factory.

According to the girls Supt. William Lockwood asked them last night to return to their jobs this morning, saying, "We'll need you" but the girls will hold out, they say. They issued the following statement today: "The company has been trying to install a bonus system in which the girls would have to do 12 hours work in nine hours, which meant a cut of three cents per hundred. The girls refused, as they thought the work was hard enough and asked more wages. The superintendent admitted it is the hardest and dirtiest work and yet is the poorest paid job in the factory."

The strikers are engaged at winding ribbon, which, because of the dye, requires all their hands to be bound in tape and covered by gloves. Another meeting will be held Monday.

GET OTHER JOBS
Machinists of the Automatic Machine Co., who went on strike several weeks ago, have obtained jobs in other plants for the most part, according to reports at union headquarters. Eight have returned to the factory.

WEAVERS TO RETURN
Stonington, Conn., June 3—The weavers of the American Velvet company who struck on Thursday demanding a ten per cent increase in wages, at a meeting today accepted the company's offer of a five per cent advance. They will go back to their looms Monday. The strikers number 175 out of a force of between five and six hundred.

SNEAK THIEVES RAID HOUSE ON BUSIEST STREET

Get Trinkets and Money in Daylight Robbery of McLoughlin Home.

Sneak thieves entering the home of Mrs. J. McLoughlin at 79 1/2 Main St., between 11 o'clock yesterday morning and 1 o'clock yesterday afternoon ransacked a bureau in Mrs. McLoughlin's bedroom and made off with a solid gold watch bearing the inscription, "M. McL." a solid gold pin, a wedding ring, a chamois bag containing \$19 in bills, three children's banks containing \$12 and a tin box containing several bank books, insurance papers and two deeds to lots at Pinhurst-by-the-Sea, Long Island.

The robbery was reported to the detective department today and is being investigated. It is believed that entrance to the house was made with a key as Mrs. McLoughlin says that a number of her roomers when leaving have failed to return the keys.

At the time the robbery occurred, Mrs. McLoughlin and a boarder were the only persons in the house. Mrs. McLoughlin was busy with her housework while the boarder was sleeping in his room as he is employed nights at the Arms company. Two weeks ago his room was entered and \$40 taken.

BICYCLIST RECOVERING FROM COLLISION WITH AUTOMOBILE

James L. Tarilla, 27 years of age, of 48 Goodsell street, who suffered scalp lacerations last evening when he rode his bicycle into an automobile, is resting comfortably at St. Vincent's hospital today. He will be discharged as soon as he has recovered from the shock. The accident occurred at Main and Grand streets, but as witnesses stated that the driver of the automobile, Louis H. Lichten, of 955 Madison avenue, was not at fault, the authorities did not hold him.

MRS. DEMARTINO LOSER IN ACTION AGAINST SIEMON

Supreme Court of Errors Sustains Ruling of Superior Court Judge.

CLAIM OUTLAWED, DECISION STATES
Name of Driver a Secret, \$10,000 Suit Was Held Up More Than Year

Carl F. Siemon, president of the Siemon Hard Rubber Corp., need not pay damages to Angele DeMartino of Stamford, whose husband was killed by Siemon's automobile in 1910. The supreme court of errors handed down a decision today upholding the superior court's ruling in favor of Siemon.

When Mrs. Martino brought suit for \$10,000 against Siemon, counsel for the manufacturer filed a demurrer on the ground that the action was outlawed by the statute of limitations. This statute provides that suits of this kind must be brought within one year of the time of the accident. This suit was not filed until long after the time limit had expired.

Counsel for Mrs. DeMartino contended the suit could not have been brought before because Siemon concealed the fact that he owned the car which struck John DeMartino. As soon as Siemon's identity was learned the action was brought and Judge Gager of the superior court ruled that according to law he could do nothing but sustain the demurrer.

Siemon's lawyers paid Mrs. DeMartino \$1,000 several years ago, before the action was disclosed in connection with the fatality.

MIDNIGHT LEGAL BATTLE STAGED IN CITY STREETS

Dr. Schwartz, Estranged from Mother Because of Marriage, in New Tangle.

Scratched windows, torn curtains, signs up and down and furniture topsy-turvy are the remains today of the once immaculate dental offices of Dr. Jacob Schwartz in the United building at Fairfield avenue and Main street.

Following close upon the heels of romance and litigation, one of the most unique legal battles that has had its place in the street was precipitated at midnight when Dr. Schwartz attempted to move his equipment from the building.

As a result of the attempted furniture removal, suit for \$400 for damages and back rentals was instituted by Mrs. Emma Schwartz, of Yonkers, N. Y., the dentist's mother and in the absence of regularly appointed deputy sheriffs the statutory provision for deputy sheriff substitution of an indifferent person was invoked for the first time in many years by Attorney Theodore Steiner, attorney for Mrs. Schwartz.

In this connection Howard K. McLean, a wine clerk in the Seaside Hotel, owned by his father, Charles H. McLean, was taken from the street where he had been a spectator of the unusual sight, and was made a deputy sheriff under oath of office for only two hours after which he was replaced by Deputy Sheriff Robert F. Nichols, who was delayed in arriving at the scene.

Under the impressed service of McLean the removal was stopped and the furniture reconvoyed to the office under attachment. Discovery that the lettering on the windows had been scratched, that curtains had been torn and that plumbing fixtures had threats of criminal prosecution against Dr. Schwartz today.

It is known that the summary process suit for eviction of Dr. Schwartz from the building was settled Friday when Judge Wilder signed an order of judgment by consent of counsel in which Dr. Schwartz acquiesced to removal.

The incidents of last night are said to have developed as the result of his marriage to Miss Lillian Graves, daughter of the Fairfield avenue jeweler. Dr. Schwartz, in a statement, asserted that his mother was angered because no dowry had been received through the alliance. The matter has been in the courts for nearly a month.

THE WEATHER
Weather: Showers, followed by clearing tonight; Sunday fair.

FULL GERMAN HIGH SEA FLEET IN BIG CONFLICT; ALL BERLIN REJOICING

Berlin, June 3.—(By wireless from a staff correspondent of the Associated Press, via Sayville.)—The first naval battle on a grand scale during the present war has been attended by results which, according to information received here, are highly satisfactory to the Germans, not only in respect of the comparative losses of the two fleets but in the fact that the Germans maintained the field after the battle. This is shown, German commentators assert, by the rescue of British survivors.

The full German high sea fleet was engaged, under personal command of Vice-Admiral Scheer, the energetic German commander who succeeded Admiral Von Fohl. The British fleet is now estimated at approximately twice as strong in guns and ships as that under Admiral Scheer.

Detailed reports have not yet been received but the main engagement apparently occurred about 125 miles south-southwest of the southern extremity of Norway and 150 miles off the Danish coast. The battle was divided into two sections. The day engagement began at 1 o'clock in the afternoon and continued until darkness, or about 9 o'clock. This was followed by a series of separate engagements through the night.

The exact ranges and courses of the day fight have not been ascertained. It is assumed the ranges of the day engagement were not extreme, possibly at a distance of about eight miles, as the weather was hazy.

The German torpedo boats and destroyers were more effective than the

LONDON CHEERS WOUNDED SURVIVORS ARRIVING FROM BIG BATTLE IN NORTH SEA

London, June 3—Wounded men from the North Sea battle reached London this morning. They were quickly removed to hospitals or their homes. The public was prohibited from talking to the men, but crowds gathered in the barriers at the railway station, cheering them.

There is no estimate of the number of wounded, but it is feared that the loss will exceed 5,000 officers and men, including the whole crew of the Queen Mary.

There is no news of the crews of other ships lost but the Germans report that they picked up some and a few have arrived at neutral ports.

CLOSE RANGE IN BATTLE BECAUSE OF HEAVY HAZE

London, June 3—Official accounts of the North Sea battle are framed in terms so general that no accurate idea of the tactics employed can be gathered. Naval experts comment in restrained manner on the probabilities of this greatest naval battle since the war began. The main outline of operations seems to be as follows:

The action took place off the coast of Jutland, between Skagerak and Horn's Reef, some 20 miles due west of Esbjerg, Denmark. Therefore, it would appear that the German battle fleet came out from Wilhelmshaven and not from Kiel.

The strength of the Germans is not stated but it is assumed that the main high sea fleet was 60, including battleships, battle cruisers, light cruisers and destroyers. The strength of the British force has not been made known, although it is ascertained there were present the battle cruiser squadron, four battleships, some armed cruisers, several light cruisers and a force of destroyers. It was this fleet that first engaged the German high sea fleet.

The weather was thick and the range of vision was perhaps not more than six miles. Therefore, the action was fought at short range, in which both the main and secondary armaments were brought to bear. The German battleships mount very powerful secondary armament so that the British battle cruisers were exposed at short range to a tremendous fire, three of them being destroyed.

Only Few Arc Saved
London, June 3—An official statement given out today shows that, with a few exceptions all the officers on the Invincible, Queen Mary, Indefatigable, Defense and Black Prince were lost, all the officers of the Warrior except one were saved.

New stock issues, without permission of the Minister of Finance, have been prohibited by the French Senate.

Casualties on Both Sides in Greatest Naval Battle in History Will Total More than 10,000 Men, Is Belief—England Reports Two Dreadnaughts Safe, Though Disabled by Torpedoes and Gunfire—Berlin Statement Says First Line Battleship Westfalen Has Been Sunk—Survivors Cheered as They Are Brought to Hospitals in London—General Rejoicing Marks News in Berlin.

British claim that 20 German torpedo boats were sunk during battle, with heavy loss of life. Berlin admits loss of battleship Westfalen, 18,600 tons, says report to London.

Capt. Prowse and entire complement of 1,000 men lost on battle cruiser Queen Mary, show ship of British navy.

British casualties will number 5,000 more; German dead estimated at between 2,000 and 3,000.

Two Zeppelins, assisting in attack on British fleet, are reported destroyed off Danish coast.

British destroyed Shark added to official list of vessels lost. Most of crew were killed.

British losses are placed at 14 ships in London; same statement puts German losses at 11 vessels.

German losses admitted in Berlin are but two battleships, two cruisers and "several torpedo boats"; Berlin estimates British losses at fifteen or more ships of all classes.

London, June 3—The British Admiralty stated today that the battleship Marlborough was hit by a torpedo but was towed safely to port. The dreadnaught Warspite was damaged by gunfire, the Admiralty adds, but escaped torpedoes.

All On Board Queen Mary Lost
The Admiralty received a report today to the effect that Captain Prowse, commander of the Queen Mary, and the entire personnel of that battle cruiser, were lost.

Two Zeppelins Are Destroyed
Esbjerg, Denmark, June 3—Two Zeppelin dirigible balloons are reported by fishermen returning to port today to have been destroyed. On one airship all the members of the crew are said to have perished.

The Avis Lambig states that fishermen arriving this afternoon report that yesterday they saw a Zeppelin in flames as the result of gunfire and that the air vessel was destroyed at a point forty miles off the Thyborol and the entire crew perished. The Ekstrablatt says fishermen arriving at Ringkjobing say they saw another Zeppelin destroyed some miles from these waters.

Loss of Westfalen Admitted
London, June 3—The German Admiralty admits the loss of the dreadnaught Westfalen, according to a wireless despatch received here today from Berlin. The Westfalen displaced 18,602 tons. The Westfalen cost approximately \$10,000,000.

Twenty Torpedo Boats Missing
London, June 3—According to a despatch received here today the survivors of the German torpedo boat V-28 said they believed 20 German torpedo boats were destroyed.

BRITISH CASUALTIES TO TOTAL MORE THAN 5,000, IS ESTIMATE IN ENGLAND

Potsdam, Eng., June 3.—All last night crowds of anxious people besieged the dockyards and newspaper offices here for news of relatives and friends who were among the crews of British vessels sunk in the North Sea battle, six of the ill-fated ships—Queen Mary, Invincible, Black Prince, Fortune, Sparrowhawk and Ardent—having belonged to this port.

According to estimates made here, which in the absence of official figures can only be conjectural, the British losses in men must be somewhere in the neighborhood of 5,000. It is similarly estimated that the German losses were at least between 2,000 and 3,000.

No attempt is made here to minimize the seriousness of the British losses in ships and men, and that according to present information the German fleet had the best of the action.

Pathetic scenes were witnessed at the dockyards and the newspaper offices where stricken families pleaded for some word of hope concerning the men who, it was feared, had gone down with the ships.

U. S. MAY BUILD ZEPPELIN TYPE AERIAL SCOUTS

Washington, June 3—Construction by the navy department of dirigibles of the Zeppelin type may be recommended by Secretary Daniels in the near future as a result of the North Sea battle and the slowness of commercial development of such construction in this country. Naval officers here agreed today that the details thus far received of the battle pointed to the superior scouting ability of the German fleet through its Zeppelins as a factor which helped to inflict heavy losses upon the British.

Gold coin to the amount of \$200,000 was withdrawn from the New York Sub-Treasury for shipment to Cuba.