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RUMANIANS ENGAGED IN TERRIFIC STRUGGLE WITH AUSTRIANS PEACE NEGOTIATIONS ENDED, WILSON ASKS LEGISLATION TO PREVENT RAILWAY STRIKE

RUMANIAN RULER CALLS OUT ENTIRE ARMY FOR SERVICE

General Mobilization is Ordered Amid Great Enthusiasm—Rumanian and Austrian Armies Meet in Mighty Struggle at Border Line—Germany Expects Greece Will Next Enter War on the Side of the Allies.

Bucharest, Aug. 29—King Ferdinand has ordered the general mobilization of the Rumanian army. Great enthusiasm prevails in the capital.

Desperate Fighting on Border

London, Aug. 29—Desperate fighting on the border between Rumania and Hungary is reported in an Exchange telegraph despatch from Berne, Switzerland. The Rumanians, the message says, are making furious efforts to capture the important mountain passes.

Rumanians Join With Russians

Zurich, Aug. 29—Rumanian troops which had been concentrated at Jassy, near the Russian frontier, entered Transylvania at a point to the west of Piatra and, according to information received, are reported to have joined forces with Russian troops coming from Bukovina.

Germany Expects Entry of Greece

London, Aug. 29—An Exchange Telegraph despatch from The Hague says that Germany is making preparations for eventual entry of Greece into the war, which German circles regard as a possible outcome of the situation.

A number of Greeks departed from Germany in the last few days and tomorrow the Greek minister in Berlin is to be received by Chancellor Von Bethmann-Hollweg.

Paris Says Bulgaria Won't Act

Paris, Aug. 29—The Bucharest correspondent of the Petit Journal telegraphs that he is informed that Bulgaria has decided not to declare war on Rumania even though that country permits the passage through it of Russian troops.

Austro-Hungarian minister to Rumania, after a meeting of the Rumanian Crown council at which it was decided to declare war. Summarized.

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ATTACKED AS BIASED, JUDGE PUTNAM QUILTS B. & M. RECEIVER SUIT

Boston, Aug. 29—After allowing an order for temporary receivership for the Boston & Maine Railroad, under which he named President James H. Hustis for the office, United States Circuit Judge William L. Putnam today withdrew from the case because of a bill which, he stated, attacked the integrity of the court.

This bill, which was filed by Asa P. French, counsel for Grannis B. Streeter, a minority stockholder, asserted that Judge Putnam, because of his personal relations with directors of the road, was unfit to sit in the receivership proceedings. Judge Putnam ordered the bill sent to the federal district attorney, with directions that it be placed before the grand jury for investigation.

This unexpected development followed the court's ruling that the Boston & Maine's minority stockholder association was not entitled to intervene in the case which was based on a petition of the Inter-Continental Rubber Co., of New Jersey, a note-holder of the road, receivership.

After Boyd B. Jones, counsel for the petitioner, had explained that the petition for a receiver was brought through arrangements with the directors of the road, Mr. French charged that this was an admission of collusion and of breach of trust to stockholders. He asked for dismissal of the petition on these grounds. At this point Judge Putnam said: "You may be right about the existence of collusion but I should wait to send that phase by a master. I cannot allow intervention in this case which is solely between the complainant and the corporation."

The court gave counsel permission to make a general statement, if he desired. Instead, Mr. French introduced what he termed an "affidavit of bias" which he claimed had been filed with

the clerk of court who had refused to accept it by the court's order. This affidavit asserted "that the principle and basic issue of fact in controversy involved the integrity and fidelity to their trust of a majority of the board of directors of the road and whether they had improperly and unlawfully conspired with the complainant in violation of duty to the stockholders in an attempt to force a receivership."

Continuing the affidavit said that while sharing "the confidence of the public generally in the integrity, learning and impartiality" of Judge Putnam, the affiant was informed and believed that the personal relations of Judge Putnam with the directors, or some of them, were so close and friendly that he could not help entering a personal bias in favor of the directors and a corresponding prejudice against the contention of the minority stockholders.

To this affidavit was attached a formal certification by Counsel French that it was "made in good faith."

Judge Putnam, plainly moved by the reading of the complaint, said that while he did not then regard himself as disqualified to sit in the case by the papers filed he did not propose to sit while they were a matter of record. He told Attorney French he would order the papers sent to the district attorney if they were allowed to stand in the court records.

After a brief recess, during which he conferred with associate counsel, Mr. French returned to inform the court that the papers having been entered, would not be withdrawn.

RUNAWAY AUTO TRUCK WRECKS 2-STORY HOUSE

Loaded With Cement, Vehicle Plunges Backward Down Golden Hill St.

PUSHES FURNITURE TO ROOMS IN REAR

Workman Jumps In Time to Avoid Being Caught Amid Debris.

The two-story home of Alexander Gottlieb, 159 Golden Hill street, was wrecked when a five-ton automobile truck heavily loaded with cement, unexpectedly started moving backward this morning.

Frederick Smith, colored, an employee of the Platt Co., a trucking concern on State street, owner of the big automobile, had a narrow escape from death as he jumped when the load struck and went through the front of the two-story and basement building.

In addition to the house front, joists and walls which were carried away, furniture in the front parlor of Mr. Gottlieb's residence was hurled about the room and it is asserted that had it not been for a two-foot stone abutment wall at the base of the sidewalk the truck would have gone entirely through the house. The family who were at Walnut Beach on a vacation, will return to find that the entire front of their residence will have to be rebuilt. A peculiar feature is that the truck was undamaged, though more than a ton of cement destined for the new court house was spilled from barrels upon the sidewalk, many of them rolling considerable distance down the hill to the peril of pedestrians at Main and Golden Hill streets.

The accident occurred when Louis Wrabel, chauffeur of the truck, which had climbed the hill and stood blocked with bricks, in front of the new courthouse extension, went inside the building. Smith was near the tail-end of the truck when there was a sudden lurch and the truck began to gain headway backwards. Its rear wheels lifted the curb as Smith jumped and sprawled uninjured in the street. There was a crunching sound and an impact, following which barrels of cement began rolling down Golden Hill.

Investigation disclosed that the rear end of the truck had carried away window frames, sheathing, joists and interior walls of the house. A davenport against the front wall of the parlor was thrown to the rear of the house.

The truck was moved forward under its own power.

HOTEL OWNER DESERTS WIFE AND CHILDREN

Harriet S. Hotchkiss Sues
Husband For Support of
Self and Babes.

Action begun today by Harriet S. Hotchkiss in the superior court in behalf of herself and two minor children discloses that Sanford L. Hotchkiss, a wealthy hotel owner of this city, general agent of the Prudential Casualty Co. with offices at 66 Cannon street, and prominent resident of Milford, has abandoned his wife and children.

Though the circumstances attending the desertion are not set forth in the papers with the clerk today the complaint recites that Mrs. Hotchkiss's maiden name was Sanford, that they were married on October 27, 1903, and that she and her children were deserted and abandoned on December 13, 1915. As a result she is now unable to support herself and her children.

Individual complaint with petition to the court for a reasonable sum for education of the children and support for all is made in her name and those of her children: Sanford Louis Hotchkiss, Jr., aged six, of Milford and Sara Sanford Hotchkiss, aged 11, of Milford.

Affidavits are submitted to show that Sanford L. Hotchkiss, the defendant, owns a one-sixth interest in the Atlantic hotel, Bridgeport, an undivided one-half interest in the Union hotel, Bridgeport, and an undivided one-quarter interest in property at Golden Hill and Water streets, formerly the J. T. Shelton property. He also owns 35 shares of common stock in the Smith-Comstock Co., of Bridgeport.

THE WEATHER

Forecast: Fair and slightly warmer tonight; Wednesday increasing cloudiness and showers.

SIX CHANGES ARE PLANNED FOR CHARTER

Welfare Building Plans of Charities and Health Boards Are At Variance With the Existing Charter Duties of Commissions.

Site For New Building Agreed Upon is Said to Be Near Main Street North of Fairfield Avenue—Health Board to Have Most of Building.

Five, possibly six, charter changes will have to be made before the charities and health departments can be reorganized into a public welfare department, and some of the functions of the charities department transferred to the other, it was learned yesterday afternoon at a meeting of the charities commissioners.

In executive session the commissioners discussed plans for the proposed building that will house both charities and health departments. It was finally decided that the charities department would need only about one-third of the new structure.

It will be built somewhere north of Fairfield avenue, on or near Main street. It was estimated that the cost will be about \$125,000, and the commissioners do not know where they're going to get \$75,000 of this. All the medical and surgical branches of the charities department will be transferred to the health department, it was decided, with the exception of one city physician, Dr. F. P. Carroll, whose duty it is to visit patients at Hillside home, will be retained as a member of the staff of the charities department, but the other city physicians, the emergency hospital surgeons, clinical workers and others will be transferred to the health department. When physicians are needed for the poor, it is expected they may be obtained from the health department.

To do this, it was found, about half a dozen charter changes will be necessary. Mayor Wilson is planning for referendums to the people.

"This building has to be built pretty quickly," said President Behrens of the board of charities.

However, he pointed out that it will require travel and study, consuming possibly a month before Architect Leonard Ashelm can make his plans. Accordingly, a committee consisting of President Behrens of the board of charities; President Stevens of the board of health, and Mayor Wilson, was appointed to accompany the architect while he studies up-to-date structures. The committee members were given the power to name substitutes.

It is expected that the committee will have to travel in the Middle West, as there are few buildings in the East after which they care to pattern.

Discussion of the site led to the belief that a place considerably north of Fairfield avenue is desired. It was shown that the growth of the city tends that way and the bridges from East Bridgeport will bring a large number of persons into that section of the city.

HEAD OF HOLY GHOST SISTERS RECOVERING FROM TYPHOID FEVER

Mother Mary, head of the Sisters of the Holy Ghost in this city, is reported slightly improved today at St. Vincent's hospital where she has been ill of typhoid fever. Mother Mary was stricken three weeks ago and was removed to the hospital a week ago.

The Sisters of the Holy Ghost, an order exiled from France, have a convent on Milne street. They came to the city about 12 years ago and their work is among the poor of the city. Mother Mary has been head of the local band for a little more than a year.

AUTO AND TROLLEY COLLIDE

In a collision between a trolley car and an automobile at State and Main streets about 8 o'clock last night, the automobile owned and driven by T. G. Funkie of 55 Washington place, was greatly damaged, but none of the occupants was hurt. The trolley and automobile were turning the corner going in opposite directions when the automobile crashed into the trolley.

SEEK EXPERT TO MANAGE HOUSING FIRM'S VENTURE

Desirable Men Want Great Salaries, Investigators Learn on Inquiry.

CITY PLANNER NOLEN NOT AFTER POSITION

Directors of Plan to Allow Rental As Well As Purchase of Homes.

The Bridgeport Housing Co. will not be restricted to building houses for sale but probably will rent as well, if the plans of some of its directors are carried out. Nor will any faction dominate its finances if such a contingency can be avoided.

These facts became known today when one of the prominent members of the advisory board disclosed the fact that besides seeking one of the best known builders of communities in the country to assume general supervision of the financing, selection of sites, building and administration of the properties, full details of the financial plans had not been completed by those in charge of that work.

It is likely that common stock will be issued, rather than bonds which would be first and second mortgages on the property and more easily acquired for purposes of individual control.

It also appears likely that the first steps in the building operations will be to erect a large group of houses upon the acreage purchase plan and subdivide into lots. A division of opinion among the directors as to the advisability of renting or selling the first installment has been discussed.

It is conceded by all in private conference that the chief aim is to relieve congestion in this city. Co-operative community plans have been discussed but in some sections of the directors it is thought that they have been unsatisfactory from a financial standpoint though extremely

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WEALTHY MEN'S CLUB DECLINING THROUGH NEGLECT

Receivership For Exclusive
Ridgefield Country Club
Confirmed.

In a special session of the civil superior court for Fairfield county, held this morning, Judge Webb confirmed the appointment of Webster J. Davis of Ridgefield as receiver for the exclusive Ridgefield Country Club.

The request previously submitted to Judge Bennett and which was to have been heard before Judge Curtis, unavoidably detained from sitting, was made to the court by a coterie of New York's best known society men, polo and golf players, because it was feared that, through a failure of the club's board of governors to meet for nearly three years, there would be a great waste of funds. One officer, the treasurer, directs the club.

In confirming the receivership under a bond of \$1,000, Judge Webb also appointed George B. Clark and Chas. F. Hoyt of Ridgefield, appraisers. The complainants, all of whom live in Ridgefield and most of whom are wealthy New York residents, are: Charles A. Hamilton, Samuel Keeler, Albert H. Storor, N. H. Schaffer, Millet B. Cary, J. Orden Weir, Newbold Morris, William S. Hawk, George P. Ingersoll, of New York; Henry H. McHarg of Stamford and Charles S. Rockwell, Meriden.

It is believed that an attempt will be made to avoid threatened foreclosure proceedings against the property and to revive the prestige of the club.

BANDITS IN TEXAS RAID ARE KILLED

El Paso, Aug. 29—A band of Mexicans raided the Big Bend mine near Terlingua, Tex., Monday, and destroyed the mine and machinery. A troop of the Sixth United States cavalry attacked the raiders, it is reported, killed seven and chased the remainder over the border.

President Addresses Joint Session of Congress This Afternoon, After Railway Executives Turn Down His Proposal For Adjustment of Differences—Employes Reject Counter Proposition Offered by Presidents and Order That Strike Be Effective Labor Day Morning, Unless Settlement Satisfactory to the Men is Accomplished.

DEVELOPMENTS OF THE DAY IN RAILWAY STRIKE CRISIS

Negotiations between the railroads and the brotherhoods through President Wilson were definitely broken off.

The brotherhood leaders definitely ordered the strike to begin at 7 a. m. Labor Day unless the order is countermanded and declared that only a settlement favorable to the men could change it.

President Wilson prepared to go before Congress in joint session with the proposals for new laws to prevent the strike. The latest authentic outline of the proposals is as follows:

- 1—Increase of the interstate commerce commission from seven to nine members.
- 2—An eight hour law for railroad employes in actual interstate transportation.
- 3—To empower the federal board of mediation to fully investigate operation of an eight hour day on railroads.
- 4—To empower the interstate commerce commission to consider the eight hour day in connection with making rates.
- 5—A measure similar to the Cannon industrial disputes act, for an investigation of all disputes between railroads and their employes.
- 6—A measure empowering the President to operate trains with the primary object of providing the American troops on the Mexican border with food.

Washington, Aug. 29—While President Wilson was announcing that he would lay the railway strike situation before Congress at 2:30 o'clock today, the brotherhood leaders rejected the latest proposition of the committee of railway presidents and actually ordered the strike to begin at 7 a. m., Labor Day, unless a settlement satisfactory to them is reached in the meantime.

Their previous order for the strike was tentative and required a secret signal to put it into effect. Unless a settlement satisfactory to the labor leaders is reached before that time or unless President Wilson and Congress find some way to prevent it, the strike would start Labor Day without further notice.

Out to Avoid Legal Restraint

The action of the labor leaders today admittedly was taken in the belief that means were being sought to prevent the strike actually being called.

By their action they believe they have anticipated any legal processes which might be brought against them.

President Wilson announced his decision to address Congress in joint session at 2:30 o'clock soon after the decision of the labor leaders became known.

Railroad Executives End Negotiations

Direct negotiations between the railroad executives and the employes through President Wilson were closed today when the executives refused to accede to a proposal made to them yesterday by Mr. Wilson and presented to him a statement of their position containing another argument for arbitration.

The statement presented to President Wilson by the committee of eight denies that the judgment of society favors an eight-hour day and declares that arbitration is the only proper way of settling industrial disputes.

Presidents Turn Down Proposal

The suggestion of President Wilson for a proposal including the principle of the eight-hour day but postponing its effectiveness for a year pending investigation, was rejected by the railroad executives at the conference this morning.

The action of the railroad presidents, taken in connection with the strike order of the employes, left President Wilson no alternative but to go to Congress in a final effort to avert the strike by legislation. They were in conference with the President for half an hour.

Brotherhood leaders, it was understood, will fight the compulsory investigation feature of President Wilson's legislative program but support his eight-hour proposal.

Every effort will be made, it was said, to get separate votes on this proposition in Congress and leaders were confident that could be done. A. B. Garretson, spokesman for the men, said:

"The Canadian compulsory investigation has proved the greatest throtle to labor that ever has been devised. Invariably—and I speak from experience—in dealing with railways, the railroad heads have used this delay guaranteed by them by law to prepare for a strike."

"The eight hour day proposal falling to carry, as it will of course, any remedy to wages would not embrace our present demands and not be wholly satisfactory to us. It would have the effect, however, of bringing the unorganized 80 per cent. of railway labor to labor that the railway heads speak so feelingly 'under an eight hour day.' It would be a step in the right direction."

In order to have an effect on the present proposed strike, the President's legislative program would have to pass both houses and become a law before next Monday morning. Once the men have left their trains, compulsory investigation would not affect them, in the opinion of brotherhood officials. The officials declined to discuss this phase of the situation further.

This statement to the public was issued by the committee on railway presidents:

"We are unable, after the most earnest consideration, to agree with the proposal of the President of the United States, which is that we accept 'without arbitration' the substitution of an eight-hour day for the present ten-hour day in all of the existing practices and agreements. This is the main point in controversy and we cannot surrender it without an opportunity to be heard in some form of fair arbitration."

"We do not assent to the statement that 'the eight-hour day now undoubtedly has the sanction of the judgment of society in its favor.' We believe that society has not yet rendered its judgment upon this subject, we accept 'without arbitration' the substitution of an eight-hour day in the industrial world. The difference between

NOTICE

President Wilson's address to Congress today on the Railway strike situation will be found on Page Four of The Farmer.