

Bridgeport Evening Farmer

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WILSON ASKS TRAINMEN TO HALT STRIKE

ZEPPELIN AND AERO ATTACK RUMANIAN CAPITAL, IS REPORT

Bucharest is Shelled by Hostile Air Fleet—Ultimatum to Bulgaria to Evacuate Serbian Towns is Prepared—Teutons Will Withdraw From Large Part of Transylvania, Says Report to Berlin—Heavy Fighting Is In Progress Along Border.

Bucharest, Aug. 30.—Bucharest was bombarded on Monday night by a Zeppelin and an aeroplane.

Rumanian Ultimatum to Bulgaria

London, Aug. 30.—An Exchange Telegraph despatch filed in Athens on Monday, gives a report from Saloniki that Rumania has decided to present an ultimatum to Bulgaria demanding the evacuation of Serbian territory.

Teutons to Abandon Transylvania Soon, Says Berlin Report

Berlin, Aug. 30.—The abandonment of part of the Transylvania to the Rumanians is forecast in despatches from newspaper correspondent at the Austrian army headquarters. Forecasting the strategy on the Rumanian front, the correspondents intimate that the central powers will not attempt to defend the entire border line, owing to its crookedness and to the large number of troops which would be required for the adequate protection of a front half as long as the Rumanian border line. On that account and inasmuch as Rumania and Bulgaria are operating as a unit, the despatches say, it will be advisable to shorten the front by abandonment of certain parts of Transylvania.

Rumanians Reported in Transylvania Now

Paris, Aug. 30.—The Petit Parisien publishes a report today that the Rumanians, having forced their way into Transylvania, have occupied two important cities beyond the mountains.

Cavalry Makes Gain

London, Aug. 30.—"It is persistently rumored here," telegraphs the Central News correspondent at Zurich, Switzerland, "that Rumanian cavalry has crossed the Roubien Pass and is approaching Hermanstadt, Hungary."

Say Austrians Are Holding

Berlin, Aug. 30.—The initial attacks against the Austro-Hungarians on the Rumanian border were everywhere defeated, says the Overseas News Agency. At Voerostroyan an attack was made by two Rumanian battalions.

ALBANIAN TROOPS ARRIVE IN GREECE; WILL JOIN ALLIES

Saloniki, Greece, Aug. 30.—An Albanian contingent is ready to join the combatants of the five allied countries in Macedonia. The Albanians already have disembarked here. They will be commanded by Essad Pasha, chief of the Albanian government, who arrived at Saloniki yesterday.

Macedonian Front Scene of Struggle

Paris, Aug. 30.—Severe fighting is in progress on the Macedonian front. The French gained ground west of the Vardar river. Bulgarian attacks west of Lake Ostrovo were repulsed by the Serbians.

The entente allies bombarded Bulgarian positions on the Struma front and near Lake Doiran. Violent artillery fighting continued in the region of Ostrovo and Vetrnik.

French Launch Attack

Paris, Aug. 30.—The French launched another attack on the Verdun front, east of Fleury, last night, and made further progress, the war office announced today.

RUSSIANS CAPTURE MOUNTAIN

Petrograd, Aug. 30.—The Russians have captured Panker Mountain, in the Carpathians on the Hungarian border, the war office announced today.

Housing Offices In Bank Building

A meeting of the executive board of the Bridgeport Housing Co. was held in the Chamber of Commerce offices today. Following the meeting it was announced that it had been decided to locate the Housing Co. in quarters of their own to be taken in the First-Bridgeport National bank building.

President H. H. DeLoss was authorized to engage a general manager. Several candidates are under present consideration and selection probably will be made before the next meeting of the committee, Friday morning.

STEAM MAIN BURSTS ON WRECKED CRUISER; 20 DIE

Washington, Aug. 30.—One enlisted man was killed, two officers and five men seriously injured and sixty-seven other men slightly hurt aboard the armored cruiser Memphis, in addition to those lost by drowning, when the ship was wrecked in a storm yesterday at San Domingo City. Rear Admiral Pond's despatch today said a steam main burst causing additional casualties.

Admiral Pond said all hands had been removed from the ship, which he previously reported would be a total loss. Today's message did not summarize the total casualties, merely adding "several men missing, believed drowned," to the itemized casualties of the engine accident which occurred while the cruiser was endeavoring to make her way to sea in the face of a sudden storm.

A report last night said 20 men returning to the ship in a motorboat had been lost. Admiral Pond's message follows: "All hands of the Memphis, Captain Beach was the last to leave the ship. When the storm struck steam was up and main engines working, but main steam line burst. Cause unknown. Those near too seriously injured to be questioned. Two officers injured, but will recover. One enlisted man dead, five very seriously injured, five seriously injured and 87 slightly injured, mostly in engineer's force. Several men missing, probably drowned."

Complete muster of the Memphis' crew and a full report on the loss of the cruiser are expected at the navy department today.

The navy tug Potomac, which left San Domingo City for Port Palenque at 1:30 yesterday afternoon, just before the storm broke, is thought to be safe, although there is no word from her. The gunboat Castine, which was in the harbor at San Domingo city, put to sea when the storm broke and still is out of the harbor. She

lost all but one of her boats and had her steering gear disabled, but the ship is under control, according to despatches.

The sea was perfectly smooth in the harbor until after 3 o'clock p. m., when the storm suddenly broke and the heavy seas drove the Memphis ashore at 4:30 p. m.

Santo Domingo, Dominican Republic, Aug. 30.—The United States cruiser Memphis is still on the rocks of the outer harbor and is in a dangerous position. An explosion in the boiler room resulted in a large number of casualties. It is feared the loss of life is heavy.

Rear Admiral Pond was ashore at the time of the explosion. The weather continues very bad.

BULGARIANS OCCUPY BIG GREEK POST

Fortified City of Drama is Captured After a Battle During Which Many of Garrison Are Taken Prisoner.

Paris, Aug. 30.—The city of Drama, in northeastern Greece, has been seized by Bulgarians after a battle with the Greek garrison, telegraphs the Athens correspondent of the Matin.

The despatch says that the Bulgarians captured three forts and took prisoner the Greek garrison of 120 men and that a number of soldiers were killed in the fighting.

This news is confirmed, the correspondent adds, by refugees who have reached Athens.

Drama is one of the principal towns in northeastern Greece, 75 miles northeast of Saloniki, in the district east of the Struma river which the Bulgarians have been occupying for the last fortnight.

There have been other reports of fighting between Greeks and Bulgarians, but the French war office on Friday last stated the Greek garrison at Kavala and Drama were still in possession of the towns and had not been attacked.

It was announced at Athens last week that Germany and Bulgaria had given a written understanding to Greece that their troops would not enter Kavala, Drama or Seres.

OFFICERS OF 'NEW HAVEN' AGAIN SUED

New York, Aug. 30.—Former officers, directors and counsel of the New York, New Haven & Hartford Railroad were defendants today in a liability and restitution suit for more than \$100,000 filed in the United States district court by five Massachusetts stockholders of the road.

COAST ARTILLERY TROOPS, 6,000 IN ALL, QUIT BORDER

Washington, Aug. 30.—Twenty-eight companies of coast artillery troops, approximately 6,000 men, now on border duty as provisional infantry units attached to the mobile army, were ordered back today to their posts in the eastern and western departments. More than 10,000 additional National Guardsmen, ordered to the border recently, will take the places of the artillery troops.

TWO STILL ALARMS

Firemen were called out on two still alarms this morning but at neither was there much damage. Chemical No. 1 was called out at 5:25 o'clock to extinguish a rubbish fire in the rear of Clarendon Oil Work at 516 Water street. Engine company 8 was called to a fire on a dump in Fifth street at 10:45 o'clock.

JUROR STRICKEN DURING HAINES TRIAL IS DEAD

James Toohey Never Recovered From Ordeal of Trial, During Illness.

James Toohey of 653 Warren street, died at his home there today after a protracted illness. He had been a resident of this city for almost 25 years, coming here from Lawrence, Mass., in 1891.

Mr. Toohey was one of the jurors at the Haines trial and during the progress of that famous case was stricken ill. It was necessary because of his illness to suspend the proceedings until Mr. Toohey was sufficiently recovered to sit again in the court room. After a day or two, Mr. Toohey was again able to sit in the jury box, but he never regained his health.

Believing it his duty as a citizen to render aid to the state when called upon despite his illness he courageously continued duty after day to attend the trial until the case was completed and the verdict rendered.

Mr. Toohey never was himself again and his health failed steadily until the end came today. News of his death will be a shock to a large circle of friends with whom he was very popular. He is survived by three daughters: Mrs. Gertrude Kane, wife of Policeman Matthew Kane, with whom he lived; Mrs. Arla Ryan of Worcester, Mass., and Mrs. Etta MacDonald of New Haven.

Mr. Toohey was employed for many years on the steamer Naugatuck. He was a member of Bridgeport lodge of Elks. Funeral arrangements have not yet been completed.

WANTS RETURN OF UNDERWEAR FIRM'S STOCK

Frank Perry of Fairfield Brings Actions Against Norwalk Man.

Suits involving ownership in capital stock of the Fairfield Underwear Co. were filed in the civil superior court today. Francis Burr Perry of Fairfield has entered suit for re-possession of 170 shares of stock in the company, which he alleges were transferred to George E. Sartain of Norwalk through mistake. Perry asserts that he controlled 894 shares at the time of transfer.

M. Wesley Sherwood of Fairfield has sued Sartain for \$1500 damages alleging that the defendant, on February 2, 1916, delivered to the plaintiff a note for \$1000 which has not been paid.

Francis Burr Perry, in an additional suit against Sartain, alleges that on various dates prior to March 1, 1916 the parties made joint promissory notes upon which they were joint endorsers in an amount in excess of \$40,000. It is further alleged that the notes were dishonored and suits brought to recover whereby the plaintiff asks from the defendant \$20,000 or one half the face value of the joint notes.

WEAVERS ON STRIKE

Myrtle Conn., Aug. 30.—This morning the weavers of the Robinson Silk Mill went out on strike. For some time they have wanted a nine hour day and this morning quit work and said they would remain out until their demands were granted. They also want an increase of \$1.50 a week, their pay now being when not on piece work, \$15. The strike affects about 125 persons, as all other ranches of work at the mill will be handicapped by the shutdown in the weaving room.

DYING AFTER JOY RIDE IN STOLEN CAR

Thomas Sears of Knowlton Street Hurlled Through Windshield of Automobile as Machine Dashes Into Quarry and Strikes Wall.

Driver is Held on Three Charges and Will Be Accused of Manslaughter If Sears Dies—Accident Followed Wild Revels.

Thrown through the windshield of an automobile when it was driven into a quarry wall in Charles street this morning by a drunken man, Thomas Sears of 206 Knowlton street, struck the rocks and is now in St. Vincent's hospital with a fracture of the skull. He is in a serious condition and surgeons at the hospital are doubtful of his chances of recovery. The driver of the car, Alfred J. Wemet of 477 State street, an employe of the Remington Arms Co., who came here recently from Worcester, is under arrest at police headquarters charged with drunkenness, reckless driving, operating an automobile without a license and taking the car without the owner's permission. Should Sears' injuries prove fatal Wemet also will be charged with manslaughter.

The accident followed a wild joy ride which occupied the greater part of last night and this morning. At the time Wemet drove the car into the quarry, the owner and regular operator who had acted as chauffeur during the night, was in a house on Charles street. He said today that he would bring suit against Wemet for the damage to the car. It is wrecked and virtually beyond repair.

According to the statements of Charles Zapparoli of 533 Water street, the owner of the car, he was engaged at 10 o'clock last evening to drive Wemet, Sears and two other young men to Brewster's, N. Y. They went to several roadhouses in that neighborhood and came back to this city this morning.

When they returned to Bridgeport, they drove to the Sheffield lunch room on Main street to let one of the members of the party, a young fellow named Murphy, out. He is an employe of the lunch room and had left report for work. After Murphy left the party the others drove to a house in Charles street where Wemet and "Curly" Oliver, a bartender in an East Side saloon, went into the house. The car was left standing in the street facing Main street and a few doors from the house which the men entered.

Zapparoli remained in the car with Sears who was also said to be under the influence of liquor. After they had remained in the car for several minutes, a small negro boy came up to the car and told Zapparoli that he was wanted at the house. Leaving the car he went up the stoop and passed Wemet who was leaving the place.

As he was going into the house to find what Oliver desired Zapparoli met the colored child running to him, and saying that a man was driving away with the car.

Jumping down the steps he saw Wemet driving recklessly at a high speed down Charles street. He yelled at him but no attention was paid and the next moment as the car neared Main street it swerved to the left, over the five foot embankment and struck the wall of the quarry. Wemet was hurled from the machine against the wall and when picked up was bleeding from his nose and mouth.

Zapparoli told the police that he immediately went home. Wemet is alleged to have disappeared from the scene and no one paid attention to him. No one seemed to know what became of Oliver. A telephone call

(Continued on Page Two.)

SHOPHAND LOSES \$1,000 SAVINGS TO BUNCO TWIN

Pair of Strangers Fleece Widower of Fruits of Several Years' Toil.

Falling a victim to the suave manner of film flammers, Joseph Boltrusewicz of 64 Summer street this morning lost \$1,000 in a new adaptation of the old handkerchief game. His savings of several years are gone and his bank account in the City Savings bank which this morning registered \$1,653.87 now is shy of the first two figures.

Boltrusewicz informed the police shortly before noon that he is an employe of the Bullard Machine Tool company, has been in this country twelve years and is the owner of a small farm on the outskirts of the city. As his wife died recently, he has the children stay on the farm in the care of a relative while he boards at the Summer street address.

It was on his return from the farm about 5:30 o'clock this morning that Boltrusewicz met with grief. He was at Broad street and South avenue when approached by a man apparently a Greek, dressed in a black suit. The latter told Boltrusewicz that his brother had recently been killed in a railroad accident and he had been given \$5,000 which he wanted some reliable person to hold, as he was going to return to Europe.

Boltrusewicz took him to his boarding house and showed him the bank book as an evidence that he could procure security but the stranger wanted to see the real money before he would allow anyone to hold the \$5,000. Thereupon they both went to the bank where Boltrusewicz drew \$1,000.

On the way back to the boarding house they met another stranger, apparently a Hungarian. Disliking Boltrusewicz' manner of banking they produced a tin box with lock and key and suggested placing the \$5,000 and \$1,000 together in it. The box was locked and the first stranger handed it to the man they met on the street who in turn gave it to Boltrusewicz. They told him to put it in a larger box of which he was to keep the key while they held possession of the key to the smaller box.

After agreeing to meet him in front of the post office at 10 o'clock, they left ostensibly to buy new suits of clothing and obtain information about passage to the old country. When they did not keep the appointment, Boltrusewicz became suspicious, and returning home he opened the box. It contained nothing but old newspaper clippings.

Boston Man Is Arrested As Kidnapper

Kostas Matavelis was arrested here today by Detectives Dooley and Bray, charged with kidnapping six-year-old Mary Cole of 13 Bulfinch street, Boston. He was found in a Greek restaurant in Union Square. The child was found with the accused.

Matavelis is alleged to have carried the little girl away by force on Aug. 23. The Boston authorities asked for his arrest here. Matavelis could not obtain bail and refused to make a statement.

THE WEATHER
Forecast: Generally fair tonight and Thursday.

Chief Executive Makes Efforts to Have Brothers' Leaders Have Conferences With Secretary of Labor on Proposed Legislation—Senate Committee Prepared for Hearings on Measures Advocated in Message of President.

Washington, Aug. 30.—With both sides making final preparations for a great railway strike Monday morning, President Wilson today turned all the influence of his administration toward persuading the brotherhood leaders, to postpone or rescind their strike order until Congress has had opportunity to act.

There were intimations that should the labor leaders continue obdurate, President Wilson even might make a public appeal to the railway workers themselves to direct their leaders to postpone it.

Despite denials of the labor leaders that President Wilson or anyone else had asked them to postpone the strike, there were abundant evidences that such was the case and, somehow, there was a feeling in Congress, in administration circles, and in other places that a way would be found to avert the walkout. No one knew what it was, but the feeling prevailed.

After a conference with Secretary Wilson at the department of labor, the brotherhood leaders reiterated that no power on earth except a satisfactory program would avert the strike and that they had no power to rescind the order.

Nevertheless, the efforts were continued to bring about a postponement.

The first legal phase of the situation developed with the temporary injunction issued by a local court in Nebraska restraining the conductors from calling or enforcing a strike on the Union Pacific. This brought up for the first time the effect of the much discussed Clayton anti-injunction act passed by Congress at the behest of labor. The brotherhood leaders unreservedly expressed the opinion that the injunction was in contravention of the law and could not stand.

There were intimations that similar injunctions might be sued out in different parts of the country where the sentiment of the men is known to be against the strike.

With notices of freight embargoes and prospective delays to passenger traffic pouring in from all parts of the country, Chairman Howard Elliott, of the New Haven, issued a statement on behalf of the railway executives, pointing out that passenger train service as well as freight would be tied up.

While every effort was being made to prevent the strike, both sides continued to make preparations to meet it.

The Senate interstate commerce committee also considered a law passed by Congress in 1902 authorizing the President to take possession of railroad and telegraph lines when, in his judgment public safety might require it.

Senators remarked it was an interesting statute in view of the existing emergency. The measure passed in the early part of the Civil War was designed to be in force only as long as necessary to meet the war conditions.

RAILROAD LINES ACT.
Chicago, Aug. 30.—Railroads of the nation rushed preparations today to enforce the embargo on perishable freight. Shipments of livestock and perishables were refused by some roads today, others issued warnings that perishable freight which cannot reach its destination by Saturday, September 2, will not be accepted.

From Chicago, the railroad center of the country, orders were flashed ticket agents to inform passengers that unless they reach their destinations by Sunday night, they might be subjected to "perplexing delays."

RAILROADS, PREPARING FOR STRIKE, PUT BAN ON FREIGHT SHIPMENT

Railroads in all parts of the country today announced an embargo on all freight that cannot be delivered before 7 a. m., Labor Day, the time set by the Brotherhoods for the calling of the nation-wide strike. The New Haven road was the first big eastern road to announce the embargo, Edward Riggs, executive assistant, promulgating the order in New York last night.

D. L. & W. Will Rush All Food Shipments

New York, Aug. 30.—An embargo, effective tomorrow, on all perishable food products, was announced today by the Delaware, Lackawanna & Western Railroad.

In announcing the embargo, P. J. Flynn, a vice-president of the road, said that every effort would be made to have all shipments of food which have already originated on the line reach their destinations, so that the road would be wholly clear of such shipments by Saturday noon.

Such shipments as can be transported before that hour will be accepted today, it was stated.

The Erie Railroad announced today that it had put into effect yesterday an order that all freight accepted for transportation over its lines would be subject to delay on and after Sept. 4. This order does not apply to freight accepted before yesterday.

Minneapolis Flour Mills Will Close
Minneapolis, Minn., Aug. 30.—Every (Continued on Page 2.)

Senate Committee Sets Hearings on Railroad Measures

Washington, Aug. 30.—The Senate interstate commerce committee adopted a resolution today providing for hearings on proposed railroad legislation in the impending crisis, beginning Thursday at 9 a. m.

Railroad officers, brotherhood officers and representatives of shippers were invited to appear.

Each side will be given three hours in which to discuss their views of the legislation proposed by President Wilson to prevent the threatened strike and to provide for operation of trains in event of a strike.

The committee has under consideration a tentative draft of three bills. One covers the proposed eight-hour day and creating a wage commission of three members, two to be recommended respectively by the railroads and brotherhoods, which shall observe the administrative and financial effects of the institution of the eight hour day. Another amends the Newlands act to make arbitration more effective along the line of Canadian principals. The third provides for government operation of railroads.

Statement by Elliott
Washington, Aug. 30.—President Elliott, of the New York, New Haven & Hartford Railroad, issued a statement today in which he said, touching on President Wilson's address to Congress yesterday:—

"Those who have not followed the subject carefully and do not understand its complexity, may assume from the President's language that a strike order will have no effect upon passenger train service. This is not the case, and included in the order to strike are all men in passenger train service who are members of the various brotherhoods."

"Mr. Elliott quoted part of the instructions issued to the men with the strike order and underlined this sentence subjected to 'perplexing delays.' (Continued on Page 2.)