

BRIDGEPORT TURNS OUT IN FORCE TO GIVE SONS A SEND-OFF HAIG LAUNCHES NEW DRIVE TO CUT OFF TEUTON SUBMARINE AND AIRPLANE BASES ON NORTH SEA

25,000 SEE LOCAL BOYS OFF TO WAR

Crowd Storms Railroad Station For Farewell View of 850 Recruits For National Army.

"On To Berlin" the Slogan of the Draftees Leaving Today — Cops' Hands Full.

More than 25,000 persons assembled in the heart of the city today to give cheer and say farewell to the thousand men who left today for Camp Devens.

So dense were the crowds at the station that extra policemen, summoned to cope with the frantic rushes of mothers, sisters, brothers and friends had difficulty in restraining the multitude from rushing the cars and delaying departure if not endangering life and limb.

The big assembly of men began at 8 o'clock this morning. In six rendezvous generally located, the fathers, mothers, sisters, brothers and friends besieged the western station platform where a special train was waiting as early as 8:30 o'clock.

At 8:30 when the train division contingent, about 175 strong, came marching down Gold street to entrain the situation had become so serious on the station platform that the heavy iron ropes had been broken by the surging mass of humanity and but a single line of men could get through to the trains.

Mayor Wilson and a delegation of Grand Army of the Republic veterans in uniform were unceremoniously hauled and pushed while police reserves were being ordered upon the platform by Police Superintendent Rodgers.

When order had been established the mayor and his party were permitted inside the enclosure. They participated in the demonstration.

At 9:01 when the second division, the last to entrain, was boarding the cars, it was estimated that fully 4,000 persons had managed to gain entrance to the west platform, and other thousands extended far onto the main line tracks causing concern to railway officials because of the delay.

Scheduled express trains. The police quickly shifted the burden to the east platform which also had its quota of expectant witnesses to the biggest celebration recently enacted here. Far up on the station tower, roof, the shed roofs and upon the tops of buildings as far distant as the Stratfield crowds occupied points of vantage.

Fifteen cars, each holding approximately 75 men were required to take the Bridgeport contingent. The big Pacific type engine 1337 was selected to draw the train to New London.

Special car inspectors with all apparatus necessary for the repair of engine and cars in case of mishap were placed on board and additional front and rear guards were provided at the instance of Station Master Peter Hunt who had charge of the arrangements and was responsible for placing the cars on the Berkshire division to permit of better dispatch.

When the big train began its journey at 9:15 to be temporarily checked by the arrival of the morning express and again resumed its journey at 9:21, nearly every car had been chalked with the slogan "On To Berlin" and the draft contingent had absorbed the spirit of the moment, shouting and cheering that dominated the great assembly seemed to be that of "victory."

Water street and Gold street were filled with surging masses that could not reach the station. Likewise the station concourse held several thousand persons well roped off from the platforms.

About the rendezvous places on East Main street, the High school, Atlantic hotel, Y. M. C. A., armory and the McElroy warehouse, additional throngs assembled to bid good-bye to their loved ones.

As each contingent marched through the streets it was greeted with cheers. Caps and khaki, suits and uniforms were the most prominent articles of wearing apparel in evidence. Nearly every man carried a satchel or suitcase. Many wore caps and nearly every leader appeared in khaki, having been selected because of previous military experience.

Drafted policemen although drafted from various districts soon found each other and seated themselves together. One double seat included Joe Karparski, John M. Lavin and Daniel Dunn.

WHY CONNECTICUT CO. IS NOW DEMANDING 6 CENT FARE OF PEOPLE

How Trolley Line Was Exploited by Group of Frenzied Financiers and Company Is Now Picking Period of Prosperity to Make Public Pay For Piper—Why Wasn't the Line Sold As Court Ordered?

The announcement that the Connecticut Company will raise its fare on its street car lines in Bridgeport from five to six cents is generally regarded among Bridgeport business men as an unwarranted and impudent attempt to recoup itself, during a period of high prices, for the water thrust into this organization, as the result of the dealings of the New York, New Haven & Hartford Railroad Co., and the old Connecticut Railway & Lighting Co.

The Connecticut Co., which operates the trolley tracks in Bridgeport, owns little or no street railway property. It is an operating line for the New Haven Railway Co., whose dealings in steam boats, street railways and other properties constitute one of the most nauseating epochs in the history of American public service finance.

The street railways of Bridgeport are actually the property of the Connecticut Railway & Lighting Co. They form part of a chain of properties, united in the early part of the century by that notorious group known as the U. G. L. of Philadelphia, otherwise the United Gas Improvement Co.

At the time of this consolidation there were two street railway companies in Bridgeport, one operated by the New York, New Haven & Hartford, and another by the Westport & Saugatuck Co., and two or three minor concerns.

These as early as 1906 and earlier consolidated into one, the Connecticut Corporation known as the Connecticut Railway & Lighting Co., of which the late Allan W. Paige, long a Republican boss was an officer and chief counsel.

At that time the Connecticut Railway & Lighting Co., reported the ownership of 398 miles of single track street railway, comprising track of all kinds, double and single.

Already these properties had been watered, probably to the tune of about \$15,000,000, and perhaps more. The very casual investigation made by a committee of the General Assembly, at the time of the passage of the Public Utilities Bill, showed in detail where millions of water had been injected by the mere stroke of a pen.

June 30, 1907, the New York, New Haven & Hartford Railroad Co., merged with the Consolidated Street Railway Co., and in legal fact a street railway corporation, with unlimited powers, which turned out to be mostly powers necessary to loot the stockholders, who had put in their money, for the enrichment of persons partly known and partly unknown, some of whom are now being sued, in claims for disbursement of ill gotten gains.

It was at this period that the steam road obtained the control of the Bridgeport and allied lines, by lease for 999 years, and an agreement to pay during all this period an astounding rental, unwarranted by the value of the properties, or by their earning power under the law, providing that trolley lines are entitled to a fair return on the value of the property used for the public, and to no more.

The first year the rental was \$975,000. The second year it was \$1,045,000.

The third year it was \$1,175,000. And so the rental mounted by leaps and bounds until during the seventh and eighth years it was \$1,375,000, and then, in the ninth year and thereafter, \$1,400,000 annually and taxes.

And this gigantic sum was to be earned and paid on properties which certainly had not an honest physical value of more than \$15,000,000 and probably a value of less than \$10,000,000.

The New Haven railroad, now a street railway company, is operating, through a legal agency called the Connecticut Co., the street railway lines in Bridgeport, which are owned by the Connecticut Railway & Lighting Co., a Pennsylvania corporation, and are paying to this Pennsylvania corporation a rental of \$1,400,000 and taxes, besides all upkeep, operating expense and every sort of running expense.

Suppose a man should lease a dwelling, already rented at its full market price, and then attempt to get double the market price by sub-letting to somebody else.

This is what the New Haven Co. is trying to do with the lines in Bridgeport, through the Connecticut Co. The New Haven does not own these lines. The Connecticut Co. does not own them. Those who do own them are getting more than a full return on their investment.

The people of Bridgeport do not mean to pay two returns on this rental, and officially do not mean to finance financial chicanery. The law does not require it, and if necessary the people of Bridgeport will ascertain if Connecticut is still in that state of arrested moral development, which permits a body who is financially powerful to loot them with impunity.

There is another phase of the question, which, leading citizens declare, will receive very serious attention. The financial methods by which the Bridgeport street railways fell into the present situation were so unwholesome, the results were so disastrous, that the federal courts pronounced the whole affair outside public policy and the law. They ordered the properties sold and they appointed trustees to arrange the matter.

The conduct of these trustees in the performance of the duties confided to them is a necessary part of any future investigation. Why have the railways not been sold? Why are these trustees apparently acquiescent in the effort to charge to the people yet more of the consequences of the financial misdeeds of the New Haven Co.?

The six cent fare in Bridgeport does not improbably prove a wholesale stimulant. It may throw light on many dark places. In the meantime the Farmer invites all of its readers to be interested in the status and conduct of the federal trustees, at this time and in the presence of the proposed six cent fare.

CITY OF BRIDGEPORT WILL FIGHT INCREASE IN FARES

The City of Bridgeport will protest the proposal of the Connecticut Co. to raise the price of a street car ride from five cents to six.

Mayor Wilson is expected to make plans for bringing the matter before the common council at the next meeting. He couldn't be found after the draft sendoff this morning, for a statement, but other men prominent in the administration affairs will aid in taking the initiative.

The special committee composed of Walter B. Lashar, George M. Eames and W. W. Seeley, which was named to investigate trolley traffic conditions here may take a hand in the matter.

"The result of our investigations may be such that we can prove to the Connecticut Co. that a six cent fare is unnecessary," said Mr. Lashar today.

It is believed possible and probable by the committee that changes in traffic conditions will cut out a lot of expense and improve the efficiency of the line.

BOYS SEVERELY BURNED AS THEY IGNITE POWDER

Find Can of Explosive in Avon Park and Fire It In Home Yards

BOTH ARE REMOVED TO ST. VINCENT'S

Garments In Flames When Mother of One Discovers Predicament.

Touching a match to a large can of DuPont gun powder, which they had found hidden in Avon park, William and Steven Bertany, brothers, aged 11 and 13 years respectively, were severely burned on the face, hands, body and legs at noon today.

The boys live in Savoy street near the park and took the can of gunpowder to their home. Placing it on the ground in the yard of the residence they took off the cover and the younger touched a lighted match to the powder.

Sheets of flame immediately enveloped them and set fire to their clothing. Members of the family, including their mother, managed to smother their blazing garments and called Dr. Garvis of the emergency hospital to the scene.

The brothers were taken to St. Vincent's hospital. Their condition is serious.

MANZAMARES IS GIVEN RELEASE IN CITY COURT

Correspondence School Admits Sending Chemicals to Pupil.

Argullis Manzamares, 88 Reilly street, who was arrested a week ago after explosives had been found in his room, on suspicion that he was concerned in the explosion which wrecked Black Tom Island plants and was a German agent, was released from custody this morning by Judge Frank Wilder.

The federal authorities failed to find anything that would incriminate him in the Black Tom Island explosion and believe now he contemplated no damage to munition plants in this city.

The International Correspondence School from whom he received the can of metallic sodium found in his room and other chemicals from which explosives are manufactured, yesterday admitted it had shipped these products to Manzamares. Their agent in this city recently denied the arrested man received the stuff from the school.

Capt. E. C. Cronan this morning, after Manzamares' discharge, made timely and pertinent remarks regarding the methods employed by the correspondence school.

"The activities of such concerns should be immediately curbed by the federal authorities. Here a firm, which in a time of war, a time of national danger, is allowed to send to any person who avers a tuition fee in advance, a can of metallic sodium, a substance which could be used to destroy public property and the lives of citizens."

DOCTORS TREAT EIGHT IN CROWD AT R. R. DEPOT

Eight women suffering from hysteria or in fainting conditions were treated by the members of the emergency hospital staff at the railroad station this morning. Efficient arrangements for the care of women overcome by the emotion of parting with sons and brothers had been made and Drs. J. F. Keegan, Carroll and Garvis had arranged benches in the station for their use.

The physicians on receiving a cease acted promptly and quickly restored the patients, all but one of whom was able to go home without assistance.

Miss Minnie Broadbent, 112 Moorehouse street; Mrs. L. Taylor, 378 Barnum avenue; Mrs. C. Lashar, 378 Barnum avenue; Mrs. Mary Delaeca, 121 Middle street; Elizabeth Bradley, 1855 Barnum avenue; Miss Anna Kerwin of Bethel, and a young woman whose name and address was not obtained.

Mrs. M. Olga of Burns street, was in such a condition that the emergency ambulance was called to remove her to her home.

VATICAN AWAIT PEACE REPLY OF CENTRAL POWERS

Cardinal Gasparri Does Not Look For It Until Next Week.

GREAT BRITAIN'S REPLY MUST WAIT

Can Only Be Made After Text of Teuton Note Is Published.

Rome, Wednesday, Sept. 19.—Cardinal Gasparri, the papal secretary of state, tonight declared to the Associated Press that the reply of the Central Powers to Pope Benedict's peace proposals had not yet been received at the vatican. This is taken to prove that the statement recently published to the effect that the reply had left Berlin on Saturday is untrue, and otherwise, even admitting a delay of one day in Switzerland, the document should have reached Rome Tuesday night or this morning.

Cardinal Gasparri believes the reply of the Central Powers was held up when Emperor William went to Riga and that it probably will not reach the vatican until next week.

The reply of the Entente Allies to the pope's peace proposals must necessarily arrive after that of the Central Powers because Great Britain, before the completion of the Entente note, asked for some information of the vatican, which, in turn, applied for it to the Central Powers, which notified the Holy See that the explanations asked for would be contained in their own reply to the papal note. On these explanations, therefore, the answer of the Entente Allies, or at least that of Great Britain, will depend.

When the reply was received the Swedish minister at Berlin on Sept. 15, was instructed by the Swedish government to hand to the German government a strong protest in consequence of these incidents and to lay stress on the fact that it had been confirmed beyond doubt that German officials very seriously had abused the confidence of Sweden.

The communication made by the German minister at Stockholm to the Swedish minister of foreign affairs, mentioned in the Swedish official statement of Sept. 18 had no connection with the protest made by the Swedish government.

While these reports are said to have basis in the alleged "trial balloon" sent out by England, they equally carry evidence of an obvious artificial inspiration for the purpose of supporting the annexationists' campaign.

EXEMPT WARNER FROM SERVICE IN NATIONAL ARMY

Action Taken By District Board Reverses Its Former Decision.

DeVer C. Warner, production manager of the Warner Brothers company, certified for service in the National Army yesterday by the district exemption board, will not have to serve in that branch of the United States military establishment.

Special affidavits submitted today to the board at its morning session at the court house, together with certificates from the War Department showing that young Warner was also enlisted in the cause as an inspector of clothes, caused the board to re-open the case.

It was decided to revoke the decision announced yesterday and to exempt Mr. Warner from service with the National Army while he is connected with the ordinance department.

The grounds upon which the board previously refused to act were those of dependency which was the first claim.

D. C. Warner is the son of DeVer H. Warner, head of the corset industry of Bridgeport, and one of the chief owners in the Bridgeport Hydraulic Bridgeport Gas Light and other large concerns.

Valuable Cargo Lost When Steamer Sinks

London, Sept. 20.—A Melbourne despatch to Reuters' Limited, says that the British steamer Port Kembla, which was sunk by an explosion near Cape Farewell, New Zealand, carried no passengers, but a valuable cargo. The explosion blew out almost one side of the steamer and she sank in 20 minutes.

British Troops Attack German Positions on Belgian Front East of Ypres, Gaining Early Objectives—First Assault Launched at 5:40 a. m. Under Cover of Heavy Barrage Fire—Plan of British Commander-in-chief to Force Armies of Crown Prince Rupprecht of Bavaria From Western Belgium.

London, Sept. 20.—The British forces on the Belgian front attacked the German positions at 5:40 o'clock this morning east of Ypres. Field Marshal Haig reports that satisfactory progress was made and that the British already have captured some valuable positions.

The statement, issued this morning, says: "We attacked at 5:40 this morning on a wide front east of Ypres. Satisfactory progress is reported. Our troops already have captured some valuable positions."

The new British offensive, for which recent reports of heavy artillery bombardments, aerial activities and raids into the German lines had prepared the public, commenced at daylight this morning.

The attack was made on a wide front east of Ypres, and, according to Field Marshal Haig's report, satisfactory progress was made and valuable positions were captured.

This attack apparently is a continuation of the earlier offensive which was brought to a stop by bad weather and the necessity of bringing up guns for the assault which was made this morning.

Field Marshal Haig's selection of the battle front to the east of Ypres in Belgium, as the scene of his latest offensive against the Germans indicates that it is a continuance of the expressed purpose of the British commander-in-chief to force the armies of Crown Prince Rupprecht of Bavaria from the western coast of Belgium and to cut off the German submarine and airplane bases on the North sea from Zebrugge to Nieupoort, including Ostend.

The British drive apparently is being made in the direction of Roulers and Courtrai, from which Belgian towns, according to recent despatches, from the Dutch frontier, the German military authorities have been evacuating the civilian population.

That the British offensive has been in preparation for several days was made known in recent statement from the German army headquarters staff. The Germans reported that the British were maintaining a violent and destructive fire against the Teuton positions. The bombardment frequently reaching the intensity of drumfire.

Teuton Armies Make Desperate Resistance.

British Headquarters in France and Belgium, Sept. 20.—(By the Associated Press.)—Field Marshal Haig's offensive, which was begun at dawn this morning on the Belgian battle front, is proceeding with marked success, especially in the crucial sector between the Ypres-Roulers railway and Hollebeke.

A bitter fight is in progress in the neighborhood of Inverness copee, Nun's wood and Glencorse wood. If the attackers maintain the positions to which they have advanced in this section they will have accomplished one of the most remarkable and most important achievements in recent months.

The German infantry is making a most determined resistance to retain this vital ground and the Teuton artillery is retreating heavily against the British big guns.

The Germans poured a wicked stream of bullets into the ranks of the advancing troops from concrete dugouts. Every little elevation and all the woods were choked with rapid fire guns.

The British encountered hard fighting at many places but their magnificent artillery work had done much to make the first stage of their drive easier.

Today's offensive will be known as the battle of the Menin Road. Fair weather had improved the ground but the mud still was deep and the whole territory covered with water-filled shell holes, tangled barbed wire and shattered trees. The German defenses were composed largely of concrete redoubts.

The British barrage swept the country like a broom. The Germans knew the attack was coming but were unaware of its exact locality.

There was a truce rain last night and the weather cleared this morning and the visibility is improving.

French Increase Artillery Activity

Paris, Sept. 20.—Recent for artillery activity, which was lively at various parts of the battle front in France last night, the official statement issued this afternoon by the French war office says there was nothing of importance to report. The text of the statement reads:

"There was nothing to report except great activity of the artillery in the region south of the river Oise, in the sectors of Commet and Mont Haut in the Champagne, and on both banks of the River Meuse."

Boy, Page Mister Knottman and Wife!

To prove that William Pfau, proprietor of the Amazon hotel, was conducting a disorderly hostelry the guests' register, on which the following signature was written, was produced in the city court this morning: "We R. Knottman & wife."

Judge Frank Wilder after hearing the testimony and perusing the register, found Pfau guilty and fined him \$100 and court costs and imposed a suspended jail sentence of 10 days. He appealed.

Fair tonight; Friday increasing cloudiness.