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TUESDAY, JULY 20, 1920

SELL THE PROPERTY

THE SITUATION in which Connecticut trolleys find themselves is the product of a long chain of events. In the early years of the last decade of the nineteenth century, electric street cars had replaced horse cars in various parts of Connecticut.

Bridgeport was one of the last cities to be equipped with the new form of conveyance. The Bridgeport Traction Company was created. A line was built to Shelton. Communication was set up with Norwalk. Lines were built in Norwalk, New Britain, Waterbury, Meriden and other places.

The cost of these lines, as of 1901, was about \$38,000 a mile. It was in this year that the Bridgeport lines were consolidated by the Connecticut Railway & Lighting Company, an organization which had many names and an interesting career at Hartford, where it exercised a potent influence on legislation.

The merger of these several small lines being completed, little or nothing was added to them, except wind and water. The elements of inflation were enough to boost the cost per mile from \$38,000 to \$153,000, approximately.

At first the presence of these electric lines was a cause of anxiety to the New Haven Railroad, then rich and powerful, and paying big dividends. The railroad, by indirection, began to acquire trolley properties. The Consolidated Street Railway company was formed, which acquired trolleys in New Haven, Hartford, and many other places. These properties acquired a large amount of inflation.

In 1906 Connecticut was well honeycombed with trolley lines, which were operated by these two companies—the Connecticut Railway & Lighting Company, and the Consolidated Street Railway company.

There was more tinkering with the General Assembly, and laws were contrived, under which, on June 30, 1907, the New Haven company, the old, honorable and profitable steam road system of New England was merged into the Consolidated Street Railway Company, which in the meantime had acquired the lines of the Connecticut Railway & Lighting Company by lease.

The steam road ceased to exist, as a corporate being, and it became a street railway corporation, the Consolidated Street Railway Company, which, completing the deception of the public, took the name, New York, New Haven & Hartford Railroad Company.

By this merger was completed the task of jamming wind and water into the railroad property, a job so completely done, that the dividends were suspended, five years later, in 1913, and a stock which had been quoted and which was widely held at 208 sunk to below 30 in the market, and has ever since remained there, or thereabouts.

Having obtained all the trolleys, and having become a trolley corporation, the Consolidated Street Railway Company, using its borrowed name, taken from the old railroad, set off its trolley properties, to a corporation known as the Connecticut company, which owns some of its lines, and rents the remainder, owns the lines that were procured through the Consolidated Street Railway Company, and operates those which were acquired by lease from the Connecticut company.

These street railways are a steady and severe drain upon the resources of the steam railroad. At the present time it takes about all they earn to pay the rental of more than a million dollars a year, paid to the Connecticut Railway & Lighting Company.

The conditions were such that the government, in moving for the dissolution of the transportation trust which the trolley manipulators had created, largely under the direction of Charles S. Mellen, ordered the trolley lines into the hands of trustees of a Federal court, with instruction to sell them.

The trustees, instead of selling, have been holding on. The earning power of the property has steadily depreciated in their hands. Labor increased in cost; there were rising prices for materials. There came an era of paved streets, brought on by the development of the automobile, and the trolleys were charged more heavily for pavements and bridges. The automobile began an intense competition, which the trolleys met with increased rates and lessened service, thus denying the principle that successful competition must give at least equal service and equal rates.

Nevertheless, even under the trying conditions that have prevailed, the trolley lines would pay, if it were not for the wind and water they carry and the enormous rentals paid upon wind and water.

The Connecticut Company confesses and pleads insolvency.

It would be best if the property should be sold. This would be best for the stockholders of the railroad property, the street railway, which has taken the name and the lines of the New Haven Company. The steam roads would be freed of a burden which weighs heavily upon them.

Dissolution and sale would be best for the public. It is the only method by which trolley service can be preserved, and services furnished at prices which will enable the business to become profitable.

The trustees ought forthwith to sell the property, as they were ordered to do.

Thus will be shaken off the impossible rental which is paid to the Connecticut Railway & Lighting Co., and the wind and water which no amount of fare increases can ever make profitable.

With lines in the hands of owners who have acquired them at value who give frequent service, and operate one man cars at a five cent fare, the public can be served and capital can have its profit.

An attempt to preserve the enormous rentals, the millions of wind and water, and the inefficiency of the present system, will result in increased evils. The annihilation of a new and apparently superior form of service, by which the people receive faster, cheaper and more frequent service, can not be contemplated with satisfaction.

Sketches from Life :: By Temple



"How's She Feel?"

\$600,000,000 RAISE FOR RAILROAD MEN

(Continued From Page One.)

masters and assistant yardmasters 15 cents an hour. Storekeepers, chief clerks, foremen and other clerical supervisory forces, clerks with one or more years railroad experience, train and engine crew callers, assistant stationmaster, train announcers, gatemen and baggage and parcel room employees, 13 cents an hour.

Janitors, elevator and telephone operators, watchmen, employees operating office appliances and similar work, 10 cents an hour.

Freight handlers or truckers, 12 cents an hour. All common laborers in and around stations, storehouses and warehouses, not otherwise provided for, 8 1/2 cents an hour.

Clerks of less than one year's experience, 6 3/4 cents an hour. Office boys, messengers and other employees under 18 years of age, five cents an hour.

Stationary engine and boiler room employees were advanced 13 cents an hour for engineers, firemen and oilers, white water tenders and coal passers received a ten cent increase.

In the signal department foremen, inspectors, maintainers, signal men and their assistants were increased 12 cents an hour; helpers 10 cents an hour.

The new railroad unions which called the series of strikes this spring after their members had broken away from the recognized brotherhoods, will submit the boards decision to a referendum vote of their membership, John Grunau, President of the Chicago Yardmen's Association announced today.

Rejecting the demands for the re-organized rail unions for increases totalling approximately one billion dollars the board decided approximately 60 percent of that sum would be a just increase to meet present living conditions.

Whether the award as given will stave off the threat of a general railroad strike remains to be seen. The leaders of practically every one of the sixteen big railroad unions were present when Judge R. M. Barton, chairman of the board, handed down the decision. They left immediately to present award to 1,000 general chairmen, who had gathered here to pass on it. The union presidents refused to make any comment before the meeting. The approximate terms of the decision had been known to them yesterday and they believed then their men would stay in line at least until a referendum vote could be taken. Nearly a month will be needed for the referendum.

12,000 MEN TO GO.

Philadelphia, July 20—With the statement that "it is time the men got down to work," the Pennsylvania Railroad made known today that within the next few days it will dismiss approximately 12,000 employees. All are in the eastern region, which is bounded on the west by Altoona, the north by Lake Ontario, the south by Washington and the east by the Atlantic Ocean. Virtually every class of workers is affected except engineers, firemen, conductors, brakemen and switchmen.

It is estimated that between 1,000 and 1,500 men will be laid off in Philadelphia and suburbs.

The notices of dismissal will be effective five days after their receipt, which, in many cases, mean today. Clerks, shopmen and maintenance of way men are the ones most affected by the order, which came after a conference of Elisha Lee and general officials of the Eastern region, of which, as Vice President, he has charge.

The statement added that it was hoped to place the dismissed men in other regions.

While some statesmen worry about lavish expenditure, others see no occasion for alarm, as the money can always be borrowed.

The politicians see no objections to the commission form of government, provided they get the commissions.

Women Will Tell Harding Some Things

Hartford, July 20—Connecticut Republican women have taken steps to bring influence to bear on their party to secure ratification of the suffrage amendment. Miss Mary Olcott, Mrs. James Stokes and Mrs. W. H. Allee, all of Ridgfield, started last night for Columbus, O., to tell the Republican National Executive Committee how strongly Connecticut Republican women were feeling over that painful position in this state and that they held the Republican party responsible for the delay in ratification of the amendment. It will be the first time that Connecticut women have presented their demands in person to the National Republican Committee. Miss Olcott said they would tell the committee of the protests being circulated by Republican women in this state pledging not to help the Republican party in Connecticut by contributing money, raising money or speaking in the campaign until the thirty-sixth state had ratified the amendment.

TAKE UP FIGHT FOR FREE SPEECH

The American Civil Liberties Union of New York has taken up the fight for free speech in Bridgeport. A letter has been received by Lavit signed by Lucille B. Millner, field secretary of that organization saying that the Liberties Union are very much interested in Lavit's fight for free speech in this city and they are ready to furnish speakers or give aid in other ways in the matter. Lavit who was arrested at the plant of the Columbia Graphophone Co. on last Friday noon and who was released in the custody of his attorney, Hugh J. Lavery when arraigned in City court on last Saturday morning said this morning that no speaker would be brought to this city until his case is settled. Lavit will be arraigned in City court again on next Friday morning to answer to charges of speaking without a police permit at the Graphophone on last Friday noon.

Lodge No. 30, Amalgamated Metal Workers of America which lodge Lavit is affiliated with has started a movement to naturalize all the Spanish members who recently were admitted to Lodge No. 24 which is a part of the A. M. W. of A. Five of the Spaniards appeared before the Naturalization Bureau in the County Court House this morning and made their first declaration for their first papers to become citizens. It is planned to have ten of these workers appear each day for their first papers. After the case of Lavit has been settled he will leave this city temporarily and go to Newark, N. J., while Stephen Bircher, another organizer will take up the fight for free speech in this city. Bircher will attempt to speak at the Lake Torpedo Boat Co. on next Friday noon.

FORM KING AND EMPIRE ALLIANCE

Sneyde, Australia, July 20—Decision to form a "king and empire alliance," to counteract what were termed disloyal doctrines was taken at a big mass meeting here today. Speakers denounced the utterances of Archbishop Mannix of Australia, who now is in New York.

American Consul Norton, who addressed the meeting, said movements such as the one being inaugurated by the gathering were needed "to counteract the influences aiming at destruction of the mutual confidences existing between the British empire and the United States."

COL. MURPHY TALKS OF THE CONVENTION

(Continued from Page One.)

lector Walsh and some others were for McAdoo. We had a great trip both going out and coming back. We went out through Michigan and to Chicago and then went to Kansas City where we were joined by the New Jersey delegation and then went by the Santa Fe to Los Angeles and arrived in San Francisco, Friday, July 2. On Saturday night Homer Cummings gave a banquet for the Connecticut delegation at the St. Francis hotel at which he had as guests Gov. Bruff of Arkansas, Secretary of State Colby and Bruce Kraemer, vice chairman of the National Committee.

"And say, Colby is a great man. I believe that if he had been in the party a little longer he would have been the nominee."

"You've heard all about the convention so there is no use of telling that again."

"We had a great trip back. You think that you'd never come to the end of the 40 mile bridge over the Great Salt Lake and the Yellow Stone Park was wonderful."

"If you ever go out there and go to the Old Faithful Inn you had better bring your check book along. Why they charge you \$14 extra if you took a bath in the bath tubs adjoining your room."

There was considerable discussion of state politics on the way back. It was the common opinion that Homer Cummings should have the nomination for U. S. Senator if he wanted it and Mayor Fitzgerald was spoken of as the most likely candidate for Governor. Congressman Lonergan was also talked of for this place as he has said that he could not afford to run for Congress again. Thomas Spellacy intimated that he was not a candidate this year.

SNEAK THIEVES RAID FAIRFIELD

Sneak thieves transferred their operations from Bridgeport to Fairfield last night, and netted approximately \$250 by three "breaks." The residences of Frank Faum and Herbert Smith, both on the Post road, were entered sometime during the night and the thieves broke out and fled with \$50 and a pair of trousers belonging to George Anderson, a boarder. The police have not ascertained as yet what was stolen from Faum. The third burglary occurred at the residence of Samuel Elnerstein, in Pine Creek road, where \$200 in cash was taken. The thieves gained entrance to all three places by smashing windows. Sheriff H. R. Elwood started an investigation of the robbers this morning.

SPELLACY WILL RESIGN POSITION

Hartford, July 20—Assistant United States Attorney General Thomas J. Spellacy of this city will tender his resignation of his federal position to Attorney General Mitchell Palmer in the future and return to this city to live. He intends to resume his law practice here and will take over active management of his newspaper, The Hartford Post, which he recently bought. He expects in the fall to take an active part in the national and state campaigns.

Guests at the summer hotels reported much embarrassed, as they give their orders to college girl waiters who know how to pronounce the menus.

If these young sports who wear the fancy shirts will not adorn themselves with a corsage bouquet and earrings, they will look fine.

Cuticura Talcum is Fragrant and Very Healthful. Sample free of Cuticura Laboratories, Dept. 3, Malden, Mass. Cuticura everywhere.

LOOKING BACK FIFTY YEARS.

(From The Farmer, Tuesday, July 20, 1870) The Danbury News says: "Sunday being a balmy day the styles were brought out. The most richly dressed lady we saw is the wife of a man who has owed this office \$13 for nearly three years. He says he can't raise the money. We believe him."

Hon. William H. Barnum was in this city yesterday.

We see it stated that the coal monopolists have failed in every attempt so far, this season, to force up the price of coal, by means of pretended strikes, etc. This will be agreeable news to consumers in this section of the country.

The billiard saloon formerly kept by Spooner at No. 21 Wall street will be reopened this evening by the new proprietor, Mr. W. Connor.

Two of our Bridgeport boys take part in the prize declarations at Yale this evening, Messrs. George Richards and John H. Hincks. Only ten take part.

SHAMROCK IN MORE TROUBLE

(Continued from Page One.)

Shamrock again was the first of the cup sloops to make sail today.

Robert W. Emory, 2nd, managing owner of Resolute, said today before she cast off from her moorings that if the better boat won the cup, Resolute would be returned the victor in the season.

"Maybe I'll disguise Shamrock as a flivver and see what she can do," said Sir Thomas today. "I asked Henry Ford the other day when he visited me if he could not put an invisible motor in my boat."

A heavy fog mantled the sea this morning and through the murk came the warning cry of the sea siren on the Ambrose Channel light vessel, nine miles away, clear evidence that the northwest wind was much lighter off shore.

Shortly after 9 a. m. the wind began to freshen and prospects for a real race were better. When Shamrock dropped her moorings at 9:45 a. m. and headed seaward there was not as much wind off shore as came over the top of the Jersey Highlands.

Resolute dropped her moorings at 10:18 a. m. and took a tow for the light ship. Fog obscured the starting point from spectators on the Jersey headlands.

It was reported that Captain Andrew J. Applegate of Seabright had been taken aboard Shamrock to assist Captain Burton with his knowledge of local tide and wind conditions.

At 10:30 a. m. the breeze had increased to seven knots an hour and gave every indication of holding.

At 11:30 the regatta committee hoisted the "G" signal flags, postponing the start of the race until later in the day, evidently in the hope of a stronger wind.

At 11:42 a. m. the committee hauled down the postponement flag. The committee then set signals for today's triangular course:

First, a reach south southeast; second, a beat west by north, and third, a reach to the finish northeast by north.

The preliminary signal was sounded at noon for a start at 12:15 over a triangular course leading out to sea, back toward the Jersey shore to a point off Shrewsbury rock, thence back to the Ambrose Channel lightship. The breeze had dropped to three knots, giving the yachts just stearage way.

Resolute came down and tacked under her Shamrock. The two boats stood along with only 50 yards between them and Shamrock to weather. Then Shamrock broke away and headed back to the lightship, followed by Resolute. The wind was very soft and the yachts moved slowly.

Shamrock led across the line at 12:15:48, followed by Resolute at 12:16:26, although Resolute allowed the challenger to start first, the Lipton craft had trouble with its balloon which would not break out and was promptly hauled down, the British sailors working feverishly to clear the fouled sail.

Nearly catching Shamrock five minutes after the start, Resolute sailed past her to leeward at 12:22. Having cleared the fouled jib topsail, the crew of Shamrock set their spinnaker. It did not draw well, and Resolute sped on with her big balloon out and the other head sails drawing well.

It was evident to observers that sailing handlings on the challenger had been bungled. The spinnaker was taken in at 12:25 and a smaller one set. This also failed to fill quickly and 10 minutes after the start Resolute was leading by 50 yards. At 12:30 Resolute was 200 yards ahead. She was slipping along smoothly and fast under main sail, club topsail and big balloon. Shamrock was steadily dropping behind because her headsails refused to fill and it looked as if her skipper was in trouble again.

At 12:35 Shamrock lowered her fore staysail and jib and set an English bowsprit spinnaker or balloon forestaysail. She still clung to No. 1 reefing jib topsail. By this time Resolute was 300 yards ahead.

At 12:50 Resolute was sailing along easily with her balloon drawing splendidly while Shamrock was flapping the wind out of her small reefing jib topsail and the little fore topsail that looked like a fisherman's fore topsail as it was hoisted only half way to the cross trees. Yachting experts couldn't understand why Burdett did not set his balloon earlier.

At 12:55 the breeze began hauling to the south. Resolute broke out her jib and prepared to beat to the first mark. Shamrock was half a mile astern, but somewhat to weather.

At 1 p. m. Resolute ran into a soft spot and Shamrock drew up within a quarter of a mile of her.

At 1:10 Shamrock passed Resolute to windward and took the lead again.

At 1:25 with her little fisherman's staysail set ahead of her mast drawing nicely, Shamrock ran a quarter of a mile ahead of Resolute. She picked up a puff of air and sailed around Resolute to windward, luck being with Shamrock for the first time.

Resolute still clung to her balloon which seemed to draw well, but could not apparently compete with Shamrock's baby fore topsail.

Two airplanes raced up and down the course, coming closer to the cup craft than usual. Overhead hovered a big naval dirigible.

Want a bargain in merchandise? Read Times Want Ads.

SITUATION STILL TENSE IN GRAHAM

Durham, N. C., July 20—Reports from Graham, where a mob of masked men last night attacked the county jail in an effort to lynch three negroes and engaged in a pitched battle with members of a machine gun company protecting the prisoners, said all was quiet early today but the situation still was tense. Later reports failed to add to the casualty list of one dead and two wounded, all white spectators.

The Durham reserve militia, numbering 125 men, was held in readiness to proceed to Graham.

Sending of further military forces was held up pending an investigation of the situation by state officers as a number of influential citizens of Graham had protested that the presence of the additional militiamen would fan the flame of ill-feeling against the machine gunners and the three negroes who are held in connection with a brutal assault on a white woman last Saturday night.

Joseph Carmody, 23, of 91 Mill Hill avenue suffered an abrasion of the right thumb. Treated by Dr. Owen J. Groark.

James McCarthy, 14, of 1574 Main street was also treated by Dr. Groark for first degree burns of the face.

Glaquinto Niche, 10, of 288 Grand street fell on a broken bottle yesterday afternoon and was treated by Dr. J. Burns of the Emergency from who took two stitches to close the wound.

Robert Fannell, 14, of 178 French street, was treated by Dr. Burns for a dog bite of the right leg.

Robert Carlin, 90 years old, of Myrtle beach, was taken to Hillside home yesterday afternoon after he had fallen on the street from imbibing too much of the forbidden "cock."

Blanchard St. of Mrs. Harrah avenue, sustained a possible fracture of the right shoulder while at work at the Stratford Lumber Co. He was treated by Dr. Burns at the Emergency and taken home.

John East, 20, of 145 Lexington avenue, sustained a laceration of the index finger of his right hand while at work at the Empire Furniture Co. He was treated at the Emergency by Dr. Maxwell.

Following the announcement made yesterday by Dr. Stanley Osborne of the State Board of Health, that 75 cases of typhoid fever had been reported in the state from January 1 to July 1, Health Officer Coon announced this morning that Bridgeport had been kept practically clear of this disease for the same period.

There were only six cases reported at the offices of the local board of health for this year up to July 1, and there were no deaths resulting from any of the cases. According to the report of Dr. Osborne ten of the cases of the state were traced to infected milk. Dr. Coon said this morning that this was a remarkable low percentage. "In this city," said Dr. Coon, "the fact that 86.2 per cent. of all the milk supplied to the city is pasteurized and as a result we have very few cases of typhoid to report. The percentage of pasteurized milk in this city to the total consumption is the largest in the United States."

CITY KEPT CLEAR OF TYPHOID FEVER

TO RETURN ROMSICK TO CLEVELAND.

Charges against Theodore Romsick, who was arrested here about a week ago for the Cleveland authorities, were nolleed in the City Court this morning, when the man was taken into custody by a Cleveland officer. He will be returned to the Ohio city where he will answer charges of the theft of \$1,600.

DIED

O'HARA—In this city, Sunday, July 18, 1920, John J. O'Hara, aged 54 years.

Friends are invited to attend the funeral from his late residence, 178 Catherine street, on Wednesday morning, July 21, at 8:30 and from St. Augustine's church where a solemn high mass will be offered for the repose of his soul at 9 o'clock. Burial in St. Michael's cemetery. P19\*

TODAY'S WANTS

TOO LATE FOR CLASSIFICATION. SEWING MACHINES REPAIRED at your home or shop, all makes. Drop postal. De Rose, 85 Harriet St. Bridgeport. P19d\*

FOR SALE—Hupmobile racer, in A1 condition; tires good all around. Price \$150. 339 Warren St. P20d\*