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VOL. 49—NO. 66

Bridgeport Evening Courier

BRIDGEPORT, CONN., TUESDAY, MARCH 18, 1913

THE WEATHER

Fair tonight; fair, warmer tomorrow

PRICE TWO CENTS

REPORT FATAL TROLLEY CRASH

Engineer Elwell Puts Entire Blame on Motorman

Accident Near Waterbury in Which Two Died and About 50 Were Injured

Hartford, March 18.—The fatal trolley accident on the New Haven-Waterbury line at Summit station, Feb. 28, in which two persons died as a result of injuries received, and about 50 persons were injured, was due "entirely to the carelessness of Motorman James J. McGuire" of Waterbury, who was running a car "well equipped and with all appliances in good working order for stopping the same."

Such is the opinion of C. C. Elwell, chief engineer and inspector of the public utility commission, who has just filed his report of the accident. "No recommendations made by the commission or rules adopted by the company will overcome human frailty and prevent accidents," but if the construction of trolley cars can be so improved as to lessen the casualties by accidents of this character, the matter should be given serious consideration.

"I would therefore suggest that all electric street railway companies operating cars within the State of Connecticut, securely fasten the practicability of having all electric cars running on tracks with those carrying passengers, equipped with buffers of a uniform standard height, and some improved system of anti-climbing device to make the telescoping of passenger cars less likely in case of collision, and submit to the commission a report of their consideration and investigation."

"McGuire," continues the report, "claimed that the red signal light was so dim that it was impossible for him to see it until arriving within 500 feet of the signal, when he threw his brake into emergency. This did not check the speed as it should have done, owing to poor braking power and the fact that the car was traveling at 20 miles per hour. He saw the stone train approaching through the cut when at the signal and reversed his power, but the wheels locked and the car slid because of slippery descending grade, meeting the stone train 105 feet east of the signal, while his car was still moving only about four miles per hour. No signal was used although a supply was carried on the car."

"In my opinion, based upon testimony of many intelligent eye witnesses and a series of experiments made on the spot with a similar car to No. 130 (the passenger car) said passenger trolley was running from eight to ten miles per hour when the accident happened."

"The trolley line between Waterbury and New Haven," the report continues, "is equipped with automatic trolley signals which were put into service on July 1, 1911, and afford protection for the movement of cars through the various single track sections. The line between Bridgeport and New Haven is similarly equipped. The McGuire car, however, reported in this signal service that would cause accident."

"The manner of the working of the signals is described at some length. The location of the signal at Summit is touched upon and Engineer Elwell then continues:

"Motorman McGuire's claim that the red light was dimmed on account of the heavy stone train coming up the hill is in a measure sustained by experiments made after the accident, but both the red light and the red disc were visible and could be seen at a distance of 500 feet. McGuire states that the slippery track contributed to the accident. Such a condition of the rails made it all the more important that the motorman had his car under full control when approaching the signal."

"There follows the conclusion of the investigator that the accident was due entirely to the carelessness of Motorman James J. McGuire," and the suggestions of the commission's engineer quoted above. A list of dead and injured closes the report.

WILSON FAVORS BUDGET SYSTEM

President's Pet Plan for Government Finances

Strongly Opposed to Method of Building Up National Expenses Piece by Piece

Washington, March 18.—President Wilson is in favor of a budget system for the conduct of the government finances. He made public today a letter written on Jan. 30 from Trenton, N. J., to Senator Tillman, expressing the hope that a budget might be worked out after he got to Washington. He wrote in part:

"Ever since I was a youngster I have been deeply interested in our method of financing. One of the objects I shall have most in mind when I get to Washington will be conferences with my legislative colleagues there with a view to bringing some budget system into existence. This business of building up the expenses of the nation, piece by piece, will certainly lead us to error and perhaps embarrassment in the future. This promises to be a quiet week socially at the White House. President Wilson will observe Holy Week. He wrote a letter to a friend today deploring an invitation to a dinner, saying that he would like to go some other time than the week which by so many people is especially devoted to the more serious concern of religion."

Four hundred school girls from New York, Massachusetts and New Jersey were to invade the East room of the White House during the day. President had not only telegraphed to Democratic leaders in the New Jersey State Senate yesterday to secure the passage of a bill for the direct election of United States Senators.

REFUSES GIFT OF VALUE

President Wilson does not intend to accept gifts of value. He received today a razor strop mounted in gold, sent it back to the donor with a letter to the effect that he would like to see the President because of his remarks on the value of a strop as a barometer.

Numerous other gifts have been returned within the past few days. Mr. Wilson does not believe the President of the United States should accept special favors from anyone.

HUNGRY OFFICE HUNTERS

Hungry incidents attend the siege of Washington by office seekers. While Secretary McAdoo was telegraphing today to Boston and New York to discover a man whom he is seriously considering for assistant secretary of the treasury to succeed James L. Curtis in charge of customs, half a hundred supporters of as many applicants waited in his office, although they were told that the selection was practically determined.

SENATORS MOVING

Democratic Senators began today to seize upon the choice offices and committee rooms that have been occupied by Republicans for years. The work of moving will be pushed in order that the new occupants may be comfortably settled by the time the extra session convenes on April 7. Practically every Democratic Senator will move.

Senator Lodge will exchange offices with Senator Tillman; Senator Overman will occupy the suite formerly used by Senator Crane; Senator Simmons will have the luxurious apartments of former Senator Aldrich; Senator Bacon, as head of the foreign affairs committee, moved into the former Senator Culler's office; and so it is all along the line.

CONGRESS HAS RIVAL

Congress, when it reconvenes, will find a rival in the Capitol, for it developed today that plans have been made to establish here an organization to be known as the Indian Congress. The arrangements were approved at a meeting of several tribal Indians and their representatives last night.

The Congress will have one resident delegate from each of the American tribes of the country. Each delegate will receive a salary, the amount to be determined by the council of the tribe, to be paid out of the tribal funds.

KING OF GREECE SLAIN

Salonica, March 18—King George of Greece was assassinated here this afternoon.

A cable bulletin via London, at the hour of going to press announced the assassination of King George I, of Greece. No details are available. King George was born Dec. 24, 1845, and became king in 1883. He is a brother of the late King of Denmark and a brother of the Dowager Queen of Great Britain and the Dowager Empress of Russia. He married the Grand Duchess Olga, daughter of Grand Duke Constantine of Russia. There are five sons and one daughter. The eldest son is Prince Constantine, born in 1869, who married in 1889 Princess Sophia, sister of the German Emperor.

YALE MEN IN COURT TODAY

Charles Forman and Joseph Zimmerman Are on Trial

Trolley Employe Brings Action Against Wealthy Boys for Alleged Assault

Charles Forman and Joseph Zimmerman, two wealthy Yale students who assaulted a trolley car conductor in South Norwalk, November 30, 1912, appeared before Judge Scott and a jury in the civil court of common pleas today as defendants in a suit brought by Conductor Harry Philipson. Philipson seeks \$1,000 damages from each of the boys.

The conductor went on the stand in his own behalf this morning to tell his version of the affair. He claimed that on the night in question the students boarded the car in South Norwalk. They were intoxicated and began to make a disturbance.

They persisted in ringing the bell and annoying other passengers. The conductor said he asked them three times to stop ringing the bell. When they paid no attention to his request he thought it advisable to put them off.

REEVES TO SUCCEED JUDGE F. M. PEASLEY

Waterbury Mayor Likely to Be Named to District Court Bench

(From Our Staff Corres.)
Hartford, March 18.—That Mayor Francis T. Reeves of Waterbury, will be nominated by Gov. Baldwin to succeed Frederick M. Peasley, as judge of the district court of Waterbury, was reported at the Capitol today. Announcement to that effect is expected from the Governor this week.

Judge Peasley's term expires March 25. According to one close to the Governor, the formal nomination is being held up pending the nomination of a federal judge, to succeed the late James F. Platt. This nominee will be decided at a caucus of the Democratic Congressmen in New Haven Friday.

WAGE INCREASE TO BE MILLION

Total Demands Figured by New Haven Road

Cost of Change Ordered by Commission Amounts Approximately to \$1,100,000

New Haven, March 18.—Official estimates of the cost of the changes of cross-overs and signals ordered by the Connecticut public utility commission on the New York, New Haven & Hartford railroad lines amount approximately to \$1,100,000. This is charged to operating expenses largely during the coming fiscal year. This includes the cost of the changes of signals on the Hartford division, recently ordered by the commission.

The increase of wages for the eight months of the current fiscal year amounts approximately to \$455,000. This includes the increase of the engineers' wages, ordered by the arbitration commission for the eastern roads and amounting in the case of the New Haven to about \$120,000. The increase so far for the current year have included two groups of clerks, track foremen, transportation department employees, shopmen, machinists and general office employees.

CAPITOL COMMENT OF INTEREST HERE

News Nuggets from Hartford About Bridgeport Folks and Things

(From Our Staff Corres.)
Hartford, March 18.—Before the Appropriations committee, Thursday, there will be hearings on the resolution providing \$100,000 for Bridgeport and St. Vincent's hospitals. Each hospital asks \$50,000 for maintenance, etc., and \$40,000 for development work.

Among the Bridgeport residents present at the woman suffrage hearing today are Mrs. W. T. Tucker, Mrs. S. T. Davis, Jr., Mrs. Frank Seelye, Mrs. W. S. Teel, Jr., Mrs. L. T. Lawson and Mr. and Mrs. C. S. Shaw.

There will be a hearing Thursday before the committee on new town and probate district on the petition of the Clapp-Spooner estate trustees, asking the annexation to Bridgeport of part of the estate located in Fairfield. The Fairfield town meeting Saturday night voted to oppose the annexation.

John J. Fitzpatrick, a popular young Bridgeport resident, today began his duties as a member of the executive staff in the office of the Secretary of State.

Former Senator F. A. Bartlett, of Bridgeport, today appeared before the committee on the petition of the Lordship Manor Company, asking the right to build trolley tracks to its Stratford property. Two lines are wanted: one from Stratford avenue and Main street, Stratford, and the other through Hollister avenue and over the dike to Lordship Manor.

The flag on the Capitol was flown at half mast out of respect for former Comptroller Mead, who died at his home in New Canaan yesterday. Members of both branches were expectant of a veto message from Gov. Baldwin on the free transportation bill for legislators. The bill, however, was reported at the Senate session, but Senator Purcell, who had been instrumental in having a caucus called, said that the impression was erroneous that the caucus was to be held at once. He thought the matter might be taken up later in the day or tomorrow, when it would be convenient for all the Democratic Senators to be present. The train schedules usually delay the arrival of many Senators until a few minutes before the session opens.

NEW LONDON MUST PAY \$250,000 FOR LOSS HER MILLION APPROPRIATION

Heated Debate in Senate Over McNeil's Resolution to Repeal Mahan's Project

Senator M'Donough and Senator Perry Effect Amendment Which Calls for City's Contribution

(By Our Staff Corres.)
Hartford, March 18.—Unless the city of New London, or some of its wealthy citizens raises the sum of \$250,000 and pays the same to the State treasurer before the first of January, 1914, the one million dollar appropriation bill for steamship terminals at New London, which passed the General Assembly last week, will stand repealed.

The Senate devoted most of its time today to the consideration of the resolution introduced by Senator McNeil of Bridgeport which times to repeal the appropriation bill. It was apparent that there might not be enough votes cast to repeal the measure, so Senator John M. McDonough, the Senate leader, suggested that since the city of New London would be the chief beneficiary under the proposed expenditure, it should show some evidence of interest by making a substantial appropriation to do the work for which the State was to pay the major portion.

Senator John H. Perry of Southport was the first to speak in favor of the views of Senator McDonough, but he favored an amendment providing that the city of New London or some of her citizens should contribute the sum of \$250,000 to the State treasurer before Jan. 1, 1914, otherwise there should be no further expenditure of the million for the purpose for which it was originally provided.

The vote on this amendment resulted in its adoption by a vote of 17 to 16. Senator McNeil, who was the father of the resolution, supported the amendment. All three of the Bridgeport Senators concurred with Senator McDonough's view and voted in favor of the amendment.

The three Bridgeport Senators voted also in favor of the amendment introduced by Senator Johnson of Hartford which provided that no part of the money appropriated by the State should be paid except by order of the controller on the treasurer, and this amendment also prevailed.

Senator Peck spoke eloquently in favor of the possibilities of Bridgeport as compared to the New London harbor, and argued for his bill appropriating \$2,000,000 for the development of Black Rock harbor.

After the vote a motion to reconsider, was voted down, 17 to 13. The Senate was in the midst of disposing of House matters when the order of the day concerning the repeal of the New London harbor appropriation was taken up. Senator McNeil moved that the unfavorable majority which he received and which was the passage of the bill in order to bring about debate.

Mr. Johnson of Montville said he felt his duty as chairman of the committee in speaking in favor of the report and against repeal. He said that at the hearing those that spoke were Senators McNeil, Mr. Wilson of Bridgeport, who was against all waterways and Senator Cheney was looking for information. He said that the complaint that the State's finances were in a bad way and the \$1,000,000 could not be afforded was incorrect. The finances of the State are a long ways from being imperilled and there is no danger of the State's going into bankruptcy. He said later he would speak on the matter.

Mr. Peck, who presented the minority report, favoring repeal, then made a short speech saying that he was not going to dwell on the deficiency of the State's money. The treasury will have to raise more than \$4,000,000 by additional taxation, a burden to be imposed on the people. This bill providing terminals was deformed he said before it was hatched in the miasma of the roots of the tall sea grass on the eastern shore of this State.

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NEW HAVEN'S STOCK STILL ON TOBOGGAN

In the New York stock market today, New Haven road's long decline was extended still further with a drop of two points to 112 1/2.

300 ELECTRICAL WORKERS STRIKE ON N. H. ROAD

New Haven, March 18.—Electrical workers to the number of 300, including foremen and sub-foremen, engaged in the electrification work of the New York, New Haven & Hartford line between this city and Stamford, struck today for an increase in wages. The increase asked for is about 28 per cent. The foremen asked for a raise from \$4 to \$5 a day; the sub-foremen from \$3.50 to \$4.50 and the linemen from \$2 to \$4.

A statement issued by the New Haven road says it will wait a day or two in order to give the men time to reconsider before seeking others to fill their places.

PENDING STRIKE OF SWITCHMEN ON RAILROADS WEST

Chicago, March 18.—While it is known that switchmen and switch tenders of 19 railroads entering Chicago have voted authorization to their leaders to call a strike if their demands are not met, the formal result of the mail vote will not be announced until late this afternoon after the official count has been made. The men, numbering 5,000, are on shorter hours and time and a half for overtime. The employers do not expect a strike, despite the vote, as probably mediation under the Erdman act will be brought.

Such an appeal, it is said, would clear up a question whether the Erdman act was not wiped out by the law that created the department of labor.

HEROIC POLICEMAN IS PARK CITY BOY

Meriden, March 18.—Patrolman James P. Grady, who wears badge No. 1, and by virtue of his long service is regarded as dean of the force, was seriously injured today in attempting to stop a runaway horse attached to a milk wagon. The horse knocked him down and the wheels of the wagon passed over him. He was badly cut about the face, hands and body, and was injured internally. George Imbaley, of Kensington, the driver, was thrown from the wagon but was not seriously injured. Officer Grady was duty at the time. The runaway stopped at the next customer's house.

MAN SHOT BY SHERIFF DIES FROM HIS WOUND

Kingston, N. Y., March 18.—Frank O. Van Velsion, who was shot by Deputy Sheriff Henry McLaughlin in a battle with officers who were attempting to evict him from his house in New Salem, yesterday died today of his wound. Deputy Sheriff Edward Murphy, whom Van Velsion shot before attacking McLaughlin, is expected to recover.

Derby, March 18.—As a special freight train on the New York, New Haven & Hartford railroad was coming to Derby today members of the crew found an unconscious man lying beside the tracks. He was picked up and brought to a local hospital, concussion of the brain and internal injuries that will probably cause his death. In a pocket of his coat was an Adams Express Co. identification card bearing the name Fred Ernest Natsch, also a pass on the New York, New Haven & Hartford railroad. It is believed that he fell from a train that passed through during the night.

FATAL FALL FROM TREE
Stamford, March 18.—William H. Crowell, a city employe, while engaged in cutting down a tree fell from the branches 45 feet to the ground and died in a few minutes. He was sawing off a branch when he lost his balance. Crowell was 36 years old and married.

Mrs. Alice Schulz, wife of Albert C. Schulz, died this morning at her home, 30 West Liberty street, after a brief illness. She was 21 years of age. The sympathy of many friends was extended to Mr. Schulz in his bereavement.

SCARLET FEVER IS DECREASING

Much satisfaction both in health department circles and about town is being expressed in the rapid decrease of scarlet fever cases. Cards which have for some weeks been common in the East and West Ends of the city are daily being taken down. It is hoped that the eradication of a class room in the Myrtle avenue school yesterday afternoon will be among the last, although desultory reports of new cases are still being received at the health office. Physicians are unanimous in asserting today that the cases recently developing are of the mildest type and that were the laws not so rigid in respect to the reports, they would not become of public record.