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ESTABLISHED

**AUSTRIA'S REPLY TO ANCONA
NOTE UNACCEPTABLE TO U.S.;
DIPLOMATIC BREAK IMMINENT****Washington Government Will Not Enter Into
Exchange of Opinions as Suggested
by Vienna Foreign Office.****AMBASSADOR PENFIELD WAS
HANDLED ANSWER TUESDAY**

London, Dec. 16, 6:22 a. m.—The reply of Austro-Hungarian government to the note from the United States relative to the sinking of the steamer Ancona by an Austrian submarine was handed to Frederick C. Penfield, United States ambassador at Vienna, on Tuesday, according to a despatch from Amsterdam to Reuter's Telegram Co.

The correspondent quotes from the reply as follows:

"From the sharpness with which the government of the United States believed it ought to censure the commander of the submarine and from the firmness with which the demands addressed to the Austro-Hungarian government appear to have been brought forward, it could be expected that the American government would clearly give the actual circumstances upon which it relies. As can be easily recognized, the representation of the circumstances contained in the note allows numerous doubts and gives not at all sufficient reasons for blaming the commander of the submarine and the Austro-Hungarian government, even if the representation proves correct in all points and judgment in the case is based on the most rigorous legal interpretation.

No Names Given.

"The American government also omitted to indicate the persons to whose statements it refers and to whom it apparently believes it must attribute a higher degree of trustworthiness than to a commander of the imperial royal navy.

"As to the number, names and the details concerning the fate of the American citizens who, in the critical moment were aboard the above mentioned steamer, the note does not give any explanation. But in view of the fact that the Washington cabinet now has given a positive declaration that at the above mentioned incident subjects of the United States came to grief, the Austro-Hungarian government in principle is prepared to enter into an exchange of opinion with the American government. But in the first instance it must raise the question of why this government refrained from juridically motivating the demands stated in its note with regard to the special circumstances of the incriminating incident, which are especially pointed out by the American government and in the place of such motivation mentioned an exchange of correspondence which it had with another government about another affair.

Individual Legal Maxims.

"The Austro-Hungarian government is the less able to follow the Washington cabinet in this unusual attitude as it in no way possesses a knowledge of all the correspondence having reference to it. The Austro-Hungarian government also is not of the opinion that this knowledge could be sufficient for the present case which, according to its own information is materially different from the case or cases to which the American government apparently is referring. Therefore, the Austro-Hungarian government must leave it to the Washington cabinet to draw up the individual legal maxims which the commander of the submarine is alleged to have violated when sinking the Ancona.

"The American government also thought it advisable to point out the attitude which the Berlin cabinet and the before-mentioned exchange of correspondence had taken. In the highly esteemed note the Austro-Hungarian government finds no support for this course. If the American government should have intended thereby to express an opinion as if a precedent existed for the present case, the Austro-Hungarian government, in order to prevent misunderstandings, must declare that it, of course, must preserve full liberty to urge its own legal interpretations during the discussion of the Ancona case."

The government expresses to Ambassador Penfield fully sympathy for the victims of the Ancona sinking, says the correspondent.

Wholly Unsatisfactory.

Washington, D. C., Dec. 16.—Austria's reply to Secretary Lansing's note on the Ancona is regarded, on the basis of the unofficial reports received today from London and Amsterdam, as wholly unsatisfactory, unacceptable and disappointing to the United States. Diplomatic relations between the two countries may safely be described as standing at the breaking point.

President Wilson and Secretary Lansing are reserving comment until they have the official translation and text at hand; but it is stated authoritatively that the United States will enter into no exchange of opinions as the Vienna foreign office is represented as suggesting, and absolutely

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**STANDING ARMY OF
ONE MILLION MEN****Necessary to Defend U. S.
Against Possible Invasions,
Says Senator Works.**

Washington, Dec. 16.—Senator Works of California told the senate today that a standing army of one million men would be necessary to defend the United States against possible invasion and declared that the Pacific coast was completely at the mercy of Asiatic attack.

Senator Works spoke on the subject of national defense but particularly to propose as a part of the scheme of preparedness the creation of a mobile land force and military reserve of 200,000 men at a cost of \$50,000,000 a year for ten years.

The proposed enlisted men in civil and military reserve would be settled, according to the Works bill, with their families in comfortable five-acre tracts provided by the government, supplementing ten months of productive work at reforestation, irrigation and flood prevention with two months of military training each year. They would be soldier-settlers under control of the secretary of interior in times of peace and subject to orders of the war department in times of war.

Pointing to American occupation of Vera Cruz as an indication that war was a constant possibility, Senator Works said: "Who can say, after this exhibition of ungovernable passion, after this slaughter of the innocent citizens of another nation and the forcible invasion of its territory for so trivial a cause, that this nation does not need to prepare for war? If Mexico had not been weak from internal conflict, we would even then have been at war, for our forcible entry upon her territory was itself an act of war."

There are enough Japanese in California now to man and destroy every line of communication from the east, isolating California and depriving her of all aid in troops and armaments. Mexico is open to the entry of the Japanese and once there it is but a step across an invisible boundary into the United States.

Outlining the scope of his bill, Senator Works declared a million families could be recruited from the tenement districts of the great cities alone and settle on homestead tracts in the west at a less cost than is now spent in the annual flood wastes of the Mississippi, and with two months' energetic military training provide a reserve force assuring preparedness against invasion but also against the forces of flood and fire.

**NEW HAVEN ENGINEER
DROPS DEAD IN CAB****James A. Minty Succumbs to Heart
Failure Near Saugatuck—Fireman
Brings Train to Bridgeport.**

New Haven, Dec. 16.—James A. Minty, engineer on a New York, New Haven and Hartford passenger train dropped dead in his cab at Westport early today. The train was bound for New York for Springfield and the happening was learned of on arrival of the train here in charge of another engineer. The train stopped on signal at Westport, it was stated, and when it did not start again, the fireman investigated and discovered the engineer lifeless. Death was apparently due to heart failure. The body was taken to a morgue at Bridgeport.

Minty was 60 years old and lived at Devon, William Wallace, of Springfield was conductor of the train. According to railroad men, Fireman Henry R. Corder, of 5 Park street Hartford, was shoveling coal into the furnace as the train approached Saugatuck, when Minty fell to the floor of the cab dead. The fireman brought the train to Bridgeport and then collapsed from shock, the engineer's body having been put into the baggage car at Saugatuck. Minty had been thirty-five years on the New Haven road.

KING PETER GOING TO ITALY

Paris, Dec. 16, 5:20 a. m.—It is reported from Rome that King Peter of Serbia, driven from his country by the invasion, will take refuge in Italy. A Rome despatch to the Main says the king has accepted Italy's offer of the palace at Caserta, near Naples.

**COMMANDS CONN. CO.
TO OPEN UP TRAFFIC****Mayor Quigley Directs Trolley
Officials to Get Busy at Once****RAILS ARE STILL BURIED****Public Service Corporation Accused of
Stalling and Waiting for Warm
Rain to Accomplish Same Results as
Gang of Men.**

When the trolley situation was put up to Mayor Quigley this morning he immediately called up General Manager J. K. Punderford at his office in New Haven and informed him that unless the Connecticut company got busy today and started opening up the north end lines, the city would undertake the work the first thing tomorrow morning. The mayor also sent a note to the local office of the company to the same effect.

The mayor waxed exceedingly indignant over the situation here when seen at his office this morning. As the mayor sees it, the company is simply stalling to save money. They have only twenty-five men at work, he said, and can't get more because all they will pay is \$1.90 a day, and labor is plentiful since the storm broke. Many men who work for contractors on outside work were thrown out of employment when the snow came and these can be secured if the company is willing to pay top prices for labor.

"I can get men to work," said the mayor, "and there are plenty of plows in the hardware stores. Take it from me, unless they start work here on Main street tomorrow morning, I will open those lines with men and plows." As to whether the city could collect from the company for the expense, Mayor Quigley was uncertain, but wasn't worrying over that phase of the question. The mayor said Manager Punderford promised to open the lines and said he would get busy at once.

Company Responds.

The mayor's edict or the threat to employ the city's legal forces to break the blockade evidently had an immediate effect on the trolley company, for the force of diggers which was channeling a way towards Berlin quit the job at the switch in Kensington and came back to the city with their work car and at once started work opposite the National bank building shortly before noon.

Worst in City's History.

Since electric transportation became a reality in this city more than twenty years ago no such blockade has been experienced as during the present week and the public long suffering is beginning to get impatient and in many instances indignant. Up to last night the traveling public was willing to discount a whole lot in favor of the trolley company because it was believed that it faced a stupendous task, but as apparently little or nothing was being done to open up the city lines patience has ceased to be a virtue. In seventy-two hours not a wheel has turned on the north end lines. The North Stanley and East Main street lines went out of commission in the height of the storm Monday night and today the rails are still buried deep under a blanket of packed snow.

Other Lines Are Nearly As Bad.

An indignation meeting of an informal character, but nevertheless full of pep, was held by Francis street and Belvidere residents last night and this morning E. O. Kilbourne, well recognized as a leading spirit in the north end suburban community, was up and to the attack bright and early. Although he was able to obtain anything but a satisfactory promise of the desired officials, Mr. Kilbourne managed to stir up things at City hall. An appeal was made to the public works department with the result that City Engineer W. H. Hall went into executive session with Corporation Counsel J. E. Cooper with the aim of finding a legal crowbar that would start the slumbering trolley officials into something like human activity.

Cars Running in Other Cities.

New Britain is in a worse state today from a traffic standpoint than any city or town in the state enjoying electric service. Other places were hard hit, but the officials put some ginger into the effort to break loose and succeeded. Hartford, Bristol and Manchester were up against the storm last night and they had their lines open and were operating on schedule yesterday. Here in New Britain a city of 50,000 people, half the lines are out of commission and at the present rate of progress will remain so indefinitely unless the weather changes and nature does the work the trolley company seems unwilling or unable to perform. It is now claimed that economical reasons are responsible for the trolley company's inactivity. It costs money to dig out the lines, but if the company can stall along a few days more and the public will stand for it, a warm rain may providentially come to the rescue of the poor downtrodden public service corporation.

Hartford Line Open.

The trolley company succeeded in opening the Hartford line at noon today and shortly after one o'clock a passenger car preceded by express

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**VON RINTELEN CASE
UP AGAIN MONDAY****Samuel Gompers Will Be First Wit-
ness Before Grand Jury Probing
Strike Conspiracy.**

New York, Dec. 16.—The grand jury which has been investigating the Franz Von Kintelen conspiracy to instigate strikes in munition factories will reconvene on Monday, it was stated at the federal building today.

Samuel Gompers, president of the American Federation of Labor, will be the first witness called before the jurors. Gompers has notified the federal officials that he will be here at the end of this week.

Several other witnesses will be examined in addition to Gompers, but United States Attorney Marshall expects that the grand jury will complete its work before Christmas.

**PORTER CHOSEN TO
REPRESENT SHRINERS****Local Man Delegate to Im-
perial Council—Morgan
Is Potentate.**

E. J. Porter, for many years a loyal and enthusiastic member of Sphinx Temple, A. O. N. M. S., of Hartford, was signally honored by that organization at the annual meeting held last evening when he was chosen delegate to the Imperial council to be held in Buffalo, N. Y., the

**EUGENE J. PORTER.**

first week of next July. Incidentally, this city was given recognition for the activities of its citizens in Shrine work. Mr. Porter has been a director for many years and his attention has always been turned to the welfare of New Britainites. He has been the first hand to welcome the novice before and after his journey over the sands of the Connecticut desert. Many erstwhile novices, mindful of his charming treatment, braved the snows of last evening to go to Hartford to vote for his election.

"Tom" Morgan, of Hartford, leader of the Shrine band in the past, was last evening elected to the post of potentate, the highest office in the local organization. He has been popular and well known to Shriners since his affiliation with the order. The band, built up under his direction, is the best Shrine band in the country. Horace W. Eddy was the other New Britain man elected, or re-elected, to office. He was chosen Oriental guide, a post which he successfully filled for several years. There are of course several local men on the list of directors which Potentate Morgan will announce later.

There are four representatives from Sphinx Temple going to Buffalo. They are, Henry Strong, past potentate; "Tom" Morgan, potentate; Henry Toothaker, chief rabban, and Mr. Porter. The Imperial council is the governing body of all the Shriners in North America.

Inasmuch as it is planned to have the Sphinx Arab Patrol and band accompany the delegation and there are several New Britain members of both it is probable that this city will send a large delegation to the Bison city in July.

KILLED BY TROLLEY CAR.

Waterbury, Dec. 16.—The body of the unknown man killed last night by a Naugatuck bound trolley car on the outskirts of Waterbury, was identified today as that of Upokoeteo Marigone of this city. Deputy Coroner Walter D. Makepeace concluded his investigation of the fatality and finds that the trolley crew cannot be held criminally responsible for the man's death. His body was horribly mangled, the man being decapitated.

MICHIGAN FOR WILSON.

Lansing, Mich., Dec. 16.—President Wilson's name will be placed on the Michigan presidential primary ballot as democratic candidate for president, the secretary of state announced today.

WEATHER

Hartford, Dec. 16.—Cloudy tonight. Probably rain or snow tomorrow.

**NO RECORD ON BOOKS
OF BILLARD COMPANY****To Show That Metropolitan
Steamship Stock Was Ever Sold****TO LATE GOV. HILL OF MAINE****Hemingway, in Answer to Govern-
ment Attorney's Question Admits
John L. Billard Gave Him Personal
Gift of \$75,000 in November 1909.**

New York, Dec. 16.—There was no record on the books of the Billard company which would show that the stock of the Metropolitan Steamship company, was ever sold to the late Governor John F. Hill of Maine, according to testimony adduced by the government today at the trial of Edward D. Robbins and ten other former directors of the New York, New Haven and Hartford railroad.

This stock, it is alleged by the government, was transferred to the control of the Billard company by means of a series of involved financial transactions engineered at the behest of Robbins, for the benefit of the New Haven and then sold to Governor Hill.

Testimony By Hemingway.

The testimony was given by Samuel Hemingway, president of the Second National bank of New Haven, treasurer of the Billard company, and brother of the defendant, James F. Hemingway.

"If the books of the Billard company," asked James W. Osborne, of the government, "had been subjected to inspection by an officer of the government he couldn't have found out, could he, that the Metropolitan stock had been transferred to Governor Hill."

"Well, it might be shown by other entries," said Hemingway.

No Such Entry.

Hemingway examined the books of the company and conceded that they did not contain such an entry.

Hemingway, whose recollection throughout his testimony yesterday and today was very poor, was asked whether he had not at one time received a gift of \$75,000 from the Billard company.

"No, sir," said the witness.

"Well, from John L. Billard?"

Personal Gift of \$75,000.

The defense objected to the question and Judge Hunt said: "He may answer as bearing up the question of the weight that should be put upon his testimony."

"I got a personal gift of \$75,000 from John L. Billard in November, 1909."

Mr. Osborne then wanted to know if this money was not part of the \$150,000 compensation that John L. Billard got from the New Haven road for services in holding Boston and Maine Railroad stock for the New Haven for a year.

"I couldn't say," was the answer.

In Billard's Heart.

"Do you know any reason why he should make you a gift of \$75,000?" asked Mr. Osborne.

"Because it was in his heart," replied Hemingway.

The witness added that it was he who brought Billard and Mellen together. His brother, he said, was a New Haven Railroad director and Billard made the witness a director of the Boston and Maine. It was about the time the New Haven acquired the Boston and Maine that Billard gave the witness this \$75,000.

Hartford Lawyer on Stand.

Warren D. Chase of Hartford, Conn., a lawyer testified that at the behest of Robbins he organized, with a capitalization of \$3,000,000, the Metropolitan Steamship Company of Maine, No. 2, the company whose stock Gov. Hill purchased and the purpose of which he explained, was to take over the properties of the Metropolitan Steamship Company of New Jersey. He also organized, for Robbins, he said, the New England Securities Co., which was to raise money to pay the expenses of the Metropolitan No. 2. The securities company was also capitalized, he said, at \$3,000,000 and its stock was owned by Robbins.

This is the concern to which, Hemingway testified yesterday, "he Billard Co., loaned \$1,700,000, giving its note for that amount secured by Metropolitan of Maine stock."

Private Enterprise.

Chase described Robbins' activities as "A private enterprise in which we could both make some money." Robbins, he said, financed the entire price. Certain checks involved in the transaction Chase said, he had searched for but was unable to find.

FOOD BY PARCEL POST.**Being Sent to Germany From America
Claim British.**

London, Dec. 16, 3:15 p. m.—"Considerable quantities of food are being sent to Germany by parcel post from America and we are in communication with our ambassador at Washington on the subject," Lord Robert Cecil, parliamentary under-secretary for foreign affairs, informed the house of commons today in reply to certain questions.

The under-secretary added that other steps had been taken to deal with the matter effectively.

**NO EXPRESS TRAINS
ON NEW HAVEN ROAD****Until All Necessary Repairs Have Been
Made of Damage Caused by
the Storm.**

New York, Dec. 16.—The Bay State, Knickerbocker, and Merchants' Limited will not be run between New York and Boston today by the New York, New Haven & Hartford railroad, it was announced here by Edward G. Riggs, executive assistant.

Mr. Riggs said that the telegraph and signal wires damaged by the storm early in the week had not yet been completely repaired and while it is safe to operate locals or slow trains under the circumstances, it would be far from safe to undertake the operation of fast express trains. For this reason, he said, the Boston and Springfield expresses will not be put on again until all necessary repairs have been made.

The New York Central announced today that adverse conditions caused by the storm have been materially improved, and all trains are leaving here on schedule time. Arrivals are in most cases on time, and freight is again being moved over the lines between here and Albany, where the conditions were the worst.

**CRISIS REACHED IN
BASEBALL SITUATION****Players Demand That Status
Be Granted if Plan
Goes Through.**

New York, Dec. 16.—New angles to the baseball peace situation developed rapidly today, and the efforts of organized and independent interests to get together on a harmonious business basis may result in far reaching readjustments of the entire professional baseball structure. Many of the players, who see in the proposed peace agreement the passing of big salaries and long term contracts, are demanding that their status be considered in any arrangement made between the various leagues, claiming that they are the real foundation of the game. Leading members and officials of the Players' Fraternity have been in close touch with the situation and are prepared to make a fight if their rights are threatened.

Close followers of the game both in playing and official positions are said to realize that a crisis is at hand and there is more at stake than appears on the surface at this time.

**TROLLEY CAR HOLDS
UP TRAFFIC AN HOUR****And Police Department Has to Break
Deadlock Between Crew and
Sleight Driver on Stanley St.**

A tie-up occurred on the Pleasant street car line which held up all traffic between Church and Park streets on Stanley street for over an hour early this morning. The snow is waist deep on both sides of Stanley street but the car tracks are cleared away, while on each side of the tracks is a mountain of snow pushed there by the big plows.

The trolley car was midway between Park and Chestnut streets at about 7:45 o'clock when several sleighs loaded with snow and cinders were in sight in front of L. D. Penfield's house. The sleighs could not turn aside for the car and the crew of the car refused to go back. Equally stubborn was the driver of the sleighs and one man, in trying to turn out broke his sleigh.

After the track had been tied up for over an hour the police were notified. Chief Rawling took the matter up with the trolley officials and went to the scene accompanied by a trolley employee who instructed the car crew to back as far as Park street to permit traffic to pass.

**INJURED BY TROLLEY,
COUPLE SUE COMPANY****George Froeba Asks Damages of \$1-
200 and Fred Kubertin Demands
\$600 Balm.**

George Froeba the well known proprietor of the Turner Hall cafe on Arch street, today brought suit against the Connecticut company demanding damages of \$1,200 and a friend of his, Frederick Kubertin, has brought action for \$600 damages. The plaintiffs have retained Klett & Ailing and the writ served by Constable Fred Winkler is returnable before the court of common pleas on the first Tuesday in January.

Mr. Froeba and Mr. Kubertin set forth that on October 18 they were both painfully injured when a trolley car collided with them as they were driving across Maple street on Whiting street. Mr. Froeba's horse and wagon were also damaged.

In his complaint, Mr. Froeba declares that it is the custom of the trolley company to have cars stop before crossing Whiting street. Acting on this assumption, he drove across. The car stopped, but started up again and crashed into his vehicle, throwing the two occupants out.

**SICK POLICEMAN
CARRIED ON PAY****Startling Revelations Made
Council Meeting by Mayor****SAFETY BOARD UNDER****Mayor Says Attempt Was
Pay Third Month's Salary
Caught the Commissioners
Act—New Squabble Over**

Startling charges that the public safety had carried on for two months a policeman was sick at his home during the time he was on the payroll were made at the meeting common council last night by George A. Quigley. Further, Mayor accused the commissioners attempting to carry the sick man on the payroll another until detected.

It is probable the public have been kept in the dark concerning these alleged transactions for a resolution signed by Councilmen Lander, who was absent, for the payment to Chairman Ailing and Commissioners R. R. Healey and Frank H. Ho \$228 to reimburse them for advanced to Anthony C. Mal regular policeman who has been for many months.

Violation of Ordinances.

As soon as the resolution was Mayor Quigley ruled it out of order and apparently greatly displeased had been presented. Councilman F. Curtis asked the mayor why out of order and His Honor said that the commissioners advanced money in violation of the ordinance if they advanced it at all.

Councilman Curtis asked Quigley to withhold his ruling resolution until he, the council had an opportunity to explain. He said the commissioners named put their hands into their own pockets to pay necessary expenses in by Malone.

"If the council does not rein them they will be out that am he said. "The corporation told me it would be a proper legal step to take."

While Councilman Curtis was giving this explanation, Mayor Quigley was becoming darker and premonitory tone he asked Pro Tem Parker to take the while he addressed the council. denouncement followed.

Caught in the Act.

"It is not very often that I or my own commissioners before common council," he said. "In going over a payroll of the police department I discovered the name Officer Malone to whom was due I knew positively that Malone was working but was home sick. I was the commissioners and told the was a violation of the ordinance understand that the commission did not pay all of this money for by the resolution at one time told the policeman they would he got it."

"I want the commissioners to understand that the common council will admit that two payrolls Officer Malone's name on them paid by me. I called the attention of the commissioners to the situation and they paid into the city treasury they paid to Officer Malone wages. If the council wishes, I have no objection to them being reimbursed for this \$90, but I won't stand for entire \$228 being paid."

Threatens to Veto Resolution.

Mayor Quigley explained that two payrolls he referred to had merely glanced over because his signature is a matter of form. But he happened to read through the third and there found Officer Malone's name. He scratched it off and he warned the commissioners and clerk of the board against repetition. In conclusion, Mayor Quigley said he would veto any resolution calling for the payment to the commissioners of more than \$90.

"Will you admit the entire salary of our act is to be determined by the corporation counsel ask Councilman Curtis.

"No," snapped the mayor.

Councilman Curtis appealed from the ruling of the chair in regard to the resolution being out of order, called for a yeas and nay vote but it requires the consent of at least three members of the council and no one supported him. On a rising vote Councilman Curtis lost his appeal by a vote of 17 to 3.

Councilman Curtis made a motion that a resolution be passed authorizing the payment of \$90 to the three commissioners. After some debate the resolution was tabled for reference to the corporation council, a motion by Alderman Chamberlain.

Hot Shot From Safety Board.

The board of public safety figures in another incident of an unusual nature when it sent to the council a communication in regard to the instructions of the council at the November meeting to equip traffic officers with insignia. The answer to these instructions follows:

"The board of public safety respectfully begs leave to acknowledge the receipt of your communication con-

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