

The Bridgeport Evening Farmer

FOUNDED IN 1790.

Published Daily (Sundays excepted) by The Farmer Publishing Co. at 179 Fairfield Avenue, Bridgeport, Conn.

EDITORIAL 1267

BUSINESS OFFICE 1208

TELEPHONE



Price 2 Cents the Copy.

SATURDAY, JULY 25, 1914.

WHERE THE FARMER MAY BE PURCHASED

For the convenience of Bridgeporters visiting and residing in New York or Boston, The Farmer can be found on sale at the following places in the Metropolis. At H. J. Schmitt's five newsstands: Nos. 1, 125 1/2 Broadway, near 57th St.; No. 2, S. E. corner 42nd and 4th Ave.; No. 3, El Stand, 42nd St. and Park Ave. in front of Grand Central Depot; No. 4, S. E. corner 47th St. and 7th Ave.; No. 5, S. W. corner 30th St. and Broadway and The Hub News Co., City Hall, Boston, Mass.

STOPPING THE WARRENITE ILLEGALITY

JUDGE WILLIAM H. WILLIAMS showed a disposition to understand perfectly the basic principles underlying the frantic eagerness of the proponents of Warrenite in the municipal government, to expend \$460,000 of public money for that pavement.

To the repeated suggestions of the numerous counsel for Warren Bros. that the word "pavement" in the statute creating the paving commission, should be understood in its technical, engineering sense, Judge Williams opposed his view, by far the more usual, that the word should be interpreted according to its ordinary meaning.

The significance of the technical interpretation of the language would be the classification of pavements on a concrete base as permanent, and others as not permanent. Warrenite is not on a concrete base, and consequently would not be permanent, and would not be within the jurisdiction of the paving commission.

Those who are familiar with the history of the act creating the paving commission, know that its framers intended to take from the common council the power to lay all pavements not waterbound macadam.

Up to the enactment of the paving commission statute the council, "could do anything it wished to the streets of Bridgeport, and did it," as Mr. Nicholson, counsel for the plaintiff, shrewdly observed in the course of his address to the court.

Mr. Nicholson and his client, Mr. Anderson, are to be congratulated upon the successful issue of their suit. They are entitled to the thanks of the public. They have saved the city from the consequences of official conduct which must have formed a most injurious precedent, from which in time to come results of graft and extravagance would almost certainly be derived.

BUYING WITHOUT COMPETITION WAS BAD FOR NEW HAVEN SYSTEM AND IS EQUALLY BAD FOR BRIDGEPORT

THE IMITATION of railroad methods in Bridgeport is not confined to the assertion that a large debt means prosperity. The further proposition is made that a city will be best served when goods are bought of favored individuals in large amounts, without competition, or bidding.

In ascertaining the conditions which have brought New Haven stockholders to grief the interstate commerce commission has shown the part in the disaster that was occasioned by the enormous growth of the system's debt, and has devoted several paragraphs of its report to discussing the effects of "large purchases without bids." The report says:

Purchases of cars and coal are two large expenditures that railroads make. The New Haven purchased cars almost exclusively from James B. Brady without competition and to the extent of some \$27,000,000. Mr. Brady, as a witness, made no secret of his generosity to the officials with whom he had business. His methods were justified by him on the ground that the officers of the New Haven were old friends.

Locomotives were purchased from a company in which a director of the New Haven was also a director. Many supplies obtained by the New Haven were from companies having directors who were also directors of the New Haven.

Corporate economy is not practicable where gifts and obligations arising from friendship tend to obscure official duty.

Like Bridgeport, the New Haven system had established a system of concentrated purchasing authority. Gradually the functions of this authority were usurped by those who were its creators. The directors sold their own goods to the company for which they were trustees, goods were bought of favored persons without competition.

Before the investigation and before the facts were made public there was no limit to the verbal justification of these unwarranted and dangerous methods. But the smoke was there, and, as in most such cases, there was fire behind the smoke.

The purchasing authority in Bridgeport has been concentrated in the board of purchase and supply, which was created with a flourish of trumpets to buy everything the city should need. Certain boards, as the Board of Education, which has never, been involved in a scandal regarding the expenditure of public money, refused to come under the new method, and were thoroughly castigated.

Presently it appeared that the contract board was too virtuous to meet the taste of its friends. Some members, rather than submit

to the dictation of their political superiors, resigned. The clerk of the board, not being ductile, was removed.

Quite recently Norman Leeds, the president, had occasion to protest against members of the body, selling to the city goods in which they were interested. He offered a resolution condemnatory of the practice, but the resolution was voted down.

Within less than a year the authorities have brought about the purchase, or attempted purchase, of several hundred thousand dollars worth of Warrenite pavement, without competition, without bidding and without most of the protective methods which are usually thrown about large expenditures.

It does not appear that anybody in this case has made any presents, or that there are any old friendships involved.

Those things did not appear in the New Haven case, until a body competent to examine witnesses under oath, and to compel the production of books and papers, had probed the suspicious transactions.

Fortunately, the rules of prudence and reason in the conduct of business are so well established, it is not necessary to have proof of anything but the unusual and dangerous method of doing business.

The time to compel corporate business to be done in the safe, usual and approved way is not after things have gone so far that everything is corrupt. The better way is to apply correction at the root, in the beginning, by substituting trustees who know what public opinion, and safe finance demand, for those who do not know, or who do not care to practice what they know.

Trustees of the public power have no right to sell to the city what yields them a profit from the sale.

If the people permit large sums of public money to be expended with favored persons, without competition, they will regret it.

The sooner Bridgeport abandons New Haven methods in conducting its corporate affairs, the better off it will be.

Buy the best goods in the lowest markets. Pay as you go. These are sound rules for any municipality to follow.

PRESIDENT WILSON FAVORS RECOURSE TO CRIMINAL LAW IN DEALING WITH CORRUPT NEW HAVEN SITUATION

THERE WILL be general rejoicing over President Wilson's letter ordering the department of justice to proceed against the New Haven directors civilly and criminally.

This action is in line with President Wilson's entire policy in office. He is silent, deliberate, but certain. Civil proceedings will look to the separation of the New Haven steam road system from its subsidiaries. Criminal proceedings will look to the punishment of the individuals by whom the New Haven has been brought to its present straits.

How necessary it is that criminal proceedings should be brought will appear from the opinion of the Interstate Commerce Commission, which, after investigating carefully all the facts, said:

It is inconceivable that these wrongs could have gone on without interference if the members of the board of directors had been true to the faith they owed the stockholders. A number of directors appear in many instances to have voted without knowledge and to have approved the expenditure of many millions without information.

According to the testimony of some of the directors they merely approved what had been done by some committee or by some officer of the company.

The directors' minutes reveal that it was largely a body for ratification, not authorization, as the law intended a board of directors should be. None of the directors would have been so careless in the handling of his own money as the evidence demonstrates they were in dealing with the money of other people.

And again the commission says:— When these directors were negligent and serious losses resulted therefrom they were guilty of a grave dereliction of duty and breach of trust that was morally wrong and criminal in its fruits.

As to the subsidiaries from which it is proposed to separate the parent company, the commission said:—

Many of these subsidiary companies served no purpose but an evil one. They were used to cover up transactions that would not bear scrutiny, and to keep from the eyes of public officials matters that were sought to be kept secret.

These men have done nothing to earn leniency. When books were needed that would have helped to make the truth known, they were discovered to have been burned.

Questionable methods were employed to increase the capital stock of the company. Accounts were manipulated. Dividends were paid by juggling with subsidiary companies.

Large purchases were made without bids. Enormous political contributions were wrongfully made from the property of the stockholders.

The directors were consciously engaged in the creation of a monopoly by methods the nature of which must have been familiar to them.

Under these conditions the president sees but one alternative. As a punishment for what has been done, and as a protection from similar wrongs in the future he invokes the power of justice existing in the criminal law, and proclaims that the guilty must face the consequences of their deeds.

Huerta has resigned the presidency of Mexico, but he hasn't abdicated his title to any cases of extra dry.

The summer hotels are entertaining their guests with a varied program of amusements consisting of breakfast, dinner and supper.

The Cleveland women have put up anti-swearing posters in the street cars and factories, but strangely enough they omitted to post the golf links.

The sale of books of poetry is said to have increased to an amount sufficient to provide the author with stamps to send his manuscripts around.

In order to keep well informed on public affairs and prepare themselves for the duties of citizenship, many people spend about an hour a day reading all about the murder mysteries.

CENTENARY OF STEPHENSON'S PIONEER STEAM LOCOMOTIVE

This year marks the centenaries of three of the most important applications of steam power. Just 100 years ago to-day, on July 25, 1814, George Stephenson made a successful trial with his first locomotive. A little later a floating steam battery designed by Robert Fulton, was launched, being the first steam vessel of war ever constructed, and the parent ship of all the navies of the world. Before the memorable year had closed the first steam printing press was perfected, and Konigl, the inventor, made a successful trial in the office of the London Times, turning out papers at the most amazing rate of 1,200 per hour.

George Stephenson, who perfected the locomotive, was born in 1781, the son of Robert Stephenson, the fireman of a colliery engine at Wylam, near Newcastle. As a boy George herded cattle, and occupied his leisure by building models of engines with clay. At fourteen he was employed as assistant to his father, firing the colliery engine at a wage of twenty-four cents a day. He had a passion for steam engines, and soon mastered the mechanism, so that at seventeen he became a full-fledged engineer. At that time he was unable to read or write, but mastered those arts by attending a night school. He made such rapid progress that at thirty he was engineer in charge at a mine, receiving the magnificent salary of \$500 per year.

In 1813 he obtained permission from Lord Ravensworth, the principal owner of the Killingworth colliery, to incur the expense of making experiments with the construction of a "traveling engine," to be used on the tramroad between the mine and the shipping port nine miles away. By the Summer of 1814 Stephenson had completed his locomotive, and on July 25th it was given its first trial. The proud young inventor made a successful trip with his engine, which he christened "My Lord," in honor of his noble patron. "My Lord" was the first engine to draw a load upon rails, and it was capable of six miles an hour, when extended to its limit.

Stephenson made many improvements in his locomotive during the next few years, and in 1822 he succeeded in convincing the promoters of the Stockton & Darlington railway, who had contemplated using horses to draw their carriages, that steam power was feasible. Stephenson was appointed engineer of the railway, and in 1825 the first railway on which passengers and goods were drawn by a locomotive was formally opened.

Stephenson was then employed to take charge of the construction of the Liverpool & Manchester railway. Prominent engineers declared that it would be impossible to build the line over Chat Moss, a great bog in Lancashire. Before a Parliamentary commission the eminent "authorities" vehemently declared that no vehicle could stand on the morass. The daring but calculating genius of Stephenson accomplished the so-called impossible, and in 1830 the road was opened. Stephenson had built a much improved locomotive, called the Rocket, which attained a speed of twenty-nine miles an hour. The first of thousands of victims of railway accidents was claimed on the opening day of the Liverpool & Manchester line, when W. Huskisson, a member of Parliament was killed.

Besides building the first successful locomotive, Stephenson was the inventor of a safety lamp to be used in mines. For the "valuable services rendered to mankind" by this invention he was presented with a fund of \$5,000, which he used in making improvements in his locomotive. The father of modern railways was connected with many other transportation projects in his later years, and died in 1848, when the modern era of railway building was well established.

BUILDING NOTES OF LOCAL INTEREST

Work will be started next week on the addition to Columbus school, Commercial street and North Washington avenue. C. A. Bjorklund has the contract on a bid of \$47,700.

The United Illuminating company has asked for bids for an addition to its power station in Congress street. The boiler room is also to be remodelled. The addition will cost between \$20,000 and \$25,000.

A handsome home for Mrs. Gertrude W. Edwards is now in the course of construction at Brooklawn.

Sageel Daves, the East Main street painting contractor is to build a handsome summer home in Millford.

Mrs. Elizabeth Keating of 1914 Noble avenue, has given a contract for a fine two family house to be built at Main street and Stratford avenue in Stratford.

Work will start next week on a business and tenement block at State street and Clifton avenue for Engleman & Rich of 700 East Main street.

A three family house is under course of construction in Orland street for Toth & Karafa.

A two-family house for M. Leskorosky will be built in Tart avenue, the work to start next week.

Joseph Teske is planning a frame tenement block to be built in Boston avenue.

Capt. Theodore Witherwax has let a contract for the erection of a three-family house on South avenue.

Work has begun on the new home which John Hoelck is to have built in Summerfield avenue.

A four-family tenement block with one store is building in North Washington avenue for Louis Napolitano.

The foundation for the parsonage of the Advent Christian church has been started in Eosouth street.

Work has started on a two-family house in Goddard avenue for John Boddington of 88 William street.

CHICAGO MAN DECLARES CALAMITY TALK OVERDONE

Chicago, July 25—"Industrial unrest exists in America, but there is a great exaggeration of present conditions. The success and prosperity of our own people compared with that of the people of any other land is such that so much discussion and criticism is unwarranted," said Geo. M. Reynolds, president of the Continental and Commercial National Bank before the United States commission on industrial conditions late today. Mr. Reynolds was the fifth witness of the day.

"They painted the picture as black as they could for the sake of getting response from the public," continued Mr. Reynolds. "The thing was overdone. Many of our troubles are mental."

Laces are in great favor.

Celery Plants, 15c Per Dozen
JOHN RECK & SON

ERIE ENGINE PULLS TRAIN OF 250 LOADED CARS

Binghamton, July 25—An Erie railroad test of the pulling power of the new Centipede locomotive of 410 tons, having 24 driving wheels, proved a big success.

The officers in charge kept adding car after car of coal to the train until it consisted of 250 fully-loaded steel "battleships," with a total weight of 21,000 tons. The locomotive pulled this train for 40 miles at the rate of 15 miles an hour. The train was 10,000 tons heavier than any ever pulled by a locomotive.

DOMINATING.

"Husband and wife cannot, by the nature of things, be equal. There must in every family be a strong, commanding, dominating personality." "Yes, but that one is generally the cook."—Baltimore American.

More than 1,000 tons of Manchurian corn which arrived at Seattle, is being held up by authorities until it is determined whether the weevil with which it is infested is destructive.

SPECIAL ON TUBES

FRIDAY and SATURDAY

We have a large number of Grey Tubes in the

30x3 1/2 Tube \$2.45
32x3 1/2 Tube \$2.59
34x4 Tube \$3.43

ALSO

In a clean up on 36x4 to 37x4 1/2... \$3.23 each

Don't forget we carry a large stock of the McGraw Tires which have the usual 3,500 Mile Guarantee, and are one of the best at the price. Give one of these tires a trial and convince yourself as to their merit.

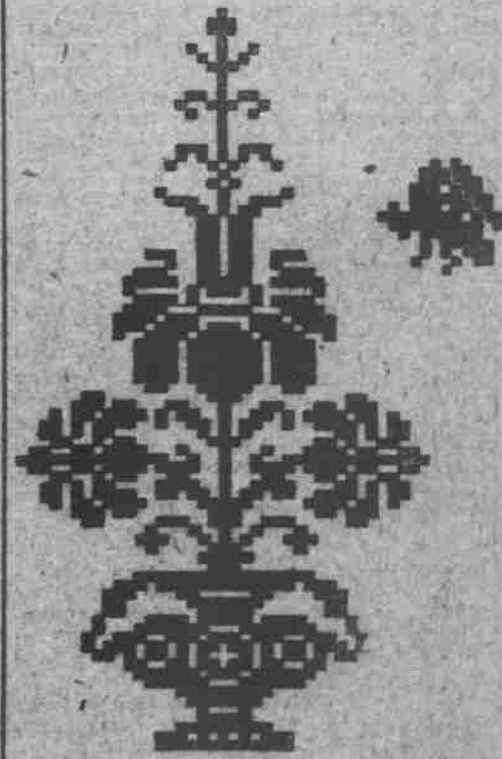
THE ALLING RUBBER CO.
SYNDICATE STORES
1126 MAIN ST.

The D. M. Read Co.

Established 1857

The Store Closes at 5 p. m. Daily
Except Saturdays when the closing hour is 9 p. m.

Art Needlework for Summer Days.



Vacation time and long summer afternoons on cool porches give one a chance to commence on Holiday embroidery, and the average feminine habit is to begin several pieces at once, thereby finishing several pieces at the same time, making a goodly showing. The Art Section has many things useful and desirable to suggest, a great many of which are effective without requiring a tiresome amount of work.

Linen Scarves and Towels for cross stitch or French work.

Brown Linen Centers, 24 inch, 50, 59 and 75 cts.
36 inch, 75 cts and \$1.00.
Large Huck Towels, several designs, yard long, 50 cts.
Guest Room Towels in variety 25 cts.

Pillow Slips:

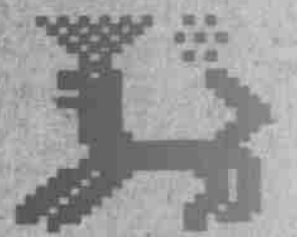
Fine Cotton, scalloped edges, with wreaths and designs for monograms and initials, 50 cts
Day Slips, open at both ends, scalloped, with wreaths and floral patterns in center, 50 cts
Linen Slips, hemstitched, with wreaths, baskets, etc., \$1.50
Linen Scarves with insertions and edges of Linen Cluny lace, panels stamped for cross-stitch and lazy-daisy work. \$1.50

Kimono Nightgowns:

Of Nainsook, round, square or V-necks, simple designs, 50 cts
Of Nainsook, made up, finished all but embroidering, 79 cts
Sweet Grass Baskets, with or without covers, a large assortment.

Sweet Grass Knick-knacks for sewing baskets:

Needle Cushions, 10 and 25 cts
Scissor Cases, 10 cts
Thimble Cases, 15 cts
Needle Books, 19 cts



These make attractive favors.
Third floor.

The D. M. Read Company.

RADFORD B. SMITH

Fairfield Avenue VARIETY STORE Broad Street
"THE STORE THAT PAYS THE CAR FARE"
ATTRACTIVE TEN CENT ARTICLES FOR EIGHT

COUPON GOOD MONDAY, JULY 27

BIG MATTING HANDBAGS With Coupon 45c

Now for a bag to take on the vacation trip.

These splendid bags hold almost as much as a suit case.

Suit cases, all sizes and grades, 98c up.

At the present time we own and offer for sale an unusually complete selection of

First Mortgage Loans

on Local Real Estate which pay 5% and 6% Interest

These loans have long ranked as a most reliable form of investment. Among others we offer for sale the following:

200	500	1200	2000	3200	5000
250	700	1500	2500	3500	6000
400	1000	1800	2800	4000	18000

A POLICY OF TITLE INSURANCE ACCOMPANIES EACH LOAN

The Bridgeport Trust Co.

167-171 STATE STREET Bridgeport, Conn.

Starting from Hornell on August 31, the New York State Automobile association will inaugurate its 1914 official tour in the form of a 2,000-mile journey through the state.

The airboat America, which will be used by Lieutenant Porte in his flight across the Atlantic, with Glenn Curtiss at the wheel, across from Lake Keuka carrying 2,700 pounds.

Two mines of the Cananea Consolidated Copper Co., at Sonora, Mexico, are on fire. The Mexican workers who returned to work unwillingly after a strike are suspected. The temperance committee of the Georgia Senate voted to report adversely on the bill legalizing the manufacture and sale of beer containing not more than four per cent alcohol.