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**Hundreds Of Millions For Stocks
But Pittance For Steel Cars--
More Light On Railroad Disaster**

Coroner John J. Phelan investigates the Stamford disaster to find out what caused it. It is his duty to fix the blame, that the criminally guilty, if there are any, may be known and punished. The prevention of wrecks in the future is but an incident of his work.

But the Interstate Commerce Commission and the Public Utilities Commission sit with the purpose primarily in view of ascertaining how such wrecks may be prevented hereafter.

An ounce of prevention is worth many pounds of punishment, and the hearing before the commissioners, though less sensational than that before the coroner, is likely to prove as useful.

Once more, thanks to the energy of Commissioner McChord, and the sincerity of his probe, a beam of brilliant light is thrown into the internal affairs of a great railroad, and the public is permitted to glimpse some of the sad results of the management provided by Wall Street and monopoly.

Within a few years hundreds of millions have been added to the capitalization of the New Haven corporation, but the testimony of yesterday disclosed for rolling stock used on passenger trains an assortment of ancient cars of vintages as early as 1862, and 40 of so antique a parentage their record of their birth could not be discovered.

The testimony, that from the lips of railroad witnesses, was pregnant with the atmosphere of looseness which seems to have crept into all the affairs of this great corporation.

His own general manager, Clinton L. Bardo, in an outburst that was entirely unexpected, vehement and voluntary, said that when he came to the company, which was not long ago, everything was in bad shape, and that now there is little or no discipline among the employes, and that esprit de corps is lacking.

Mr. Bardo, to be sure, attributed this malign influence to the Railroad Brotherhoods, a contention which was left without evidence to sustain it, and a position which Mr. Bardo was compelled to abandon, when Commissioner McChord compelled him to admit that there ought to have been a rule to govern cases like Doherty's, and that it was his duty to have prepared such a rule.

Before Coroner Phelan it was evidently the passing purpose of the company's officials to brand Doherty as incompetent, and to claim that his employment was compelled by an agreement with the Brotherhoods.

In the hearing before Mr. McChord this claim was utterly abandoned under pressure of his interrogations.

These were no agreement with the Brotherhoods which required Mr. Mellen's underlings to put an incompetent engineer on a first class train.

In fact, if these officials had put on an incompetent man, because of such an agreement, and they **KNEW HIM TO BE INCOMPETENT** when they did it, they would unquestionably be guilty of the grossest negligence.

The truth was, and the evidence proved it in several ways, that Doherty was deemed competent, and probably was competent, for, up to this time, none has urged aught against him in evidence, except that "he used bad judgment in applying his air" in the precise manner in which he did apply it.

In other words, all claim disappears that Doherty didn't see the signal. He did see it. He did use the brakes. His train didn't stop, but neither did the train stop on the test trip, when the specially selected heavy-weight engineer applied the air. The train then rolled 375 feet into the danger zone.

The New Haven has 2,288 passenger cars. All but 31 are wood. It is almost two years since the Federal Express went over the bank in Bridgeport. Most of the deaths on that train were in an antique day coach, that wouldn't hold, under the wrecking tongs, its own weight.

A year ago the Westport wreck occurred, when many were killed. Then the coroner found that steel cars would have prevented loss of life, and recommended that steel cars be acquired as rapidly as possible by the New Haven.

Today the New Haven has acquired 31 steel cars. The Skylark, which was the death car, was not steel, but wood; not new, but old. Even of the Pullman cars, which Mr. Mellen has described so glowingly, but 24 of 236 are steel. The remainder are wood, and some of them are the very New Haven cars which were presumed to have been abandoned.

There was the Centerdale, a part of the death train, the brakes of which were so eccentric that once it took 40 pounds of air to move them; a matter which alone would diminish the possibilities of a quick stop under brake by some eight per cent.

Experts of other roads testified that a train in the condition of the test train would not be permitted to leave terminals.

They testified that a green man would not be sent for the first time to a fast express without being accompanied by a traveling engineer.

It appeared that no such assistance was ever given to Doherty.

In these additional facts nothing whatever is discovered to indicate that Doherty was incompetent, and much to show that he took all those precautions to stop his train which would have succeeded, if the brakes had re-

sponded on engine and cars as they should have responded.

But, if it is a fact that Doherty was an incompetent engineer, then the officials who put him to work he was not fit to do, are to blame, are they not?

If he was incompetent, and they knew it, and they sent him out, and without the precautions which other railroads take with **COMPETENT** green men, then the culpability surely is on them and not on Doherty, the engineer who was fortunate enough to live to tell his own story, a circumstance for which the intelligent public will be deeply grateful.

The green engineer, unaccompanied by an experienced man; the ancient cars; the brakes that didn't work; the air pump reported out of order; the brake repairs suggested but never made; the failure to report whether repairs needed are made or not; the short distance between signals; all matters of evidence, prove that something is wrong with railroad operation in this part of the world.

That something is not in the engineers, nor with the firemen, nor with the understrappers of the system of whatever degree. It reaches up to the president and the board of directors. They have spent millions. They administer a monopoly with an income beyond the dreams of avarice. They ought to have the best road and the best rolling stock in the United States.

WHY HAVEN'T THEY GOT IT? WHAT HAVE THEY DONE WITH THE MILLIONS?

DEATH OF FATHER LYNCH

The death of Rev. William Henry Lynch, pastor of St. Charles' parish, brought a thrill of sorrow to many persons. He was a lovable man, and companionable, a splendid organizer and unusual executive, in whom were combined in a rare degree, the spiritual qualities which give a man power over other men, and the intellectual qualities which make a man an efficient instrument for secular work.

As a builder Father Lynch has had few peers in the Diocese of Connecticut. He created in a brief time a large and useful property, church, school and convent, in his parish. He ministered to a large and strong congregation.

It was unfortunate that such a man should be cut down in his prime. But, even so, he leaves a record to be a shining example to his successors. The members of his flock and those who knew him, but were not of his faith, alike loved him and will join in keeping his memory green.

DOHERTY VERSUS MELLEN.

(Springfield Republican.)

There have been enough tests already of engine 1338 to demonstrate that Mr. Mellen was recklessly premature in placing the whole blame for the recent Stamford railroad wreck upon the engineer, Doherty. There were half a dozen trials of the big locomotive at Stamford Tuesday, and the railroad officials beamed with satisfaction over the results. No. 1338 and the train back of it came to a stop every time and with a good margin of safety, before reaching the spot where the doomed Skylark had been rammed and crushed. It looked bad for the little engine, Doherty.

Coroner Phelan then remembered that at the inquest the railroad officials had testified that the brakes could not fail to hold if the train were run precisely as Doherty said he ran it. In the six preceding tests the locomotive had been worked as the expert operator had wished to. There were different ways of applying the emergency brakes. Doherty had first applied, he testified, a 10-pound air pressure; and then he put on five pounds more pressure; and finally he "gave her the whole thing." An expert of the interstate commerce commission is quoted as saying, in answer to the question whether Doherty's was bad braking:

It was not bad braking, that is not braking without the pale of railroad usage. There are many experts on the principles of braking, and few of them agree. Doherty applied a 10-pound air pressure. There are standard railroads in this country where it is held that from 8 to 10 pounds of air is the right pressure to be applied on a first application of the service brake. And there are other standard railroads whose experts insist that the first application should be from 12 to 15 pounds at first. You can't make any general rule. The right thing to do varies with every individual case of braking. On a wet track you want to go after your brakes harder than on a dry track. The greater the difference, the weight of the engine does also, and so does the weight of the train that is being pulled.

If Doherty's first application of the brakes under a 10-pound pressure was not "bad braking," then it became necessary, of course, to test the locomotive under the same braking conditions that had existed on the day of the wreck. One is surprised that the railroad officials hadn't thought of it before the coroner did. In view of President Mellen's charge, this test meant a good deal to Doherty. So they had the test:

The chief engineer carried that memorandum of Doherty's run into the engine cab and supervised McConville's work in reproducing it. As the train backed away to get into play for the application of the brakes at full speed, hundreds of Bridgeport residents gathered on the railroad tracks. Police Chief Brennan took a position at the spot where the engine had responded to the brakes when McConville was using his own judgment. After a lapse of 20 minutes the big locomotive again bore down toward the Stamford station, but this time there was no indication of the response to the brakes shown formerly. Chief Brennan was passed at 40 miles an hour or more. As he described it, the train was making good speed for an open track. He could see that the brakes were set, he said, but were not holding. Through the 872 feet from the point where Brennan stood to the spot where the Skylark had been, the death train rushed, and there was no sign of a sticking that indicated an intention to come to a full stop until the Skylark's position

had been passed. The express stopped 375 feet beyond the green flag representing the wrecked Pullman car.

Doherty testified that he had written in the roundhouse book, two days earlier, "Brakes no good." The book was produced and the entry was there precisely as he had testified. Doherty's way of braking was duplicated in a test trip and the engine acted exactly as it did under Doherty's hand. McConville didn't have a lame back. He weighs 250 pounds and has the strength of an ox.

It is up to Mr. Mellen to make good his charge that Doherty was the man to blame.

TYPHUS FEVER IN THE UNITED STATES.

Students of history, as well as readers of English literature of the 17th century, will recall the frequent allusions made in histories, memoirs and novels to the ship fever, jail fever, camp fever, prison fever, or famine fever, which almost invariably broke out under conditions where large numbers of human beings were collected under unsanitary conditions, and especially where lack of sufficient food and clothing and the other necessities of life prevailed. Later on, as scientific knowledge increased, it was recognized that the sickness described under all of these names was the same. For years, confusion existed between this disease, called typhus fever, and the more common and familiar typhoid or "typhus like" fever. After the distinction between them was established, in this country, at least, typhus fever seemed to disappear and it was for many years regarded as a practically extinct disease. In 1898, however, Dr. Brill of New York described seventeen cases of a peculiar disease which resembled typhoid, but differed from it in some essential particulars. Other observers reported similar cases and the disease was for several years known as "Brill's Disease." In 1912, Dr. Anderson and Dr. Goldberg of the United States Public Health Service proved that this disease was in reality the old-time typhus fever, and that it still existed in this country. In a recent issue of The Journal of the American Medical Association, Dr. Anderson, who is the Director of the Hygienic Laboratory of the United States Public Health Service, estimates that there is at present in the large cities of the United States one case of typhus to every forty-seven cases of typhoid. According to the public health reports for 1912, typhoid occurred in six cities of the United States during the year as follows: New York City, 3,386 cases; Baltimore, 1,067; Boston, 447; Chicago, 1,089; Philadelphia, 1,620; and Washington, 607. This would indicate that typhus fever is present in these cities to the following extent: New York, 72 cases; Baltimore, 22; Boston, 10; Chicago, 22; Philadelphia, 24; and Washington, 12. Reports from the New York hospitals indicate that this is a low estimate. In the Jewish hospitals for 1910 there were twenty-two cases of typhus and forty-five cases of typhoid and forty-five cases of typhoid. In 1911, ten cases of typhus and forty-six cases of typhoid, and in 1912, nineteen cases of typhus and forty-four cases of typhoid. Fortunately the disease has a low mortality and shows but little tendency to spread, except under con-

ditions of over-crowding, privation or lack of proper food.

THE HUMAN PROCESSION

Lord Stamfordham, better known on this side as Sir Arthur Blige, who succeeded Lord Knollys as King George's private secretary, was born sixty-four years ago yesterday, the son of a clergyman. The post of private secretary to the British monarch is not, as some may suppose, purely decorative, but entails hard and onerous duties that are never finished. The confidential reports of the Prime Minister, the Foreign Secretary and other officials pass through his hands. Matters of great import by the country and the empire come daily to his attention, and he discusses them with the King who dictates the replies. Lord Stamfordham served in the army, taking part in the Zulu war, before he entered the service of a congressman was an assistant private secretary, and later as private secretary. He was secretary to the Prince of Wales from 1891 to 1910.

Senator Isaac Stephenson of Wisconsin, the oldest member of the United States Senate, was born in Canada, at Fredericton, N. B., eighty-four years ago yesterday. He settled in Wisconsin in 1841, worked on a farm, earned enough to buy a schooner which he sailed between Milwaukee and Escanaba, invested his savings in timber lands and thus became rich. Although he isn't a doctor, like his Canadian-born colleague, Senator Gallagher of New Hampshire, "Uncle Ike" often prescribes remedies for fellow members. He has cured several senators of deafness by the use of snuff, but his panacea is aloe pills to be taken one a day. "Aloe keeps a horse in condition," reasons "Uncle Ike," "and what's good for a horse is good for a man."

William Cox Redfield, Secretary of Commerce in President Wilson's cabinet, was born in Albany, N. Y., fifty-five years ago. He is a manufacturer, interested in several big industries, but as a congressman was an ardent advocate of downward tariff revision. Before going to Washington, Mr. Redfield had a New York office in the same building that housed James C. McReynolds, the Attorney General.

James Montgomery Flagg, artist and president of the famous Dutch Treat Club of New York, is thirty-six. Birthday congratulations are also due to Cyrus Hermann Koeschman, Crafts of Philadelphia, publisher of the Ladies' Home Journal and the Saturday Evening Post. The "little giant" publisher is a native of Maine. He is called as a periodical publisher in Boston before he went to Philadelphia and started the farm paper that was the nucleus of his present great business.

Speaking astrologically, to-day is the first of the period that falls under the influence of the constellation Cancer, or the Crab, which is supposed to be peculiarly prolific in the production of persons gifted with dramatic ability. Certain it is that to-day is the birth anniversary of a sufficient number of stage celebrities to justify the theory of the star-gazers.

Headline the list is Sir George Alexander, actor, manager and dramatist, who was born fifty-five years ago today, the son of a Scotch manufacturer. He was an enthusiastic amateur actor before he took to the professional stage, making his first appearance at the Nottingham Theatre Royal in 1879. In 1881 he joined Mr. Irving, and won wide fame in "Faust" and "Macduff." In 1891 he became manager of the St. James' Theatre in London, where he has starred in many of the great successes of the two decades. For years the veteran actor resisted the enticing offers of music hall managers, but finally he succumbed, and last January made his premiere in vaudeville. Sir George has written several plays, his latest, "Turanot," being a Japanese drama.

William Courtenay, who is Virginia Harned's newest husband, is a native of Worcester, Mass., has been an actor since the age of sixteen, is very fond of artichokes, and will celebrate his thirty-eighth birthday to-day. Mr. Courtenay and Miss Harned played together in several companies, and were long good friends, before they discovered their mutual fondness for artichokes. As Miss Harned was unmarried at the time, they at once visited the marriage license clerk, and will spend the summer on a farm raising artichokes.

Tulle pleating form a finish to bolero corsages and trim the neck and sleeves of many tailored coats in crepon sets as well as serge.

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We can show a fine assortment of new Summer Bags for women, some containing card cases and others both card case and mirror. To be had in Seal, Pin Seal, Morocco, Suede, Crepe Seal, Pigskin, Auto Enamel, and Buffed Calf, with gun metal, gilt and nickel frames. Also the English sewed-in frames. They are offered at the

Special Price of \$2.95 each

although they could readily be sold for a higher figure.

New Silk Stripe Shirts, \$1.15

One of the best shirt values in many a day. Soft negligee shirts in handsome patterns, well made from silk stripe Lorraine woven madras, in coat style with the soft French cuffs. All sizes from 14 to 17 inclusive. Regular price of these shirts is \$1.50, but are offered for \$1.15.

All Silk Four-In-Hand Ties

Just received a new lot of men's four in hand ties, in black and white and blue and white Shepherd's Checks, three size checks. They will be sold for 25 cents which is a low figure for a fine all silk tie.

16 Button Silk Gloves, 85 cents

For Saturday only we will place on sale a good quality of ladies 16 button silk gloves, both black and white, for 85 cents. These gloves have double tip fingers and Paris embroidery backs, the regular price being \$1.00.

Seasonable Silks at Low Prices

All silk Pongee, natural color, 24 inches wide, 49 cents yard. 26 inches wide, 69 cents.

Several pieces of plain shedwater Foulard, black only, to close out at 69 cents yard, 23 inches wide.

A few lengths left of the 44 inch Foulards, water spot proof, which were reduced from \$2.00 to \$1.25 a yard.

Saturday Specials in White Goods

Several hundred yards of white dress goods in figured lawns, swiss effects, stripes with swiss dots, in fact a vast assortment to choose from. Regular price 25 cents, Saturday price only, 15 cents yard.

A good line of Linaire white suitings in fine stripe effects, 12 1/2c yard.

20 pieces of regular 15 cent white goods for waists and dresses. Saturday price 10 cents yard. Basement.

House Dresses Saturday, 98 cents.

We have just received a fine assortment of House Dresses in lawns and percales, which regularly sell for \$1.25. For Saturday the price on these dresses will be 98 cts. All sizes from 34 to 44 inclusive.

Women's Swiss Ribbed Vests, low neck and sleeveless, with genuine hand crocheted yoke, special at 25 cents.

Hemstitched Handkerchiefs, pure linen, with hand embroidered corner. 19 cents, three for 50 cents. Regular price 25 cents.

Night Gowns, Combinations, Princess Slips, White Skirts, and other undermuslins, can be found in the June Sale. Many good values, as the different lots contain the best and daintiest undermuslins at greatly reduced prices.

The D. M. Read Company.

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- At 80c—Bottle "3 in one" oil.
- At 70c—Ring Lawn Sprinklers.
- At 80c—Men's and boys' big straw hats—splendid for the beach.
- At 10c—Boys and men's bathing trunks—navy blue.
- At 80c—Package of splendid gold paint—put up complete in box.
- At 50c—Extra good scrubbing brushes.
- At 80c—Men's, women's and Children's stockings—Large new lot from the big sale in New York.
- At 14c—Several colors burials and denim—very wide and extra good quality.
- At 80c—Silver mesh bars.
- At 80c—Large pillow—good ticking.
- At 80c—Handsome leather watch fobs.
- At 78c—Splendid gray blanket—needed at the seashore—pair for 150c.
- At 80c—Many colors in bathrobe or pillow loops.
- At 98c—Great variety of cowboy and Indian suits for girls and boys—also baseball suits.
- At 80c—Boys and men's canvas gloves.
- At 50c—Children's mitting suits—cases.
- At 25c—Lot 80c long柄 this gloves, tan and grey.
- SPECIAL SALE BETWEEN 9 AND 10 A. M. ONLY.
- At 24c—Last of the seconds in cheese cloth. This has been a very large lot and some people have had over one hundred yards.
- At 38c—Best Light Print.
- At 48c—Best Indigo, Silver Grey, Black, White, Red, Brown, and other Prints.
- At 44c—Handsome Chailies.
- At 54c—New Furniture Print.
- At 64c—Our Best Cretonnes.
- At 74c—"Fruit of the Loom" Muslin.
- At 94c—English Long Cloth.
- At 3c—Sale of Enamel and Tinware, regular 5 and 10c goods—all in at one price. This enamel and tinware sale is for all day or until sold.

PHILLIP'S MAGAZINE MAKES ITS DEBUT

Phillip's Magazine, a new publication which went on sale at the news-dealers yesterday is of special local interest because it is "Made in Bridgeport" and Walter P. Phillips in whose honor it is named, is a well known Bridgeport citizen, prominently connected with the Columbia Graphophone company and a frequent contributor to the local press, as well as a writer of note on historical, technical and literary subjects. It is intended that the magazine shall be what is stated on its cover: "A compendium of general information, especially prepared, however, for those interested in the personalities of telegraph, telephone, wireless, typewriter and talking machine people." It is the only magazine published in Bridgeport, but it is intended for general circulation and its principal office are in the Woolworth building, New York.

Girl Wanted? Read the Farmer Want Ads.