

GRADE CROSSING BILL.

THE STATE SENATE RECONSIDERS ITS ACTION.

The Bill is Passed—Only Four Votes Against It—A Big Day in the Legislature—Vigorous Speeches—Lively Times at the Capitol—Adjourned Until To-day.

(Special to the JOURNAL AND COURIER.)

Hartford, Jan. 22.—This has been a big day in the legislature, as was expected. While new business was being considered in the house, Representative Judson arose and spoke in favor of requesting the senate to return to the house for purpose of amending, the grade crossing bill, which was passed in the house on Wednesday and referred to the committee on railroads by the house. He read his speech, for, he said, he wished that his remarks might not be misunderstood.

The burden of his speech was that the inherent right, the constitutional right, of all citizens, the right of petition ought to be respected by the house.

Twenty thousand people ask that the Traction company of Bridgeport be permitted to run its tracks across the steam road tracks. Mr. Judson favored the grade crossing bill as a general principle, but he thought the desires of Bridgeport should be respected. He closed by scolding the Bridgeport newspapers for making attacks upon those who had voted for the bill, and said those papers had gone so far as to attack the judiciary.

Mr. Marsh of Bridgeport also spoke in favor of reconsidering the bill.

Mr. Elmer of Middletown, who introduced the bill last week, then made a long speech against a reconsideration. He said: "I am glad to know that Bridgeport is a good place to live in and we want to keep it so. We do not want to make a slaughter house of it. We do not want to make Bridgeport the dread of the traveling public, the fear of those who go to and from the great city of New York. That grade crossing ought not to be established and it is our business to prevent it. We are here to represent the people of the state, not any private corporation. We have decided this matter once and we decided it right. Let us protect the life of the people of this state. That is our highest duty."

Mr. Middleton of Enfield was in favor of hearing the petition from Bridgeport. Mr. Gunn of Milford made a characteristically vigorous and witty speech, in the course of which he urged the house to have the courage of its convictions and stand by the action it had already taken.

Mr. Newton of New Haven said he desired to give the Bridgeport people a chance to be heard, and should therefore vote in favor of the Judson resolution. In New Haven he had been obliged to walk across a railroad when he used one of the electric roads, and found it to be a disagreeable experience. He could easily understand why Bridgeport people were willing to take the risk of riding across the tracks rather than to walk.

Mr. Elmer at this point asked the speaker to rule regarding the right of the house to consider the Judson resolution, the bill in question being still pending in the senate. Speaker Fessenden quoted rule 37, under which the refusal to entertain a resolution would have been proper, but said that as no objection had been made to consideration of the resolution when it was introduced, he should rule that it could be considered.

After considerable further debate the resolution was voted down by a big majority, and the house refused to request the senate to return the bill. During the interesting debate the floor of the house and the galleries were packed with spectators.

Mr. Marsh of Bridgeport then introduced a bill providing that all grade crossings in Bridgeport be eliminated, and that the governor appoint a commission to assess benefits and damages. Referred to railroad committee.

IN THE SENATE.

The senate also held an interesting session. As it was known that the grade crossing bill would come up for consideration, the chamber was crowded as it seldom has been and the galleries were also filled with spectators. All were eager for the fray and many senators were primed with speeches. It will be remembered that last Wednesday, immediately after the grade crossing bill was passed in the house, it was transmitted to the senate, and that body voted to refer to the committee on railroads. It was known that an attempt would be made to call up the bill this afternoon and pass it. But the bill did not come up immediately, as many had thought would be the case, but petitions from all over the state, signed by hundreds of people favoring the immediate passage of the bill preventing the laying of any more grade crossings by electric roads, were presented. These petitions included one from ex-Governors Morris, Ingersoll and Harrison, President Dwight and 3,558 others of New Haven, a petition from 476 citizens of Stamford, petition of 218 citizens of Stonington, petition from 225 citizens of New London, petition from 140 citizens of Winsted, two petitions from 335 citizens of Middletown, from 192 citizens of Wallingford, 150 citizens of Waterbury, and all in favor of the immediate passage of the bill.

When the petition of nearly 2,000 citizens of New Haven was considered it was looked upon as a pretty big affair, but when Senator Marigold arose with a roll of paper as big as a stovepipe, and which contained over 15,000 signatures, the people present were thoroughly surprised. The text of the petition was read. It set forth the fact that the legislature of 1893 had decided to allow the Fairfield avenue grade crossing in Bridgeport. The crossing was a necessity and the petitioners remonstrated against any adverse action; the proposed bill was in the nature of special legislation and violated the right of the people to be heard; it was adverse to the interests of a company which had invested a large sum of money in the development of its property; and until the tracks of the Consolidated road were elevated in Bridgeport it would be impracticable to eliminate this crossing; the Traction company had spent about \$2,000,000 on its plant in Bridgeport; the crossing was in the rear of the Con-

solidated road and was protected by gates and flagmen; the company paid large sums of money into the treasury of the state; the city authorities had given the privilege of crossing, and if the bill was passed it would be the doing of a wrong that could not be righted.

An attempt was then made to have some of the other petitions read, and Senator Johnson rose to his feet and said that if that was done he wished his New Haven petition read; but the senate refused permission to further read the petitions. It was a tie vote, and Lieutenant Governor Cooke voted no.

Sensor Chandler of the Sixteenth district moved that the bill be taken up. Senator Marigold of Bridgeport then began a speech in opposition to the bill, which was in part as follows:

"Without this crossing it will be impossible for the citizens of Bridgeport to cross from one part of the city to the other. There are two other crossings in the city more dangerous than this. The crossing is already protected by gates and flagmen, and all trains in approaching are brought under control. The people of Bridgeport do not look upon this crossing as nearly so dangerous as it has been represented. For fifty years the people of Connecticut have favored grade crossings, and it is a little singular that at this time there should be such opposition to this, which is not by any means the worst crossing in Bridgeport."

Sensor Lee of New London then made a earnest plea in favor of the bill, and was followed by Senator Chandler on the same side.

Sensor Marigold said that if the crossing was not put in the people would walk across the tracks, and that would be more dangerous than being transported in the electric cars.

Sensor Berend said the bill should be considered by the committee on railroads and not hastily passed.

Sensor Warner of Salisbury said that there was no question concerning the policy of the state. If this legislation was not adopted a great wrong would be done. The public sentiment of the state had been crystallized to the belief that the grade crossing was a menace to life, and no more should be permitted. He appreciated the point made that the state of Connecticut had entered into a contract with the Bridgeport Traction company. There was some plausibility in that position, and yet when the danger to life was taken into consideration it was but a drop in the balance.

Sensor Dayton of Derby said he cared not where the money came from for building up the electric roads. If it was outside capital it made no difference. It was strange that at this time this bill should be under consideration in violation of the rights of these petitioners. It was not right, not fair.

Sensor Coffey stated that in regard to the insinuation that he had been conveniently called from his seat when the bill had previously been called up, that it was false. He said if the senate failed to perform its duty in preventing the further existence of these death traps, it would yet regret it. To legalize these death traps because the legislature of '93 had done so was a very far fetched argument. Since last Wednesday he had been held responsible for a great deal, but he wanted this responsibility to cease. "Let us stay where we are in this matter of granting more grade crossings," he continued. "Let us abolish every grade crossing in the state." (Applause.)

Sensor Marigold made another plea for the Traction company.

Sensor Ferris said it was a question of money on one side and human life on the other. If the bill passed, the company could petition the legislature for a special act and it could be referred to the railroad committee.

Sensor Chandler made another plea for the bill.

Sensor Johnson of New Haven said that last Wednesday he seconded the motion to refer to the committee on railroads. He said he would vote for the passage of the bill, but at the proper time he would offer an amendment.

Sensor Pickering of the Twenty-second district wanted to place himself on record in favor of the bill.

The vote on reconsideration stood 13 to 4 in favor. The vote was as follows: In favor, Senators Hall, Crosby, Coffey, Webster, Johnson, Lee, Gates, Lounsbury, Ferris, Chandler, Hunt, Smith, Warner, Averill, Chapman, Pickering, Little and Fuller.

Those opposed were Mix, Dayton, Marigold and Berend.

Sensor Johnson stated that he had been requested to offer an amendment to bill providing: "Nothing in this act shall be construed against the change of any horse railroad to an equipment by electricity on any existing road."

When asked about the nature of the amendment Senator Johnson said he had been requested to offer the amendment, but he should not stand by it. (Laughter.)

The amendment was also rejected, as was also an amendment of Senator Marigold excepting the city of Bridgeport from the provisions of the bill.

The rules were then suspended and the bill was adopted in concurrence with the house by a yes and no vote. On motion of Senator Coffey the bill as passed was sent to the committee on engrossed bills.

After the passage of the bill several measures from the house were referred in concurrence and the senate then adjourned until Wednesday at 11:30 a. m. One of the most effective speeches made in favor of the bill was by Senator Lee of New London.

SENATOR LEE'S SPEECH.

In his address he said he spoke without bias in the case. Both kinds of roads were essential factors to the public comfort and prosperity. Big amounts of capital were invested in them. They were monuments of enterprise and skill. Their claims deserved careful consideration. Proceeding the speaker went upon the thought that the importance of protecting human life was paramount. The utmost wise safeguards for the public should be thrown around these lines. The greatest menace to life and limb were the grade crossings. Of these death traps there were 1,247 in this state eight years ago. By a wise and until a few years ago consistent legislation that number was reduced to 1,056.

The total number of grade crossings thus eliminated is 192, at an expense to the railroad companies of four and one half millions of dollars, to say nothing of the expense to the various towns.

The speaker here cited the law on the subject and proceeded, said this legislation had been approved by the courts, the press and the public.

Now we are brought face to face with a proposition to violate this policy.

"Electric roads have been allowed to cross at grade the tracks of roads in instances as fraught with danger and death as it is possible to conceive. If it is dangerous for a country highway to cross the railroad tracks, what language shall describe the danger of death and slaughter where electric roads with cars filled with defenseless men, women and children are allowed to cross the tracks of steam roads at grade in the crowded thoroughfares of large cities?"

"If the power gives out, if the motor-man blunders, if the engineer of the steam locomotive makes a mistake, if there is a blockade of vehicles, if a horse becomes unmanageable, if any one of a thousand and one things happens, any one of which is liable to happen, even with the greatest possible exercise of caution, a train load of humanity and a car load of citizens of this state will be hurled mangled and bleeding, into eternity. Mr. President I cannot contemplate such a situation without horror, and I will never make myself a party to the creation or further continuance of such a liability. It was only the other day that just such a scene occurred, and just such a catastrophe was averted by almost providential stoppage of an express train, but a few feet from an electric car, which had become stalled upon the crossing for some cause. The press of the country has been filled with accounts of heartrending accidents and fatalities outside this state, at these nuisances and death traps. After this state has for so many years been doing its best to get rid of its existing grade crossings at such a great expense to itself, to the town and to the steam railroads, shall it embark or continue in the business of establishing a new set of (interlocking) shambles all over all over the state for the electrocution and broiling of the public confined in closed compartments?"

"It has been said in the public prints that this bill has a bearing upon the electric road situation in Bridgeport. If it does it detracts nothing from my regret of the bill, in my estimation. I regret exceedingly, sir, that I find myself in opposition to the views and feelings of some of our friends from that great city. I have a warm feeling in my heart for the citizens of that progressive, enterprising and prosperous commercial center. New London and Bridgeport have always been as loving sisters. We have stood by our Fairfield county friends in the past, and we hope to stand by them in the future, but we must stand by the people of the state of Connecticut, first, last and always.

"And now, sir, a single word as to the manner in which this position has arisen. It goes without saying, that ordinarily, the usual careful and orderly routine of legislative methods should not be departed from. Legislation to be wise should not ordinarily be hasty. Proposals for legislative action should generally be duly introduced, duly referred, duly considered and duly acted upon. But there are exceptions to all general rules and when a case arises the rules of this body are suspended. If there could ever arise a case for emergency legislation, that case, in my judgment, confronts us here and now. It must not be forgotten that while we sit here legislating to remedy an evil, that evil may be accomplished. If this is a question of public safety, that safety is imperilled by every moment's delay. It is proverbial, that to shut the stable door after the horse has been stolen, is wisdom which does not commend itself and is well nigh folly. If we are to act at all to any purpose, we must act now or never.

"The representatives of the people in the lower house of the legislature refer to such action, have acted instantly and almost unanimously. The press and the people with hardly a dissenting voice have approved that action. For one I am in favor of immediate and concurrent action with the house. For one I mean to do my duty to the whole public in this emergency, when, it seems to me, the safety of the public is in peril and no senator, in my opinion, can with any reason ask for delay for the purpose of studying a bill only eight lines long."

ST. ELIZABETH SOCIETY.

The Second Concert to be Given by the Young Ladies of St. Boniface Church. The second popular concert and fete will be given under the auspices of the St. Elizabeth society of St. Boniface church this, Wednesday, evening, January 23, at Germania hall. The concert will begin at 8 o'clock sharp and the program in part will consist of nine tableaux as follows: "The Five Senses," (given separately), "The Veepers Bells," "The Meeting of Faust and Marguerite at the Church," "The Last Moments of Marie Stuart," and "The Flight of the Virgin from Rome." These tableaux will be given by the pretty young ladies of the society and will be under the direction of Mr. Carl Schank.

Other prominent features will be a tenor solo by Mr. M. McCarthy, a very able singer; a chorus song, "Kreuzfahrt" (Pilgrimage), by Cecilia Singing society, with orchestra accompaniment, Prof. Schwelger, director, and a mandolin solo by Andrew Gentile. There will be dancing after the concert. Music will be furnished by H. Hauser's orchestra.

The committee of arrangements is as follows: Misses Marie Kraus, Katie Dahmeyer, Elizabeth Hugo, Clara Hauser, Pauline Klus, Elizabeth Haer, Elizabeth Muller, and Katherine Miller.

Will Elect Baker To-day. Topeka, Kans., Jan. 22.—At noon today the two houses of the Kansas legislature balloted separately for United States senator with the following results: House—Baker, rep., 91; King, pop., 26; Rigley, pop., 1; Martin, dem., 5; Glyck, dem., 1. Senate—Baker 16, King 9, Dennison 8, Foster 1, Daniels 1, King 9, Botkin 1. The two houses will meet in joint session at noon tomorrow when Mr. Baker will be formally elected.

Representative Rowland of South Norwalk presented a bill preventing savings banks from investing money in securities not provided by law. It is calculated to be a stringent safeguard against the repetition of episodes like the Coffin & Stanton one.

It seems that the compensation that the town of Guilford desires in the grade crossing reimbursement matter is only \$362. Before the matter is pushed, however, the Guilford authorities will confer and decide upon some plan. It may be that the matter will not be pushed, although a petition to that effect has been put in.

THE LEGISLATIVE SPECIAL. The legislative "special" from New Haven and leaving at 3:50 brought up the largest number of passengers this morning so far this session. There were a few members who came on the 8 o'clock train, but the special brought the largest number. This train makes good time, making brief stops at North Haven, Wallingford and Meriden only. Returning the train leaves at 3:35 p. m.

The Bill Signed. Hartford, Jan. 22.—The Elmer grade crossing bill which was passed in the house today was signed this afternoon by Governor Coffin just prior to leaving for his home in Middletown.

Sevell Elected Senator. Trenton, N. J., Jan. 22.—Both houses of the legislature balloted today for United States senator and the result was the election of William J. Sewell, the choice of the republican caucus last week.

DIPHTHERIA

Too many homes bear this fear-inspiring placard, denoting the prevalence of that most insidious and dreaded of all diseases—Diphtheria.

It is to-day a recognized fact among the best practitioners that nine out of ten cases formerly considered hopeless may be brought to a happy termination by the use of that great original raw food product, Bovinine.

This great blood-generating, life-maintaining, strength-developing, and flesh-producing product of lean, raw meat, contains the greatest amount of life-preserving qualities in the least possible bulk of any preparation known.

In cases of Diphtheria, Bovinine has special advantages. In this disease, as in others, the rapidly with which it is assimilated gives to it a preference over all other foods, passing, as it does, into the system immediately, without causing the digestive organs to perform any labor. And considering the fact that the lesions in the throat prevent the swallowing of solid food, it becomes an absolute necessity. In the worst cases, where even liquids cannot be taken by the mouth, Bovinine

Saves Life by being used as an injection. Above all, Bovinine is in itself a germicide, and in all such diseases as Diphtheria, caused by microbes, it not only performs its greatest mission of maintaining life, but antiodes the existing bacilli.

Bovinine has done wonders in thousands of cases of Diphtheria. When your doctor uses it you may cease to worry, and be assured of a speedy recovery. To neglect its use may mean years of remorse in the feeling that some loved one might still be with you if everything possible had been done. Bovinine is sold by all Druggists.

For This Month,

Special Discount of 10 per ct.

Will be allowed in addition to our very low prices on all FURTURE AND CARPETS,

LINOLEUMS, OIL, CLOTHS, SHADES AND DRAPERIES

STAHL & HEGEL, 8, 10, 12 Church Street.

THE PEQUOT MINSTRELS.

Their Entertainment at Warner Hall To-night. The minstrel entertainment to be given at Warner hall this evening by the Pequot Troubadours promises to be a fine event, both musically and otherwise. C. E. Larom and P. J. Booth will be the end men and W. H. Hale will act as arbitrator. The first tenors will be F. B. Langdale and E. A. Corbin, the second tenors S. L. Spler and A. H. Jackson; first basses, B. S. Cooke and F. F. Lewis; second basses, E. C. Bennett and G. H. Butler. The program is as follows: Part I—Music and Mirth. Opening Overture. "Tinkers' Chorus" By the Company.

Quartet "B" Quartet. Comic Song. "Johnson's Jubilee" C. E. Larom.

Ballad "Sleep Well, Sweet Angel" P. R. Langdale. Cross-Bow Song, "From 'Robin Hood'" E. C. Bennett.

Quartet "B" Quartet. Serenade Huttelein W. S. Cooke. Comic Song "Lindy" F. J. Booth.

Quartet "B" Quartet. Chorus (a) Swanee River Chorus (b) Old Kentucky Home By the Company. Part II—Miscellaneous. Studies from Nature, Seymour L. Spler. Selections "B" Quartet. Dr. Sam's First Patient (A. Farce).

Dr. Cureall R. Killem. W. H. Hale Sam, his factotum. C. E. Larom P. O'Rafferty, a patient. F. J. Booth An informal dance will follow. The music will be furnished by Atwater's orchestra.

PLANCON
SAYS:
I HAVE frequently used the genuine **Johann Hoff's Malt Extract** in France, whenever I felt myself run down. I also use it in America and find it most excellent in clearing my voice.

Johann Hoff

Beware of imitations. The genuine Johann Hoff's Malt Extract has the signature on neck label. ESSER & MENDELSON CO., Sole Agents, New York.

THE INFANT NEW YEAR
Begin his life auspiciously. He has waked up in one of our superb beds. Father Time has left him to shift for himself, and the world looks strange and new to him for the minute, but he will get along very nicely with such luxurious surroundings. It's just the Bedroom Suite for 1895. It was picked from our display—the largest and finest in the State, containing all the latest styles, and every Suite a special value. There can't be much insomnia this year when such irresistible charms for sleep are provided. There's a charm, too, about our Parlor Suits and odd pieces, and a double distilled charm about our prices. It's an opportunity not to be missed.

H. B. ARMSTRONG & CO.
89-97 Orange Street and 780 Chapel Street.

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ARE:
Self Contained, requiring no brick setting. Without Gaskets or Packing, and are thus always tight.
Have Vertical Water Ways, giving free circulation. Large Direct Fire Surface, using the radiant heat of the fire.

Thousands in use and all giving satisfaction.

SHEAHAN & GROARK,
Steam Fitters and Plumbers. Telephone 404-3
285 and 287 State Street.

NO WONDER THEY KICKED!

They had been happy for many days before, having eaten Root's Quaker Bread, which always makes people happy. Now the scene is changed,—by accident or design on the part of the grocer—the wrong article was sent. Hence the disturbance. It will not occur again, however, as strict orders have been given to send

ROOT'S QUAKER BREAD.
Which is made by the original process and which has a label on each loaf.
Bakery 859 Grand Avenue.
Ask your grocer for it and see that you get ROOT'S QUAKER BREAD.

Dry Goods.

- HAVE YOU BEEN TO SEE THE BARGAINS AT MCINTYRE'S REMOVAL SALE? EVERYBODY IS TALKING ABOUT THE TRADES YOU GET. SOME SAY YOU GET A DOLLAR'S WORTH OF DRY GOODS FOR A FIFTY CENT SILVER PIECE. FRIENDS, SUCH IS THE CASE, BUT THERE'S AN END TO EVERYTHING, AND THERE WILL BE TO THIS, SO DON'T PUT OFF UNTIL MORROW WHAT YOU CAN BUY TO-DAY.

EWEN McINTYRE & CO.,
837 and 839 Chapel Street, New Haven, Ct.

OUR Inventory Sale.

When we take account of stock we mark goods down to a nominal price. Fresh, clean shoes are worth by the case a fair price. Shoes slightly soiled or broken lots are out sometimes ridiculously low. But they are large value for the buyers. Notice some of the particular bargains:

- Men's Tan Shoes, \$5, \$6 and \$7 value, for \$2.95.
- Men's Calf Shoes, \$5, \$6 and \$7 value, for \$4.00.
- Men's Cork Sole Shoes, best in the world, at cost.
- Ladies' Fine Hand-sewed Button \$6 value, \$3.75.
- Ladies' Dongola Button, \$4.00 value, \$2.95.
- Ladies' Dongola Button, \$3.00 value, \$2.20.
- Ladies' Dongola Button, \$2.50 value, \$1.90.
- Ladies' Kid Button, odd lots, 60c.
- Children's Leggins, half price.
- Woonsocket Storm Rubbers 35c.
- Woonsocket wool lined Alaskas 40c.

M. Bristol & Sons,
854 Chapel Street.

NOTICE.
The Superior Court for New Haven County has ordered to be sold at public sale as going concerns, all the property of the Ansonia Electric Company in Ansonia, Connecticut, including its factory building, machinery, real estate, tools, stock manufactured and unmanufactured or in process of manufacture, office fixtures, books, stationery, and all its other property of every name and nature, including its good will, excepting however, its cash on hand, accounts receivable, and bills receivable, owing to the receiver now unpaid. Said bids will be received for said property until 12 o'clock noon, on the first Monday of February, 1895. All bids should be addressed as follows: CHARLES S. MERICK, Receiver of the Ansonia Electric Company, Care of the Merchant's National Bank, New Haven, Conn. Bid for the Property of the Ansonia Electric Company. For further information, address the Receiver as above. 347 21st Av