

ANOTHER IMPORTANT DAY. REGARDING RAILROAD GRADE CROSSINGS.

Hearing Before the Committee Yesterday—The Matter of Eliminating the Grade Crossings in Bridgeport—Litchfield County Hospital—Derby Electric Road—The Agricultural Experiment Station, Etc.

Hartford, April 26.—An important meeting of the committee on railroads was held this afternoon.

"Who is at the bat?" inquired Chairman Coffey as the committee started in.

The matter in question was the bills concerning the eliminating of the grade crossings of the New York, New Haven and Hartford railroad in the city of Bridgeport. City Attorney Davenport said in part:

"There is a division of opinion between Representative Marsh of Bridgeport and the city attorney, and also between the city attorney and the mayor of Bridgeport in order to properly protect the interests of that city. In 1850 the Consolidated road built its tracks in Bridgeport. Now the city has about 50,000 inhabitants. At that time there was no one who dreamed of the magnitude of the growth of this carrying business in forty-five years. Thirty years ago there were only 12,356 people in Bridgeport, and now, as I said, there are 69,000 people. In the lapse of thirty or forty years you will undoubtedly see a population of from 150,000 to 200,000, and that people will have to use the facilities that are given them now in regard to this railroad, for the improvements will remain for at least one hundred years. When these improvements are made it will divide the city into two parts, and when the Housatonic road improvements are made the city will also be divided from north to south. By the lack of foresight of our fathers the railroad was allowed to locate along the water front. The company has also acquired property that practically shuts the people out from the water front. If the city is not allowed to lay out further streets to the harbor an irreparable damage will be done to Bridgeport. I believe that the bill which I introduced here and afterward amended is sufficient to deal with the problem. The mayor does not agree with me in part, for he does not wish to assume the powers in question under the bill. Of course the Consolidated road cannot be expected to cut across that road additional streets, unless the city helps to pay the bill, there should be some authority in the bill so that those streets can be extended when necessary. For a distance of 800 feet there is no crossing. The appointment of this expense must be left between the city and railroad, and there is no agreement, then to the commission, subject to an appeal to the courts. Under the bill I believe that all justice will be done."

Representative Marsh of Bridgeport said:

"Having never seen the newly prepared bill, I cannot speak about it. There are four miles of railway under consideration. It is a blessing to the railroad that it lies through the city of Bridgeport, with factories on either side contributing towards the business of the road. This road from New Haven to New York is a trunk line carrying the business in New England. Because its line is blockaded at New Haven are you to tax Bridgeport towards the fence construction? It is not right to charge Bridgeport to pay for this construction. We are strenuous in this matter of expense."

Attorney Davenport—Do you believe the extension of these streets, Mr. Marsh?

Marsh—I believe in extending State street, but let this matter be attended to after the railroad is built. You are living away your case, Mr. Attorney. Davenport—I believe it has been given away already.

Marsh—Oh, no. In all these matters of laying out the railway I have provided in my bill for a commission; let the people come there and be heard, and let the decision of the commission be final.

Representative Keller of Bridgeport said:

"I have a petition here that a special sum be appropriated in the bill for Bridgeport."

The petition, signed by about 175 citizens, is in favor of the Marsh bill. It provides that the city shall pay only \$5,000 towards the improvement.

"I am in favor of the Marsh bill and the amount," said Mr. Keller. "I believe this is sufficient, but if not, then I could favor a little larger sum. I could not favor any pro rata payments unless I knew the amount."

President Clark of the Consolidated Railroad was next heard. He said:

"There are several matters that make the solution of this improvement quite difficult. Now, if the first is settled all the others will be arrived at. I can settle this matter in five minutes by taking from my pocket and reading a set of the crossings in Bridgeport that are legal and those that are illegal. There is no way the matter of new streets can be legally settled unless there is first a legal right of what shall be done and how it shall be done, and a manner of paying for the same. Of course there is a difference of opinion in this matter between myself and Mr. Davenport. Let us first settle how this thing shall be done. If there is an agreement in this matter I don't believe it will take thirty minutes to settle the item of expense. This bill of Mr. Davenport provides that the work shall be arranged between the mayor and the railroad company in six months and after that time a commission consisting of the present railroad commission shall complete the work. Now, we do not agree until we know what the city really wants to do. If the commission does an injustice, then there is an appeal to the courts."

The statement of the city attorney is and I am glad to hear him speak so. There shall be no advantage to the railroad towards the city of Bridgeport in the matter of expense. We only get ample power on both sides and ample opportunity to agree. We cannot take up and litigate in every matter save by taking years. It will cost \$500 for each of these bridges. Under the circumstances I believe this is a very fair manner of settling this whole question."

Mr. Lynde Harrison made a statement in regard to the matter of grade crossings. He said:

"Prior to 1878 there was no restriction on the laying out of grade crossings over a railroad. In 1870 a law was passed allowing the railroad commissioners to lay out such crossings where it was deemed expedient. And between 1870 and 1883 there were a few of these crossings laid out. But since 1883 this power was taken away and no more grade crossings can be built over the tracks of any steam railroad in this city."

In the house today an unfavorable report was made on the bill regarding a secret ballot on the license question, and this substitute was reported:

"When any town shall vote upon the question of license the secretary of state shall furnish official ballots of uniform size, color, quality and thickness, which color shall be different from that of the general town ticket, which ballots shall have upon the back of each the words 'Official ballot,'" and upon the face of a part shall be printed the words, 'License: No' and upon a part the words 'License: Yes' and the printing upon the back shall be uniform in all respects and upon the face shall be uniform in all respects, as is now provided in the official ballots."

Section 2—The secretary shall furnish such persons as may apply for the same such number of official license and no license ballots as they may desire upon the payment of the cost thereof.

Section 3—The ballots as provided for in this act shall be only legal ballots to be used in elections when there is a vote on the question of license, and shall be enclosed in the same of official envelope as the other votes cast at the same election and counted and returned as now provided for by law.

Section 4—All acts and parts of acts inconsistent herewith are hereby repealed.

THE HOUSE. Only the house was in session to-day, Representative Cowell of Waterbury presiding.

An unfavorable report was made on the bill chartering the Litchfield county hospital and a substitute bill was reported.

I. A. Kelsey and others withdrew their petition regarding a charter for an electric road between Orange and Derby. The document states that the matter was duly advertised and a hearing was put down for April 10. At that time the petition was opposed by the Consolidated road, which claimed that the petition was not accompanied by profiles and maps of the route, etc.

The petitioners were requested to file such papers, but as the time was so short at this season they could not comply. They therefore asked to withdraw without prejudice and such a resolution was offered with the petition and the resolution was adopted unanimously.

The bill providing that the time in which the Derby and New Haven electric road be built be extended to July, 1897, was explained by Mr. Wood of Derby. Mr. Hull of Monroe said the people of thirteen towns in New Haven county had come before the committee on railroads and objected to an extension of time. The stock was all subscribed and there was no reason why they should not go ahead and build the road.

The bill to extend was reported unfavorably, the report was accepted and the bill rejected.

A resolution was passed approving a reduction of capital stock of the Connecticut River Banking company.

The bill regarding blowing of locomotive whistles was taken up. The present law gives the railroad commissioners power upon a proper hearing of applicants, to dispense with the blowing of whistles in certain cases. The bill gives the commissioners power to modify or annul any such orders they may have given, if deemed necessary. The bill passed.

A bill concerning parole leases, reducing the time to be given a tenant to quit from fifteen to ten days, was passed.

A report was made on the bill regarding the taking of land by the city of New Haven from the Connecticut Agricultural Experiment Station for land to be used for street purposes.

The report was unfavorable, but a substitute bill was reported, giving permission to take the land, on this provision: Provided said city cannot agree with Professor W. H. Brewer of New Haven, who is hereby appointed the agent of the state for that purpose, upon the amount to be paid as damages for the taking of said land, said city may proceed to assess the damages and benefits in accordance with the provisions of its charter as in case of the land of a private citizen taken for highway purposes.

Other bills passed were: Amending the charter of the Norwich Street Railway company and the Mattotuck Mutual Fire Insurance company; providing that the reports of public officers shall be verified by oath and providing a penalty for non-compliance; bill concerning alimony providing an allowance. (Mr. Gunn explained the present law and the bill which provides the giving of a wife alimony during the pendency of a trial for divorce) concerning fees in the secretary's office; rates of fares on Sunday trains providing that mileage books can be used the same as on week days; concerning the terms of the superior court of Waterbury; concerning the number of jurors in the town of Waterbury. Adjourned until Tuesday at 12:30 p. m.

STRUCK BY A TRAIN. Louis Hausman Slightly Injured at Cedar Hill Station.

Louis Hausman, twenty-two years old and unmarried, was taken to the hospital last evening suffering from slight injuries sustained at Cedar Hill. Hausman got on to an Air Line passenger train at East Wallingford and was greeting a ride to this city. When the train reached Cedar Hill station, in alighting, he was thrown back against the car. His left ear was badly cut, his arm sprained and his back slightly hurt. The police ambulance was summoned and Hausman taken to the hospital, where it was stated his injuries were not serious.

Horse thieves are getting in their work in Durham and vicinity. Thursday night a valuable horse was stolen from the stables of George A. McKenstry.

THIRD ANNIVERSARY. Of St. Agnes' Young Ladies' A. T. Society Last Night at Warner Hall.

The St. Agnes Young Ladies' Auxiliary Temperance society celebrated its third anniversary last evening in Warner hall. A private reception was given at which a pleasant program was rendered, followed by dancing and refreshments.

The program for the entertainment was as follows: Address of Welcome—Miss Maria Moran, President.

History—Miss Mary McAllister. Prophecy—Miss Mary Sullivan, Vice President.

Solo—Miss Nellie Farrell. Prophecy—Mrs. Thomas P. Flood. Recitation—Hugh Haggerty of Meriden.

History—Miss Kate Killoy, Secretary. Solo—Miss Maria Moran. Dancing.

The soloists, Miss Nellie Farrell and Miss Maria Moran, were excellent and were encored many times. The histories and prophecies were also very amusing.

Among those present were: Misses Lizzie Armstrong, Nellie Ahearn, Mamie Allen, Elizabeth Burns, Josie Baro, M. Baker, Anna Bree, Lizzie Byrnes, Annie Connolly, Maggie Connolly, Mary Carter, Nellie Carter, May Coyle, May Carberry, Mrs. Crowley, Misses May Cushing, Maggie Cushing, Rose Caahon, Jennie Clancy, Lizzie Clancy, Annie Carroll, Anna Cook, Mrs. Conlan, Catherine Catney, Theresa Conolly, Alice Deegan, Kittie Duncan, Mamie Doyle, Hannah Driscoll, Mrs. J. Dunn, Nellie Ellis, Nellie Eunis, Nellie Farrell, Mary Fanning, Bee Farrell, Mrs. Flood, Nellie Fitzmaurice, Della Goode, Mary Gebardt, Mary Galligan, Mary Hackett, Maggie Hackett, Sara Horn, Margaret Horn, Mrs. Killoy, Annie Killoy, Sarah Killoy, M. Knight, M. J. Kieley, Julia Kinney, Frances Kinney, Katie Leary, Margaret Lynch, May Little, Nellie Mnlvey, Katie McKiernan, Lily Martin, Mary McKiernan, Mrs. W. McDermott, May Moran, Kate McQueney, M. McLaughlin, Sara McNamara, Lucy McNamara, Mrs. O'Neill, Julia O'Connell, Annie O'Connell, Nellie Pender, Lizzie Pender, Agnes Plunkett, Dora Rice, Kate Rice, May Rafferty, Mrs. Ryan, Miss Ryan, Mollie Shaw, Kittie Shannahan, Jennie Sheehan, Mamie Tighe, Lilly Walsh, May Sullivan, Kitty Sullivan, May Stammers, Nellie Stammers, M. Thomas, Thomas Flood, James F. Brennan, Thomas Meagher, John Cummings, James Dooley, Clifford Pernaby, Henry Norris, Lawrence Flannigan, J. J. Keohane, John E. McGowan, Frank Gillian, Hugh Haggerty of Meriden, Charles Fitzgerald of Middletown, Major Fitzmaurice of New London, William Gaffney of Ansonia, James Maroney, John P. Graham, James Guncheon, William Mookley and Frank P. McCabe.

RECEPTION TO DR. PRINCE. The New Pastor of Trinity M. E. Church. Monday evening, April 29, the congregation and members of Trinity M. E. church will give a reception to the Rev. Dr. Prince and his family in the parlors of the church at 8 o'clock. Invitations have been sent to Bishops Goodsell and Warren and the former pastors of this church, also to the Methodist ministers of the city. An interesting program, consisting of music and addresses, has been made up, and the evening promises to be a very enjoyable one.

Judge S. A. Robinson, in Bridgeport, yesterday, granted an order discharging Receiver White of the Craighead Manufacturing company of Shelton.

The poetry has been peeled off the prices at Oak Hall.

OAK ONE PRICE CLOTHIERS HALL

Special Sale This Week. High Cost Capes

Men's All Wool Cheviot and Clay Diagonal Suits, single and double breasted Sacks and Frocks, sold elsewhere at \$12.00 and \$15.00, To-day, \$9.00

Men's Covert Cloth Top Coats, made in best manner, sleeve satin lined, made up to sell at \$10.50, To-day, \$7.50

Men's Working Suits, all wool, neat, desirable patterns, some of them worth \$10 and \$12, To-day selling at \$6.50

Men's Fine Worsted Pants, biggest assortment in town of the handsomest patterns made this season, To-day \$4.49

Young Men's 'All Wool Long Pant Suits, ages 14 to 19, sold elsewhere at \$7.50 and \$9.00, \$5.24

Boys' all wool two-piece Suits, ages 4 to 14 years, sold everywhere at \$3.00 and \$3.50, \$2.49

Boys' Washable Suits, fast colors, tastefully trimmed, 79c

Boys' Knee Pants, 1,000 pairs to-day, 8c

49-51 Church Street.

Carbonized Stone. Artificial Stone Work.

The Manufacturers, C. D. ROBINSON & CO., 443 STATE STREET.

NEW ERA COMBINATION FUNNEL. This new invention consists of three parts, and can be used alone or in combination. Its convenience is at once apparent. A few of its many uses are here illustrated. It is perfectly made, and of the best polished tin. Every housewife requires one. Price Complete, 25 cents. For a limited time we will give each purchaser of this funnel a 2-lb. package of Wheatlet Free of Charge. It will be possible to secure this advantage ONLY by ordering of our agents, who will visit each family. The Franklin Mills Co., Lockport, N. Y.

SOME PUMPKINS PLATT'S GARDEN SEEDS FOR EVERYONE Catalogue Free. FRANKS. PLATT

Dry Goods. The Conn. Clothing Co.

Wm. Frank & Co. 783 Chapel St.

Special Cape Sale, THREE DAYS, THURSDAY, FRIDAY, SATURDAY, Of our Entire Stock

High Cost Capes

All our \$20.00, \$22.00, \$25.00 and \$27.50 Capes, special down to \$17.98.

All \$18.00 to \$20.00 Capes for Three Days, \$13.98.

These are the cream of Imported and Domestic manufacture.

Also Special Values at \$2.25, \$2.75, \$3.98, \$4.98, \$6.98 and \$8.75.

Special Sale CHILDREN'S REEFERS.

All \$3.50 Reefers for \$2.98. All \$5.00 Reefers for \$4.25. All \$5.98 and \$6.50 Reefers for \$4.98.

These are the best grades and absolutely exclusive styles.

Summer Corsets 39c.

A grand bargain in Summer Corsets, long waisted, satin strips with two strong side steels, a better than the 50c quality, at special 39c.

GOOD THINGS THAT WE ARE PUSHING.

Men's Medium Weight Shirts and Drawers, white and natural grey, worth 39c, but our price but 25c.

Rice Powder, Violet and White Rose, as good as Lubin's, and only 10c; 20c value.

Irish Point Yokes (entirely new), the washable kind, 75c to \$1.75.

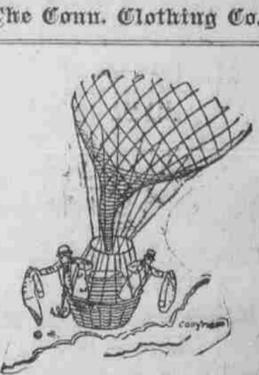
An extra beautiful line of Infants' Mueelin Caps, round and Foke effect, with English and Irish Point edges, 25c to \$2.00.

Infants' entirely new White Dresses, short and long, with Skirts, Coats and all other necessities to match, at special prices.

Miss A. V. Byrnes, 1132 CHAPEL STREET, 2d door above York.

SPRING NOVELTIES IN MILLINERY.

MISS A. V. BYRNES, Chaol Above York.



ABOVE ALL!

Is the expression generally used in speaking of our Clothing.

Above all, not in price (for our low figures leave competition without standing room), but in the superb material that makes our Suits unequal for wear, the superior workmanship and absolute correctness in point of style, and the perfect fit which characterizes our garments, puts them 'out-of-sight' as far as our competitors are concerned.

In fact, it is hard to tell what the chief merit of our Clothing is, it has so many, and then our assortment is so large. If you are looking for a \$10.00 Suit we have 50 different patterns to show you, from the sombre black to the pearl grey, and all the intermediate shades; and with our \$13.00, \$15.00, \$18.00 and \$20.00 Suits, you have equally as large an assortment to select from.

What we have said of our Men's Clothing can be repeated of our Clothing for the Little Folks.

This department, for its completeness, variety and remarkably low prices, is without competition among the various Children's Clothing stores of Connecticut. Prices in this department for Suits range from \$1.50 to \$7.00.

Metal combination savings bank given with \$2.00 purchases.

Connecticut Clothing Co., New Haven's Leading Clothiers, 813-815-817 Chapel Street. New Haven, Conn. SOL MYERS, Manager.

Jewelers.

Sterling Silver Belt Buckles.

The Finest Line in the City, at Remarkably Low Prices, from \$1.35 to \$5.00 each.

Belt Pins in Endless Varieties, AT J. H. G. DURANT'S, 55 Church Street, opposite Postoffice.

This Month and Next There is Nothing More Desirable in Shoes for General Use Than Those Made of Russet or Tan Leather.

FOR MEN: Russian Calf and Brown Sealskin Balmorals in the new colorings and styles of toes, at prices ranging from two-fifty upwards. Our special leaders for \$2.80 are worth \$3.00 to \$4.00, and are the best Shoes in New England for the money.

FOR LADIES: Tan Kid Button and Lace in a variety of shades, tips and trimmings. \$2.50, \$3.00 and \$3.50 are our prices for high shoes made on Vienna, razor or medium lasts. Cuir color Oxford Ties with stout walking soles, and Gaiterettes to match.

The New Haven Shoe Company, 842-846 Chapel Street, New Haven, Conn.

IVORY SOAP IT FLOATS FORTY MILLION CAKES YEARLY. THE PROCTER & GAMBLE CO., CHICAGO.