

COMPLAINT IS LODGED

Offensive Smells Come from Local Garbage Reduction Plant

BOARD OF HEALTH MAY ACT TONIGHT

A. E. Lavery, et al., Take Initiative In Strongly Accentuated Petition

At the meeting of the board of health this evening a petition signed by Albert E. Lavery, et al., of Hill street, and other residents of that vicinity regarding the odors which rise from the local garbage reduction plant will be presented to the board. The petition will ask that the board set a date for a public hearing on this matter when the signers of the petition and other residents who have been troubled by the nuisance will have a chance to make their complaints to the board and the Bridgeport By-Products Co. will be given an opportunity to explain why the nuisance exists.

This action has been finally decided upon by the petitioners after much deliberation and delay. Other methods have been suggested for bringing the trouble to a stop but none of them in another were finally given up. One of these plans was to take the matter into the courts and make an attempt to get an injunction against the company to prohibit them from disposing of the city's garbage in so offensive a manner.

This move was not taken because it was thought that such action would be going over the head of the proper municipal authority in this case, the board of health. The board has taken no action in the matter because no written complaint had been received by it. Mr. Lavery said this morning that this was understood by the members of the community about Hill Hill and their action in placing this petition was to bring the matter before the board so that some action might be taken.

Mr. Lavery said that conditions had become intolerable owing to the odors from the plant which reach the height of offensiveness at night. In order to sleep it is necessary to close all windows and doors and even then Mr. Lavery said he had sometimes been forced to rub camphor on his lips to neutralize the smell from the crematory.

He also said it did not seem the thing to do to bring the matter to the attention of the board of health, but he thought it impossible for those who do want fresh air to enjoy the benefits of it when the state had recently appropriated \$100,000 for the erection of three institutions for the treatment of tubercular patients the purpose of which is to give the opportunity for the enjoyment of good air and sunlight.

He said further that he did not think the city should be taxed to pay the cost of a concern which took it for the money that was in it. He was in favor of the city owning the own garbage reduction plant. "But," he said, "if the city has made a mistake, it is not the first one it has made and if it has made a costly mistake it is not the first one it has made and if the citizens should be made to suffer for such mistakes."

In regard to getting any satisfaction by talking with those in authority at the plant Mr. Lavery said that there was only one man there to talk to, a foreman, and that he was told that he would laugh and reply, "We don't get any of it here." He said he had been informed that one of the reasons for the smell was that the plant was not large enough to take care of the garbage.

Several other matters will be brought to the attention of the board this evening. Among them will be a complaint from Miss Finnegan, nurse at the tuberculosis dispensary, in the police and charities building, about the condition of the back yard at police headquarters. Miss Finnegan complains about the general untidiness and the building of bon fires in the yard where waste, bandages, etc., from the mercenary hospital are burned.

Crissie Harrall's Auto Travels All Alone and Backward

Trolley Cars Blockade and Crowds Assemble as Machine Does Its Unusual Stunt.

Crissie Harrall, a colon of one of Bridgeport's wealthiest families, created a mild sensation at Main and Cannon streets, at noon, when without anybody to guide it, his automobile entered upon a reckless career of retrograde travel, until he had reached the side of the store of the Howland Dry Goods Company.

An Harrall entered Main street from Cannon he saw that he was about to run into a trolley car. Putting on the reverse and the brake he stopped the car so successfully that he was unable to start it again. Thus a trolley blockade was created. Finally, leaving his reverse on and his throttle open, he gave the crank a turn and the engine jumped into the line, and while the machine sped up Cannon street backward.

No damage was done. A mob of a thousand people entered the spectacle. Harrall recently had trouble with his automobile when it became insubordinate and shaved the front porch of a home in a dwelling in his neighborhood.

PEARY ONCE MORE GIVES LIE TO COOK

Wires Boston that Brooklyn Man's Story is "Simply, Untrue"

HASTENING TO NEW YORK

(Special from United Press.)
Boston, Sept. 14.—Reiterating that Dr. Cook has falsified in his declaration that he reached the pole, but giving little further details of his own dash and omitting entirely any mention of Harry Whitney, Commander Peary to-day is quoted here in another message by wireless from Battle Harbor, via Cape Ray, N. F.

Replying to an interrogation as to what he thought of Dr. Cook's claim, Mr. Peary replied that it was "simply untrue."

"I have expressed myself clearly in my despatches, I think," he continued. "Dr. Cook's attempts to convince scientists that he has been to the North Pole will be futile. It was pretty generally known that our expedition was in the Arctic regions, and that we expected to get back about this time, or a few weeks later. There was also a suspicion that we hoped to reach the Pole this year, and that we had previously passed all other northern records, knew the way north and had prepared ourselves for what we hoped would be the final trip."

"What were some of the chief incidents of the journey?" he was asked. "It was less eventful than any of my previous trips. The actual reaching of the 90th parallel and being able to take observations on the coast itself, was an event of supreme importance to science; an event which quite naturally makes us all feel an exultation which I hope is pardonable, but there was less adventure, less of the thrilling and hair-breadth escapes than in earlier days, before we had as thorough a knowledge of the Arctic regions as we have now."

"The chief danger was one which could not be guarded against. We had to take our chances and trust Providence. Care in selection of men and dogs, to see that we had none lacking in strength, courage and endurance; watchfulness over the condition of our sledges and how they were packed, knowledge of the quantity and kind of food requiring and seeing that supplies were plentiful at certain points—all these tend to lessen what might be called preventable dangers of starvation, freezing, and becoming lost."

PEARY HASTENING TO NEW YORK

Portland, Maine, Sept. 14.—That Commander Robert E. Peary intends to let no grass grow under his feet in the effort to reach New York before the end of the month was stated in a message from the explorer was received here. Peary had been invited by wire to stop over for a celebration of his trip in this city. His reply was:

"Cannot attend Portland celebration. New York first claims."
(Signed) PEARY.

Notwithstanding the determination of the explorer, an effort will be made to give him a big gathering at the railroad depot should he pass through here on his way to New York.

EXPRESS WRECKED ON SHORE LINE

Locomotive and Seven Cars Leave Tracks, Four Overturning, at Clinton

DRIVING ROD BREAKS

(Special from United Press.)
Clinton, Sept. 14.—While crossing from the east bound to the west bound track in order to pass a freight train here early to-day, the driving rod on the engine of an Adams Express train, bound from Washington to Boston, broke, causing the locomotive and seven cars to leave the tracks. Four of the cars overturned and are now lying on either side of the main line track, but the engineer and the rest of the crew, as well as the express messengers, are all unhurt, and escaped without any serious injury. Fortunately, the train was traveling at a reduced speed, and account of crossing over, the engineer was enabled to bring it to a standstill after it had torn up the track for several hundred yards.

Six valuable racing horses and four jockeys occupied one of the cars that left the track and were badly shaken up, but suffered no serious injury. All traffic on the Shore Line has been held up this morning and three wreckers are on the scene clearing away the debris, but it will probably be late this afternoon before the work is completed.

KEEN COMPETITION FOR GOLF PRIZES

A great deal of interest is being taken at present in the golf contests at the Country club for the President's and Governors' cups. Both tournaments are to be played for the President's cup by Hugh H. Hinks, Allan W. Paige, John W. Banks, H. D. Beach, S. M. Hawley, and A. E. McDonald. Victor Thorne has qualified for the semi-finals. The following will play for the Governor's cup: A. E. Venable, W. T. Hinks, Allan W. Paige, John W. Banks, H. D. Beach, S. M. Hawley, and A. E. McDonald. Victor Thorne has qualified for the semi-finals. The following will play for the Governor's cup: A. E. Venable, W. T. Hinks, Allan W. Paige, John W. Banks, H. D. Beach, S. M. Hawley, and A. E. McDonald. Victor Thorne has qualified for the semi-finals.

START OF PRESIDENT TAFT'S LONG TRIP; SOME OF THE MEN WHO MAKE UP PARTY



PRESIDENT SAYS GOODBYE TO BEVERLY, STOPPING AT BOSTON FOR BANQUET, BEFORE LEAVING ON 13,000 MILE TRIP

(Special from United Press.)
Beverly, Mass., Sept. 14.—President William Howard Taft left his summer home to-day for Washington. But his way lies along the Pacific Coast, the Gulf of Mexico, and the Atlantic Coast and before he reaches the capital and resumes his duties at the White House, the President will have traveled 12,759 miles, visited 29 states and two territories, made about 300 speeches, shaken hands with probably 100,000 persons, and been seen and heard by 3,000,000 of his countrymen.

With the exception of the famous Roosevelt swing around the circle in 1903, the Taft trip will discount anything before attempted by an American President, and in many ways it will discount even the Roosevelt dash. When the President started for Boston, where the western trip begins, the Executive offices of the Board of Trade building in Cabot Street were closed, and the working force of clerks, stenographers, and telegraphers left for Washington. Their route is a little more direct than that of the Executive. Beverly has lost its proud title of "summer capital," and is once more the mere pin-point on the map that it was before the nation's chief picked it as a golfing and resting place.

The President does not delude himself into thinking that the forthcoming trip is either a picnic or a siesta. It seems likely to be the hardest two months, in some respects, he ever put in, and in many features will be a repetition of last Fall's baptismal tour. Some of his friends are even willing to admit that it is in reality another campaign looking toward "four years more." Whether Taft looks so far ahead there is no dodging the fact that he will be on trial in many of the sections of the United States. But where the cowboy is king, he will have to explain why he advocated free hides. The farmers who swear by Roosevelt and the homesteaders, who are watching the Roosevelt irrigation projects reclaim deserts, will want "inside information" on the Ballinger-Pinchot controversy. Up in the Northwest, he will run into the camp of the insurgents who so nearly played him with the Roosevelt in the tariff fight winter, and in more than one district, he will speak to unfriendly audiences for the sake of congressmen whose acts at Washington in the tariff fight threaten to lose them their jobs. He will need all his savvy, all his diplomacy, all the potency of the potent Taft smile, to steer clear of threatening rocks, but if he comes through without staining holes in the Republic-

ate cars, the Mayflower and the Haslemere, will be handed over twenty-two different railroad systems. The Southern will get the longest haul—2,289 miles. The Maricopa and Phoenix railroad gets the shortest haul—thirty-five miles. The voyage down the Mississippi river from St. Louis to New Orleans on the steamboat Mississippi will cover 1,165 miles and occupy four days and five nights.

The cabinet officers who will be with the president at the meeting with President Diaz are the secretary of state, Mr. Knox; the secretary of war, Mr. Dickinson; the postmaster general, Mr. Hitchcock, and the secretary of commerce and labor, Mr. Nagel. The secretary of the interior, Mr. Ballinger, is expected to be with the president during the greater part of the time he spends in the northwest.

The summer carnival on the North Shore of Massachusetts died to-day. Secretary Carpenter closed up the executive offices at 3:30 and made a hurried trip out to the President's cottage to take his large vacation correspondence.

NEW YORK GIRL TO WED PRINCE

Miss Anita Stewart Will Assume Portuguese Title After Marriage Tomorrow

ADOPTS CATHOLIC FAITH

Dingwall, Scotland, Sept. 14.—Everything is in readiness for the wedding to-morrow of Miss Anita Stewart, daughter of Mrs. James Henry Smith of New York, and Prince Miguel de Braganza, son of the pretender to the Portuguese throne, which will take place at St. Lawrence's Roman Catholic Chapel. Miss Stewart having adopted the Catholic religion in conformity with the requirements of the Portuguese law.

FOOT GUARD NOT REGULAR MILITIAMAN

(Special from United Press.)
New Haven, Sept. 14.—Judge Simpson in the common pleas court to-day decided that a member of the Governor's Foot Guard was not a regular militiaman. The decision was rendered in the case of Captain Albert W. Mattoon of the Second Company Governor's Foot Guard, who is exempt from jury duty under Section 673 which exempts militiamen from serving on juries.

PROF. COLLINS DANCING SCHOOL SOON TO OPEN

The opening of Prof. C. J. Collins' school of dancing in the Elks' new home, State street, on Tuesday evening, Oct. 5, marks the fifteenth year of his career in this field. A public reception will be held and all who desire to enroll in the classes may do so. Lessons are given every Tuesday evening.

WANTED—Experienced saleslady for

WANTED—Experienced saleslady for the Mutual Life Insurance Co. of New York. The Mutual Life Insurance Co. of New York. The Mutual Life Insurance Co. of New York. The Mutual Life Insurance Co. of New York.

TO RENT—Six room flat in North

TO RENT—Six room flat in North End for \$14, to right parties. All improvements. Address this office, X. Y. Z.

FOR SALE—Upright piano, square

FOR SALE—Upright piano, square piano \$10, organ \$5, violins \$3 and \$1 a week. Patch Piano Co., 84 Noble Ave. 114 * p

TO RENT—Light, airy store and excellent

TO RENT—Light, airy store and excellent basement, 25 John street, near Main. Apply Superintendent, Public Library. 114 * p

"DAN" HAWLEY MEETS DEATH BY DROWNING

Aged Keeper of Mohawk Club Was 77 Years Old Today

HELP CAME TOO LATE

While unloading bricks in a small boat of the Scoop type this morning about 11:15 o'clock David B. Hawley, better known as "Dan" Hawley, the keeper of the Mohawk club, missed his footing and fell backward into the water. One of his feet caught under the seat in the boat. He swallowed so much water that he died within a few minutes after he had been taken from his predicament and placed on the float at the club by three men who came to his assistance in a launch. He was 77 years old today.

The aged keeper was unloading the bricks from a schooner sharp owned by a member of the Mohawk Yacht Club who has a position in the Road Carpet factory, and whose name could not be learned. He himself declined to give it. The owner of the boat had the bricks in the sharp for ballast. Wishing to take the boat from the club the owner told Mr. Hawley that he could have the bricks if he would remove them.

The distance from the sharp to the club house was only a few feet and the scow boat was used. From this boat the bricks were thrown to a temporary platform. The sharp was full of water. It was while trying to place some bricks on this platform that it is supposed Hawley fell into the water.

Owing to his age and the position of the foot which caught in the seat, he was unable to extricate himself for some time. He finally did succeed in getting his free foot into another boat and thus drew himself out of the water. He was helpless however.

Meanwhile a crowd gathered on the sidewalk and attracted the attention of Captain George W. Masters, the boat builder on Stratford avenue. He rushed across the street and when he saw the old man hailed three men in a launch who took Mr. Hawley from the boat to the club float.

The ambulance corps was sent for and men worked over the aged keeper meanwhile. The ambulance corps was out on a call and a delay of several minutes occurred. Police officers walked down the inclined plank toward the float. The body was removed to the morgue and Medical Examiner F. B. Downs was notified. After his examination the body was removed to the undertaking parlors of Hawley, Wilmett & Reynolds.

The dead man is survived by a widow and a daughter, Fannie, who is a teacher in the public schools, and with whom the deceased lived at 101 Liberty street.

His sister, Mrs. William H. Hebbard, of 790 State street, also remains, and there are several nephews and nieces. Mr. Hebbard had been keeper of the club for four years. Previous to this he was engaged in the oyster business. He was a brother of Wheeler Hawley, who was a oyster dealer, who died a few years ago.

The news of the drowning spread rapidly.

OIL INTEREST IS DOMINANT

William Rockefeller Chosen Director Southern Pacific

LOVETT NAMED HEAD OF THE COMMITTEE

Latter Will Succeed to Powers Exercised by Harriman

(New York, Sept. 14.—At a meeting of the directors of the Southern Pacific Railroad here today, ex-Judge Robert S. Lovett was elected chairman of the executive committee. Jacob H. Schiff and William Rockefeller, who were yesterday elected to the directorate of the Union Pacific, were elected directors of the Southern Pacific to-day and also members of the executive committee.

The election of Judge Lovett as chairman of the executive committee, both the Union Pacific and the Southern Pacific is taken in Wall Street as an indication that the Harriman interests are still in control of the general system.

As matters now stand, Judge Lovett can sell the \$300,000,000 worth of securities now owned by the Union Pacific, for any price he pleases, without waiting for action on the part of the directors. Or, if he thought wise, he could take every dollar of the millions in the treasury of the system to buy in the stock in some other road. Or he could use the immense fund at his disposal to wage a crusade in the stock exchange.

The annual election of the new directors of the Union Pacific will take place Oct. 14, at a stockholders' meeting. It is said that the Morgan interests will be represented at this meeting of the directors, and that an immense number of votes and that Morgan will have a decided voice in the naming of the new board of directors, who will then elect the president of the road.

Frank A. Vanderlip, president of the National City Bank; Marvin Huggitt, president of the Chicago Northwestern Railway Company; and H. W. DeForest were today appointed a committee of the Southern Pacific directors to draw up resolutions on the death of Mr. Harriman.

It was officially stated after today's meeting of the directors of the Illinois Central that no action was taken with regard to the election of a successor of Harriman as a director. The president was authorized to appoint a committee to formulate resolutions of respect.

The annual meeting of the stockholders of the Illinois Central will be held Oct. 2 and it is probable that a new successor will be named then.

New York, Sept. 14.—There was a stronger tone at the opening and during the first 15 minutes of the trading on the New York stock exchange today, crossing 164. Union Pacific preferred rose to 110 while the common sold at 203 1/2.

Other railroad stocks made proportionate gains. Government bonds unchanged; other bonds strong.

There was little change in stock conditions around midday. Trading continued the most prominent feature, crossing 165.

Harriman's Millions In Trust for Family

New York, Sept. 14.—The will of the late E. H. Harriman will be filed some day this week, probably on Thursday. One copy of the will will be taken to Goshen, N. Y., and the other to New York city it is said today.

It is believed that the will is one of the most formal nature, appointing a board of trustees, into whose hands the entire Harriman estate will be placed for the benefit of the beneficiaries. The trustees are well acquainted with Harriman's wishes believe that with the exception of the Arden property, the entire estate will be kept intact under his orders. It is said the Arden estate is left to Mrs. Harriman for her use during her lifetime and that the trustees are ordered to continue the work of making it one of the most magnificent estates in the world.

In some quarters, it is believed that former Judge R. S. Lovett and Charles A. Peabody, Harriman's personal lawyer, but now president of the Mutual Life Insurance Company, will be two of the trustees for the Harriman fortune.

His estate is said to be worth not more than \$50,000,000.

(UNCLASSIFIED.)

GRAPES in plenty for sale—Concord at 77 French street. 114 * p

TO RENT—A very desirable low priced flat, all improvements, 555 Park St. 114 * p

TO RENT—Five rooms, upstairs, all improvements. Inquire 232 Wells St. Phone 3073. 111 * p

FOR SALE—Restaurant. Reasonable owner to leave town. Address Y. this office. 113 * p

FOR SALE—Beautiful Stelway grand piano. Will take upright piano in exchange. 844 Noble Ave. 113 * p

TO RENT—Flat, 430 Barnum avenue. Enquire Mrs. Fones, 857 East Main. 110 * p

TO RENT—Five rooms, \$5 per month. A. Edwards, near Acid Works. 118 * p

TO RENT—Desk room with roll top desk. 416 Warner Building. 112 * p

TYPEWRITING—Mimeographing. Notary Public. Sears, 103 Meigs Bldg. P 17 * p

CASCA-LAXINE TABLETS cure biliousness and constipation. Follow the direction. U 12 * p

THE UNIVERSITY SCHOOL, 836 Fairfield avenue, September 13th, 1898, includes all subjects required for admission to the leading universities and technical schools. Individual work. Office hours, afternoon and evening. 1 * p

LOST—Last Friday bird dog, black p. m., Newfoundland breed dog, black with white breast and feet. Reward on return to George Kaufmann, corner North avenue and River St. 114 * p