

GEORGE B. CORTELYOU.

GOVERNOR W. MURRAY CRANE. (Copyright, 1898, by Elmer Chickering.)

minus of the South Mountain Railway, which runs from Morningside to the Country Club, at Pittsfield. Reaching this spot, a good view was to be had of the President crossing the car track at the foot of the hill, the crossing being in a valley.

On came the car at full speed, its momentum increasing on the decline, and the bell clanging loudly.

CAR AND CARRIAGE CRASH. The cavalry lieutenant stationed at the cross-road as a lookout for the President wheeled his horse in front of the car, signalling furiously to the motorman to stop. With the lead horses across the track and the wheel horses turned beyond the first rail, up jumped Secretary Cortelyou, and then the President and the Governor. They waved their hands and shouted to the motorman, but the car rolled on. The crash came just as the front right wheel had crossed the rail. Poor Craig fell, the near wheel horse was down, with the coachman under him, and the President and his companions were lying on the ground.

THE DRIVER SEVERELY INJURED. D. J. Pratt, the driver and owner of the landau in which the President came from Dalton, where he spent the night with Governor Crane, was dragged from under the rear wheel horse. Bruised and bleeding, he was taken to a house near by and then removed in an ambulance to a hospital. It was thought that his skull was fractured, and that he would certainly die, but later the President received a telegram saying that the man was better, that he was suffering from concussion of the brain, and was likely to recover.

The stay mare, which was pitched by the force of the collision on top of the coachman, was so badly injured that one of the Secret Service men shot her.

The other horses lay on the ground struggling in the fragments of their harness. The President had started to see the body of his faithful officer, the driver had been taken to the hospital, and a crowd was gathering. Then Assistant Secretary Barnes and Dr. Lung were able to lead the President and Mr. Cortelyou into the house of Mrs. A. B. Stevens. Mrs. Stevens offered the President everything in her cottage. Dr. Lung bathed the President's face and applied liniment to the wounds on Mr. Cortelyou's head and face. When refreshed as much as possible, the President, the Secretary and the Governor went to the porch of the cottage. Messengers were sent for another carriage, and new horses. Edward Murphy, an employee of the wounded coachman, left the box of the second carriage in the procession to handle the reins thereafter for the President.

SENDING OUT MESSAGES.

Assistant Secretary Barnes and Winthrop Crane hurried to the telephone in the Country Club, on the opposite side of the track, and messages were sent to the telegraph companies asking them to inform the press that the President and Governor Crane were not injured. Then messages were sent to Mrs. Roosevelt, who had left Oyster Bay on the government yacht Sybil to meet the President at Bridgeport; to Mrs. Cortelyou, who is at Hempstead, Long Island, and to Mr. Cortelyou's son, who is spending his vacation in the White Mountains. These telegrams all contained glad tidings. But to the sisters of William Craig, two of whom live in Springfield, and saw him riding on the box of the President's carriage only yesterday, and another in Chicago, tidings were sent of a different nature. These messages were said, but it is comforting to know that the faithful Scotchman died in the harness, as it were, and that the President was exceedingly fond of him.

CRAIG'S BODY REMOVED.

Craig's body was carefully removed to the house where the President was stopping. Governor Crane will personally oversee the arrangements for the burial. One of the Secret Service men returned here to-night, and will accompany the body to Chicago, where the funeral will be held at the home of Craig's sister.

Thousands of anxious people were waiting along the road between Pittsfield and Lenox, inquiring if the President was coming, and cameras were set up to take snapshots as he passed. Suddenly two men in a buggy overtook the three coaches in which members of the President's party were riding. Briefly they told what they had heard of the accident. The newspaper men in the coaches jumped from their seats. "Here's a telephone!" exclaimed a woman from a house close by. Some of the men ran to the telephone; others dashed away in carriages to get and give the news. It spread rapidly throughout the country. In the towns and along the roads all was excitement. Everybody gave thanks that the life of the President, so nearly lost, had been spared in such a wonderful manner. The two cavalry messengers came galloping over the road, stopping at each house to inform the people that the President had requested no cheering, because one of the members of his party had been killed.

STORIES OF THE WRECK.

MOTORMAN AND CONDUCTOR ARRESTED AND RELEASED ON BAIL. Pittsfield, Mass., Sept. 3.—Luke J. Madden, the motorman, and James Kelly, the conductor, of the car which struck the President's carriage, were arrested soon after the accident. They remained in the station house from 10 o'clock this morning until 12 o'clock this evening, when bail was furnished. The charge against them is manslaughter. Bail for the motorman of \$5,000 was furnished by ex-Alderman Maurice J. Madden, his brother, and Patrick H. Dolan, manager of the Pittsfield Street Railway Company. Kelly was bailed in \$2,000 by Charles L. Hubbard. Kelly is twenty-five years old, single, and has been employed on the railway for three years. Madden is thirty-two years old, and has a wife and five children.

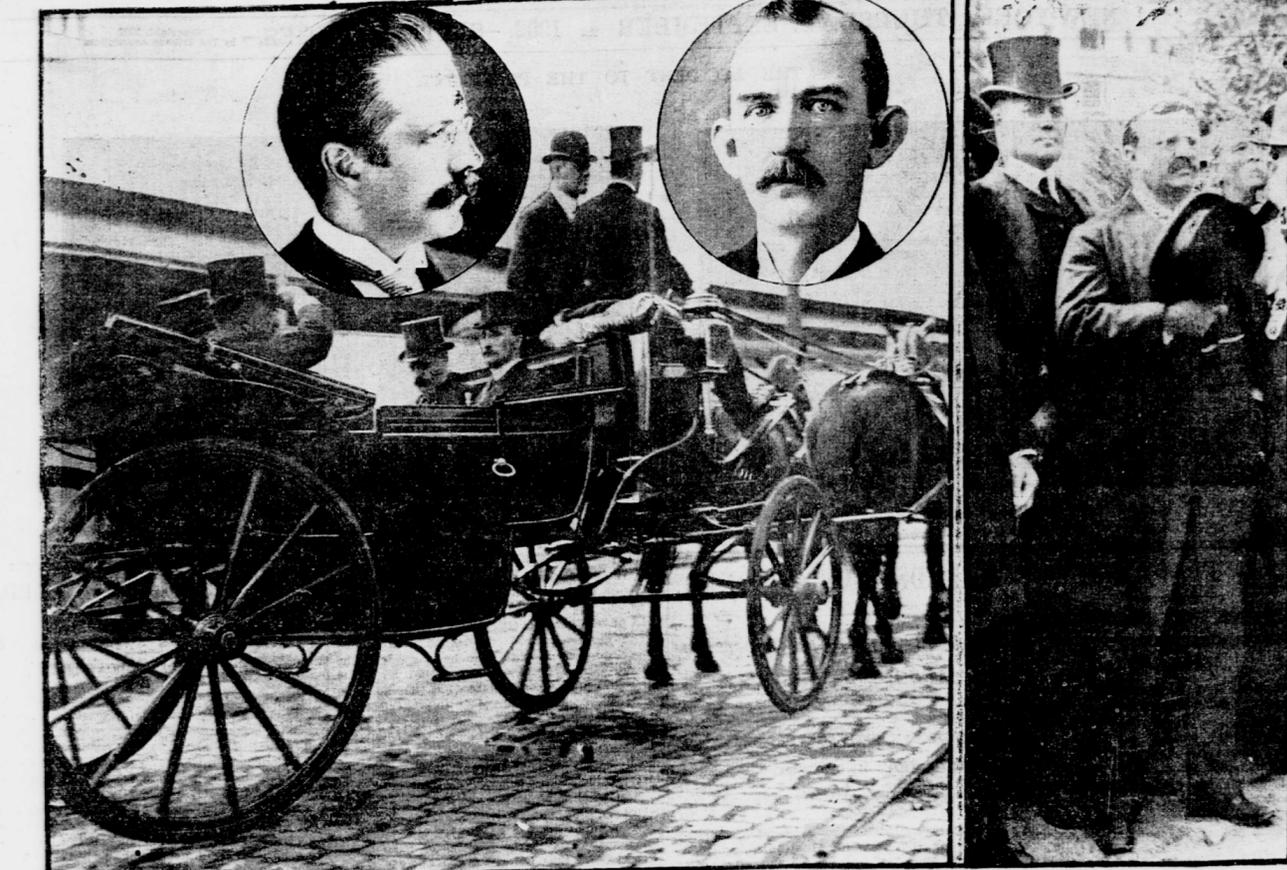
Madden and Kelly will probably be arraigned in the district court to-morrow morning on the charge of manslaughter. It is expected that William Tarte, counsel for the Pittsfield Street Railway Company, will represent them. It is likely that the case will be continued for a week or more, and in the mean time an inquest will be arranged for. The defence will probably present no evidence, and the men will be held for the grand jury.

STORIES OF RAILROAD MEN.

Madden, the motorman, in telling his story, says that the car was No. 2, which had motors of sixty horsepower. The car was fitted with air brakes. On the account of the Presidential exercises he says that the running schedules on all lines of the company were disturbed. He said he left the Country Club for the Stanley works, but only reached the Campbell House, in South-st., when he was forced to stop on account of the ropes drawn across the street to prevent teams from driving any nearer the park.

Madden says that, acting under orders, he remained in front of the Campbell House until the time for his return to the Country Club. He says the car was due at the Country Club at 9:45; that he did not in any way interfere with the procession, and, so far as he knew, the car was not chartered for any special occasion. He said he would have stopped for passengers the same as usual and would have stopped for the bell, as on all other occasions, having received no orders to the contrary. As he passed over the railroad bridge, about three hundred and fifty or four hundred feet from the scene of the accident, he says he shut off the power and put on the brakes, the car then being on a down grade. He says there were teams on both sides of the track, and he was exercising every care to avoid an accident.

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CRAIG'S USUAL POSITION ON THE BOX OF THE PRESIDENT'S CARRIAGE.

CRAIG ALWAYS KEPT CLOSE TO THE PRESIDENT. HERE HE IS SHOWN STANDING DIRECTLY BEHIND HIM.

but says he reversed the power and went for the brake as quickly as possible when he saw the horses turn on the track. He said it was dusty, and with difficulty he saw what was going on. He denies that any orders were given to him to reach the Country Club before the President's party arrived there.

The story of James Kelly, the conductor, is much the same as that of Madden, so far as the schedule and running arrangements were concerned. He said he was collecting fares on the west side of the car at the time of the accident, and was on the forward end of the running board at the moment of the collision. He said he saw no warning given.

A DIRECTOR DENIES REPORTS. James W. Hull, one of Pittsfield's most prominent citizens and a director of the road, who was on the car at the time of the accident, was seen in this city to-night by a representative of The Associated Press with reference to the report that Madden was under special instructions from him to run through to the Country Club without stopping. Mr. Hull said:

"The report that the motorman was under instructions from me is absolutely and unqualifiedly false. There was not the slightest reason for such a story. I cannot express an opinion as to the responsibility for the accident. I was a passenger on the car, but hardly realized what was happening until it was over. The regular route of this car is from the Stanley Works, on one side of the city, directly through the city and pass the city park, where the President made his address. The car, which was a single truck affair, had just come from the club, but, its schedule being interrupted by the accident, it was stopped at the park and turned back to the club. It was understood that the President would stop there on the way to Lenox, and, perhaps, a few words, and many persons, including a considerable number of club members, were bound out there in the hope of hearing him. I intended to go myself, but when the car stopped at the park I approached the motorman and asked him when he would start. He said he was trying to get back on his time schedule and would move as soon as his time was right.

"The car waited about ten minutes, during which time it was filled with passengers. Every seat was occupied, I think, and a number of persons were standing on the running board. I had an end seat about half way back in the car, and a passenger was standing on the running board side of Mr. Mr. Dolan, superintendent of the road, was on the car when it started, and I supposed that he went all the way out, but I learned later that he got off shortly after the car could be stopped in time to avoid a collision, but in the next second I realized it was impossible and that an accident was imminent. Then the crash came, followed by tumult on every side.

"The first thought was, of course, for the President. Almost immediately I saw him get up from the wreck and heard him declare that he was uninjured, and anxiously asked for the rest of the time looked for Governor Crane and soon after found him unhurt. I started to secure physicians, but found that Dr. Lung was about to arrive. Then at the request of the Governor I went to the depot to hold the special train which was to carry the party to Lenox. The plan of holding it was, however, abandoned and the President proceeded to Lenox by carriage as originally arranged. It seemed to me that the car was about to stop when it struck the carriage. It certainly came to rest about fifteen or twenty feet behind the body of the President's carriage. The car was left undisturbed on the track to prevent the possibility of accident to-day.

THE START FROM DALTON.

BRIGHTEST AND DARKEST SCENES OF THE PRESIDENT'S TRIP. [BY TELEGRAPH TO THE TRIBUNE.] Pittsfield, Mass., Sept. 3.—Within twenty-four hours the President went through the brightest and darkest events of his trip. He left Dalton, Mass., at 7:20 for the twenty-five mile drive over the Berkshire Hills to Stockbridge. The Japanese lanterns which had hung on the trees for a mile and a half along the road leading to the home of Mrs. Matthew Crane lay on the ground broken and wet with the morning dew. They signified that the President had been received by the people of Dalton with unexcelled cordiality. A brass band played lively music all the time he was there this morning.

It was a beautiful morning, and the party, drawn by the four gray horses, left Dalton under the most favorable circumstances. No one had much to say, except that the evening would close a tour through New England that has been pleasing alike to the people and to the President. On entering Pittsfield the President received an enthusiastic greeting. Eight thousand people must have turned out to see the nation's Chief. Cheers and the blare of brass bands sounded everywhere. The President spoke to the people of the town, and twenty minutes afterward the brilliancy of his reception in New England was marred by a tragedy.

THE KAISER EXPRESSES REGRET.

BUT WAS GLAD TO HEAR THE PRESIDENT WAS ONLY SLIGHTLY HURT. Posen, Prussian Poland, Sept. 3.—Extra editions of the newspapers giving accounts of the accident to President Roosevelt and his party spread the news throughout this city at 10 o'clock to-night. The correspondent of The Associated Press has been informed that Emperor William expressed great regret upon hearing of the occurrence, but said he was glad to know that President Roosevelt had been only slightly injured.

THE JOURNEY RESUMED.

INCIDENTS OF THE PRESIDENT'S TRIP FROM PITTSFIELD TO BRIDGEPORT. [BY TELEGRAPH TO THE TRIBUNE.] Bridgeport, Conn., Sept. 3.—Delayed three-quarters of an hour by the accident, the President continued his journey according to the programme. He rode in another carriage, but it was easy to see there had been an accident. Silk hats were dented and broken, and the well-crooned heads of the men in the first carriage were scarred and bruised. But the President's spirit was again normal. His courage throughout the day's experience was remarkable, and, except for the death of Craig, he would have laughed the affair off as one of the little incidents of the trip.

"I'm glad you were not injured more," some one said, as his carriage, drawn this time by two horses, approached the Aspinwall Hotel, near Lenox.

"I am not injured at all," said the President. But the bruise he received on his cheek had puffed up until it was very noticeable. The swollen skin under his right eye was turning black. Reaching the portico of the hotel, he was greeted by a small company of people. The President remained here only long enough to say:

"We have had a sad accident. One of our party, a faithful friend, has been killed and our driver hurt, undoubtedly fatally. You will easily understand that under the circumstances I cannot address you, fully as I appreciate your kindness in gathering here to meet me.

THANKS FOR POPULAR SYMPATHY. Going a short distance further, the President arrived at the Hotel Curtis, in Lenox, where he was greeted by Francis E. Leupp. Here the people could hardly refrain from cheering, but the President spoke briefly of the accident, thanked the assemblage for the hearty reception accorded to him, and then started for Stockbridge.

At this place the special train was standing on the track awaiting the coming of the party. Carriages filled the road. The station platform was crowded with people who came to see the President when he said goodbye to the Berkshire Hills of Massachusetts.

At this point the twenty-mile coaching ride ended. The President had this to say:

"I presume you have heard that our party has met with an accident in which one man was killed. Therefore I shall not make a formal speech here, and you will appreciate why I will ask you not to cheer or applaud. Mr. Craig was one of the most faithful men I ever knew. My children fairly worshipped him.

Before leaving Stockbridge the Chief of Police of Pittsfield, who had accompanied the Presidential party, informed those on the train that the crew of the motor car had been locked up in jail.

The President's train started from this point about 12:30 p. m., leaving behind the scene of the disaster.

Arriving at Great Barrington at 2:30 p. m., only fifteen minutes behind schedule time, the President stood on the rear platform of his coach and explained to about two thousand people that the accident at Pittsfield prevented him from addressing them as he had intended to do. Such remembrance of the dead Secret Service man seemed to impress his audience. He added to his remarks here that he had come to be exceedingly fond of Craig; that he admired his rugged honesty, and appreciated his untiring faithfulness.

At New-Milford he spoke again to a small audience. Here he thanked the Grand Army and the railroad men who came to greet him, and spoke again of Craig's good qualities.

From this point the train sped rapidly to Bridgeport. President Roosevelt remained in the drawing room of the coach and talked to members of the party about the accident. He had luncheon as usual, and was inclined to laugh about his black eye. His cheek continued to swell. Whenever he will give a half dozen people standing at a station he left his friends in the car to go out on the platform and at least raise his dented hat in recognition of their cheers.

In the President's career, marked as it has been with adventures, he has probably never been nearer death than he was to-day, except, of course, on the battlefield of San Juan Hill.

ARRIVAL AT BRIDGEPORT.

The train arrived at Bridgeport at 3:10 p. m. It was here that the President's party and the train crew parted. The end of the trip was near. President Roosevelt thanked the railroad crew—cooks, porters and every one about the train—for their courtesy to him. He assured them that he had enjoyed having every member of the party with him. The President was met at the train by a reception committee headed by Mayor Dennis Mulvihill, and escorted immediately to an automobile for a tour of seven miles through the streets of the city. A guard of honor, consisting of seven thousand men, representing all the factories of this city, formed a remarkable feature of the demonstration here. These men wore badges of red, white and blue ribbon, and were drawn up in line on both sides of the streets

through which the President's automobile passed on its way to Seaside Park. When Mrs. Roosevelt and the children met the President aboard the Sybil it was a meeting of thanksgiving. They sailed for Oyster Bay about 5:30.

PRESIDENT RETURNS HOME.

THE SWELLING ON HIS FACE MUCH REDUCED. Oyster Bay, Long Island, Sept. 3.—President Roosevelt is once more at Sagamore Hill. When he landed this evening at the J. West Roosevelt landing he did not appear much the worse for his experience this morning.

As soon as Mrs. Roosevelt heard of the mishap she started for Bridgeport and met the President there. They returned here on the Sybil. The President's face is rather badly bruised and scratched, but those who know him say that the injury should heal within a few days, as all the scratches and cuts he ever received healed without trouble within a day or two. The swelling is said to be much less to-night than it was an hour or so after the accident.

After riding Mrs. Roosevelt out of the launch of the Sybil, which brought them to the landing, the President stepped briskly to the carriage which was to convey them home. He appeared as brisk as usual.

The party was met at the landing by the entire force of Secret Service men here. Mrs. Cortelyou was also at the landing. She had come up from Hempstead to meet her husband. The Cortelyous started at once for their home in Hempstead. The President insisted that Mr. Cortelyou take a rest after the shaking up he received.

It has not yet been announced whether there will be any change in regard to the President's proposed trip to the South to attend the meeting of the Locomotive Firemen's Brotherhood. It is thought likely the President will not alter his plans.

Operator Taylor has taken the place left vacant by the death of Craig, and will fill the place of chief until otherwise ordered by Chief Wilkie. The death of Operator Craig has been a shock to this village. Since he first came here Craig had been popular. When off duty he spent a large part of his time sitting on the veranda of the Octagon Hotel.

WASHINGTON EXCITED.

ANXIETY RELIEVED BY SECRETARY CORTELYOU'S MESSAGE—THE DEAD SECRET SERVICE MAN. [BY TELEGRAPH TO THE TRIBUNE.] Washington, Sept. 3.—The news of the tragic accident to President Roosevelt's party was received with consternation here, and in all official circles there was a wild clamor for details. It was hard to reassure many of the officials, who feared that, even if not seriously injured according to the first reports, the President or Mr. Cortelyou might have sustained internal injuries which would develop in a few hours. This afternoon, however, Captain B. F. Montgomery, in charge at the temporary White House, received the following telegram from Secretary Cortelyou, dated Great Barrington, Mass.:

"The President is all right and perfectly well. I send you this because of trolley accident at Pittsfield, in order that those who should be informed or who make inquiries may be accurately advised. Craig, of the Secret Service, was killed. No one else of party injured.

This message relieved the anxiety which had been felt. On the basis of the first report, and assuming that the President was at least suffering from shock, it was expected that a considerable change would be necessary in his programme for the remainder of the week. Especially was it regarded as necessary to cancel the invitation already extended to Grand Duke Boris to visit Oyster Bay to-morrow afternoon. Mr. Peirce, the Third Assistant Secretary of State, who was to escort the Grand Duke on his visit, was communicated with at Newport with this end in view, but as the later news was reassuring it was decided to allow the programme to stand.

WILLIAM CRAIG'S CAREER. William Craig, the Secret Service agent who was killed to-day, had been connected with the service about four years. When he applied for admission he was the instructor in athletics at Armour Institute, Chicago, and had held that place two years. He also conducted a boxing school in Chicago, and had lived in that city most of the twenty years since he had been in the United States. He came to this country from Scotland, where he had served first in the British army as a cavalryman and then on the police force of Glasgow. Fifteen years ago he made a tour of the United States with Duncan Ross, the champion broadswordman, and in several exhibitions of that exciting sport won the championship honors from his mentor. Craig was a splendid specimen of physical manhood, measuring over six feet in height and weighing

about two hundred pounds, with not a surplus pound of flesh on his huge frame. He was called to Washington last October by Chief Wilkie, of the Secret Service, and assigned to duty at the White House as the special guard of the President. Mr. Roosevelt at first resented the presence of Secret Service agents, but when he learned that Craig was an all around athlete, equally good at boxing and fencing, he not only tolerated him but grew to like him.

Craig was on duty at the White House constantly while the President was there, and wherever Mr. Roosevelt went, whether for a walk, a ride or a drive, the muscular, calm visaged, quiet Secret Service man kept as close to him as the exigencies of the occasion permitted.

When riding through the suburbs the President frequently managed to lose his guard, which was as humiliating to Craig as it was humorous to Mr. Roosevelt, although Craig always managed to catch up with his charge before the distance that intervened was great. On every trip the President has made from Washington Craig has been with him, and in nearly every snapshot taken of the President on these trips the picture of Craig has appeared. On his third page last Sunday The Tribune printed a particularly good picture of Craig in the group photographed while the President was addressing a crowd of veterans at The Works, New-Hampshire. In this group is Craig standing immediately behind the President, and is wearing a tall silk hat. When assigned to duty at the White House Craig's instructions were never to let the President get out of his sight when the Chief Executive left the mansion, and always to keep as close to him as possible. At all public receptions in the White House his station was either directly behind or by the side of the President, and Craig's keen gray eyes scanned closely every person who approached within arms' length of his chief, not even the President's long or tried otherwise to do him harm, the miscreant would have been felled by the bravery and athletic Scotchman before even the President would have known of the threatened danger.

Before being called to Washington Craig had served with credit under the Secret Service office at Chicago, Pittsburg, and Birmingham, Ala. He had shown his courage in several dangerous raids on counterfeiters' dens and captures of many desperate criminals of this type. As soon as the news of his death reached headquarters in this city Chief Wilkie dispatched another trusted agent to take Craig's place by the side of the President. Craig leaves a sister and a widowed mother in Chicago, who depended largely on him for support, and two brothers at Holyoke, Mass. He was unmarried, and when in Washington occupied modest rooms at No. 1,552 O-st. Northwest. He was forty-two years old.

NO CHANGE IN HIS PLANS. THE PRESIDENT WILL GO SOUTH, AS ARRANGED. Oyster Bay, N. Y., Sept. 3.—The President to-night said he might have to make his first public appearance with a black eye and a swollen face, but the accident had not interrupted his work for ten minutes, and it would not interrupt his Southern trip. The President is pledged to attend the annual convention of the Brotherhood of Locomotive Firemen at Chattanooga, Tenn., on Monday, and he would not on any account disappoint them. It is a well known fact that the President holds railroad men in high regard, and he anticipates great pleasure in meeting the Brotherhood of Firemen next week.

The President was busily engaged to-night in signing commissions and disposing of work that had accumulated in his absence.

CUBAN SYMPATHY EXPRESSED. [BY CABLE TO THE TRIBUNE.] (Copyright, 1902, by The Tribune Association.) Havana, Sept. 3.—News of the accident to President Roosevelt has caused a sensation here. President Roosevelt has endeared himself to the Cuban people, and from President Palma down they express sincere regret at his injuries and anxiously await further news of his condition.

ODELL SENDS CONGRATULATIONS. [BY TELEGRAPH TO THE TRIBUNE.] Buffalo, Sept. 3.—Governor Odell heard of the accident to President Roosevelt at Fredonia this morning, and later inquired with anxiety regarding the latest news about the President. He heard with great satisfaction late in the afternoon that the President was only slightly injured, and said that the country was to be congratulated upon his escape from serious injury.

THEODORE, JR., HEARS OF ACCIDENT. Huron, S. D., Sept. 3.—Theodore Roosevelt, Jr., son of the President, who is hunting fifty miles west of this city, received a telegram from Pittsfield, Mass., this afternoon, telling him of the accident met with by his father's party. The boy spent the day in the country between Hilland and Arlington. In the morning he took a ride of twenty-five miles on an engine, accompanied by H. R. McCullough, vice-president of the Northwestern Railroad Company.

THANKS FOR PRESIDENT'S ESCAPE. Milwaukee, Sept. 3.—The Democratic State Convention was called to order in the Davidson Theatre to-day. A conservative estimate shows that about 25 per cent of the 63 delegates were Democrats, indicating that the breach which has

long existed in the party has been bridged over. Prominent among the delegates was ex-United States Senator Vilas. It was given out in advance that the platform would be almost exclusively confined to State issues. Resolutions were adopted deploring the assassination of President McKinley, and giving thanks for the escape of President Roosevelt in the accident near Pittsfield, Mass.

EFFECT ON THE MARKET.

A RALLY FOLLOWED THE NEWS THAT THE PRESIDENT WAS NOT BADLY HURT. Information of the accident in which President Roosevelt was injured reached Wall Street about 11 a. m., and the result was a sharp decline in stocks, amounting to about two points, although there was nothing approaching a panic. The downward tendency was checked as soon as it became known that the President was not hurt dangerously. There was an immediate rally as soon as the fuller accounts of the accident reached the Street, and by noon the market had recovered what it had lost.

PRESIDENT'S CONDUCT PRAISED.

To the Editor of The Tribune. Sir: The conduct of President Roosevelt at the terrible accident which occurred this morning recalls the conduct of Sir Philip Sidney at the battle of Zutphen, when when he was being mortally wounded on the battlefield, asked that a cup of water that was offered to him be given to a soldier lying near him, saying, "This man's necessity is greater than mine." That such an act should have been spared is a cause of thanksgiving to the nation's heart, but what shall be said of the contributory negligence that led to such a disaster, and of the man who was wounded and the President's life saved as by a miracle? G. H. D. Newark, Sept. 3, 1902.

NOT TO VISIT BIRMINGHAM. Birmingham, Ala., Sept. 3.—President Roosevelt will not come to Birmingham on his trip South. A reply has been received from Secretary Cortelyou to a telegram inviting him to come here announcing his inability to extend the trip this far.

G. ALFRED LAMB DIDN'T SAIL.

PETER POWER'S ATTORNEY HAD SAID HE WAS GOING ABROAD, TO BE ABSENT TILL OCTOBER. George Alfred Lamb, the counsel of Peter Power in the suit against the directors of the Northern Pacific Railway Company, gave several newspaper men yesterday the impression that he was going to sail for Europe on the steamer Majestic, and then did not sail. He gave as his reason for not starting on the steamer that he had not received a message which he had been expecting. The officials of the White Star Line said that he had not booked passage, but had asked permission to go down the bay on the steamer and return on the pilot boat. This was denied him. In connection with the trip Mr. Lamb declared that he was going to Europe on business for the American Witch Hazel Company. This was at first denied by officials of the company, although afterward it was admitted that he might have a private arrangement with Vice-President Gadd, who was a passenger on the steamer. This, Mr. Lamb said later, was the case.

Fifteen minutes before the Majestic was to sail two reporters found Mr. Lamb standing on the deck of the steamer talking to Mr. and Mrs. Luther G. Gadd, who were to sail on the vessel. "Are you going to Europe?" asked one of the newspaper men. "Yes," was Mr. Lamb's reply. "When will you be back?" "In October." "What are you going over for?" Mr. Lamb hesitated before replying, and finally said that he was going over in connection with the Witch Hazel Trust.

"Are you going as special counsel?" Mr. Lamb declined to say anything on that point. The newspaper men then went into the purser's office and asked why Mr. Lamb's name was not on the passenger list. The purser had not heard that Mr. Lamb was intending to go on the vessel, and rushed out to tell him that he would be obliged to book immediate passage. Mr. Lamb went into the purser's office, and after a short conversation left the steamer and went up to the offices of the company on the pier. After talking to them for a moment he again went on board the Majestic. He left it again before she sailed and did not return.

Peter Power was with Mr. Lamb on the steamer. Mr. Gadd was accompanied by E. D. W. Lancaster, a director of the company, who will call on a sailing office in England. John W. Gates was on the same steamer.

ALL WOOL, A YARD WIDE, NO SHODDY.

Remarkable Gains. Still Growing. The circulation of The New-York Tribune shows a gain of over 15 per cent Daily and more than 10 per cent Sunday for August, 1902, as compared with the same month in 1901.

CARDINAL GIBBONS HAS NEPHRITIS.

HIS PHYSICIAN SAYS AN OPERATION WILL NOW BE NECESSARY. Baltimore, Sept. 3.—Cardinal Gibbons, who is suffering from a somewhat severe attack of kidney trouble, is resting more easily to-day than he was yesterday. Dr. E. F. Millholland, his physician, has deemed the ailment as nephritis. The Rev. William T. Russell, chancellor of the archdiocesan diocese, and a member of the cardinal's household, said to-day: "The cardinal is ill, but I do not know to what extent, nor have I any certain knowledge as to his disease. I do not think it would be wise to put too much faith in any alarm reports concerning him."

There is supposed to be a calculus formation in the kidney which may be removed. As an operation would be dangerous. The obstruction, however, his physician thinks, may pass off without giving further trouble. The Cardinal has led a very temperate and even abstemious life, and his general health is excellent.

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