

TWO THOUSAND DEAD. THE SECOND ERUPTION OF MONT PELEE.

HOSPITALS AT FORT DE FRANCE FILLED WITH INJURED SOUFFRIERE IN ACTION.

Castries, Island of St. Lucia, British West Indies, Sept. 4, 8 p. m.—The Royal Mail steamer Yaro arrived here this evening from the island of Martinique. She brings the report that a violent volcanic eruption occurred there last night, and that about two thousand persons are said to have perished. Large numbers of people are leaving the island.

Roseau, Island of Dominica, British West Indies, Sept. 4.—A copy of "L'Opinion," of Fort de France, Martinique, dated September 3, says that over fifteen hundred persons were killed in the volcanic eruption of Mont Pelee of last Saturday, and that a still greater number of persons has been brought to Fort de France by the French cruisers Tage and Suquet and by coasting craft. The hospitals of Fort de France are filled with the sick and wounded.

LA SOUFFRIERE IN ACTION.

VOLCANO ON ST. VINCENT AGAIN REPORTED ALIVE.

Castries, Island of St. Lucia, B. W. I., Sept. 4.—The coast telephone service reports that a violent eruption of the Souffriere volcano, on the island of St. Vincent, was observed at midnight.

DETAILS OF ERUPTION.

A SCENE OF GRANDEUR AND HORROR AT MONT PELEE'S OUTBREAK.

London, Sept. 4.—The correspondent of "The Daily Mail" at Castries, St. Lucia, has sent by cable the following account of the phenomena witnessed at the time of the recent outbreak of Mont Pelee, Martinique.

Between 8 and 9 o'clock in the evening of August 29 a spectacle of terrific grandeur was witnessed from here. A pitch black cloud hung over the island of Martinique, through which shot at intervals pillars of flame high in the sky, which broke in fantastic forms of colored fire and scattered as showers of fiery sparks. A about midnight clouds were darting about like millions of monster fireflies, and above all these large aureoles appeared.

The correspondent then proceeds to confirm the details of the eruption, as already known, and says:

There were tremendous earth rumblings and explosions. The ground rocked, and nothing could stand on tables or shelves. Boats for St. Pierre were unable to reach the town owing to the fall of hot ashes, and a tidal wave destroyed the whole of the southeast of Le Carbet.

People returned here from Martinique only last week to take back their families to Fort de France.

DARKNESS AT ST. LUCIA.

Castries, Island of St. Lucia, B. W. I., Sept. 4.—It was quite dark here at 5:30 o'clock this morning. At that hour the sun was obscured as it is during an eclipse.

DUST FALLS ON PASSING STEAMER.

Castries, Island of St. Lucia, B. W. I., Sept. 4.—The British steamer Savan, Captain Hunter, arrived here to-day from the island of Trinidad. She was covered with dust, and reports that she ran into dense clouds of dust while twenty miles south of St. Vincent.

DUST BLOWN EIGHT HUNDRED MILES.

Kingston, Jamaica, Sept. 4.—The German steamer Castilia, which arrived here from St. Thomas, D. W. I., to-day, reports encountering a heavy fall of volcanic dust while eight hundred miles at sea. She also reports that the coast of Hayti was completely obscured by a haze caused by dust.

ANOTHER POSSIBLE ERUPTION.

Pointe-a-Pitre, Island of Guadeloupe, F. W. I., Sept. 4, 3 p. m.—Loud detonations were heard here last night in the direction of Mont Pelee.

RELIEF FOR MARTINIQUE.

Paris, Sept. 4.—The Minister of the Colonies, M. Lemerle, in placing \$100,000 at the disposal of the Governor of Martinique, M. Lemaire, to relieve the distress in that island, has urged the Governor not to congregate refugees at Fort de France, but to distribute them in the South, where their necessities can be most easily supplied.

RECOUNTING THE DANGER OF A TIDAL WAVE AT FORT DE FRANCE.

The Minister has instructed the Governor of Guadeloupe, M. Merin, reporting the zone of destruction in Martinique resulting from the recent eruption of Mont Pelee. After recounting facts already known it says that Morné Capote was much damaged and that flames surrounded Morné Parnasse, but stopped at the St. James House. Basse Pointe Heights was burned.

ADDITIONAL RELIEF READY.

Gustav H. Schwab, as chairman of the committee having charge of the distribution of funds collected for the relief of sufferers from the Martinique disaster some months ago, yesterday sent a cable dispatch to Governor Lemerle of St. Vincent, asking if the recent eruptions of Mont Pelee and La Souffriere had made necessary any additional assistance. The dispatch was:

SCARE IN BRITISH STOCKS.

SHAREHOLDERS FRIGHTENED OVER RAILWAY CONDITIONS.

PRICES FALL SHARPLY—REASONS FOR DECLINE RATES MAY BE RAISED—TRADES UNIONS MEETING.

(Special to The New York Tribune by French Cable.) (Copyright, 1902, by The Tribune Association.)

London, Sept. 5, 1 a. m.—Shareholders in English railways have been frightened by an article which an American official has published in "The Times" throwing doubt on the solvency of the railway systems of this country. A large number of selling orders were received on the Stock Exchange yesterday and prices fell sharply. The British railway shareholder has to face a very ugly prospect, and he is by no means free from responsibility for the situation in which he became involved. The charge of overcapitalization, which has been so frequently brought against the British railway companies, is certainly exaggerated, but it has a considerable foundation of truth. The shareholder is always on the side of a liberal division of profits when improvements are required, not to an increase of trade, but merely to maintain the existing position. Thus fresh capital is constantly being sunk in an outlay which ought to be met out of the revenue of shareholders.

Influence, too, is generally thrown into a scare against proposals for bringing the rolling stock and general equipment up to date, and a demand is now made for some means of cutting down expenses and increasing the profits.

A committee of the London and North Western shareholders, representing 4,000,000 of stock, have been holding conferences with the board in order to devise a feasible plan. The line which it is proposed to adopt is an agreement between the various trunk systems in order to lessen the competition. It is probable, however, that the chief result of the agreement will be to increase rates, already too high, it is said, thus injuring the general trade of the country, and confirming directors in their ineffective and obsolete methods.

There is little hope of railway reform in this country so long as the average director is either a titled nonentity or a well meaning amateur with no knowledge of business.

There was an exciting debate at yesterday's sitting of the Trades Union Congress on the question of compulsory arbitration. Delegates were frequently called to order by the president, Mr. Steadman, and the ringing of the bell was at times completely drowned by the prevailing din. The resolution called upon Parliament to pass an act creating courts of compulsory arbitration, to be constituted by an equal number of employers' and workmen's representatives, and presided over by a justice of the High Court. The miners vehemently opposed the resolution, and it was rejected by 260,000 to 300,000 votes.

A remarkable scene was witnessed at Holborn Viaduct Station yesterday afternoon, when 180 Roman Catholic pilgrims left by special train for Lourdes. The pilgrims came from all parts of the country, and a great majority of them were women. The comparative absence of invalids was explained by the fact that it was a pilgrimage.

A new claimant has arisen for the honor of being selected as the British terminal port proposed for the new Canadian service. Active steps are being taken to lay the claims of Holyhead before the proper authorities, and the London and North Western Railway Board has been approached with a view to securing the company's co-operation.

Two large steamers at Swansea, Wales, are loading four thousand tons each of anthracite for New-York. This is said to be the direct consequence of the strike in America.

The official census of Great Britain's army in South Africa, from the beginning to the end of the war, gives the huge total of 448,435 officers and men.

A dispatch from Tromsøe says that Mr. Baldwin has issued the following statement with regard to his disagreement with Captain Johanson on the Arctic voyage of the America:

"The public have been deceived by false reports regarding the expedition. Nearly every member has been faithful. There was an open sea near the depot at Teplitz Bay, which prevented our reaching the Duke of the Abruzzi's headquarters, and poor ice conditions in 1901 prevented our establishing depots north of 80 degrees 23 minutes. This, together with the death of half the number of our dogs, necessitated the postponement of an expedition to the Pole. Nothing favored returning via Greenland. I believe that the furthest north record could have been broken, but to have done so would have exhausted our supplies and destroyed the hope of finally reaching the Pole. Johansson's demand to become the America's captain was unfounded and unbearable. His refusal to obey the pilot's orders and his declaration that he was not willing to take advice from my representatives on the sleigh expedition, caused his discharge and the promotion of three of his countrymen.

The Gaiety Theatre reopened last night with a revised version of "The Toreador," a popular musical comedy, which will be four hundred nights old next week. The piece went with a swing from start to finish, thanks to the efforts of a clever company of artists, including Frederick Wright, Edmund Payne, George Grossmith, Jr., and Miss Connie Ediss.

W. S. CHAMP WIRES OF HIS RETURN.

From William S. Champ, at Tromsøe, there came to Mr. Ziegler's office, at No. 95 Liberty-st., yesterday, a message of one word, "Returned." Mr. Ziegler had gone to Detroit, and the message was forwarded to him.

Mr. Champ was sent by Mr. Ziegler to take charge of a teamship Frithof, which carried a second Polar expedition from Tromsøe at the beginning of July. His orders were to take the members of the expedition to Franz Josef Land, where the Baldwin expedition was supposed to have left stores, and then take the ship back to Tromsøe. The unexpected return of Baldwin to Mr. Ziegler's office yesterday in Van Buren-st. was a surprise. The message of yesterday did not indicate if Mr. Champ had been able to land his expedition at Franz Josef Land.

WASHINGTON HOME BOUGHT.

London, Sept. 5.—"The Daily Chronicle" this morning says that a wealthy American has purchased Sulgrave Manor, Northamptonshire, the ancestral home of the Washington family.

TELEGRAPHIC NOTES.

Harrisburg, Penn., Sept. 4.—Edgar V. Elmetstein & Co., proprietors of a large department store, have made an assignment. The liabilities are given as \$177,000, and the assets as \$200,000. The firm has been in business for fifty years. The creditors are said to number two hundred, the largest being in New-York and Philadelphia.

Chicago, Sept. 4.—George V. Perkins, a book vasser for the Appletons and other houses, is lying dead at an undertaking establishment in this city. He was going to bed yesterday in Van Buren-st. He was a bachelor, and from the fact that his money and valuables were missing the police believe he was assaulted and robbed.

Open Golf Tournament at Manchester-in-the-Mountains, Vermont, 11th, 12th and 13th September. Through cars via the New York Central. Information at all New York Central ticket offices.—Adv.

MAKES TIME FOR THE BUSINESS MAN. The Pennsylvania Railroad 2-hour train to Chicago. Leaves New York 1:35 P. M. daily.—Adv.

ROUT GOULD IN READING

MORGAN AND P. R. R. BUY CONTROL OF ROAD.

FORTY MILLION DOLLARS SPENT FOR STOCK THAT PAYS NO DIVIDEND—THE PRICE DECLINES.

The furious trading in Reading common and the remarkable advance in the price of the stock ceased yesterday, and it became known in Wall Street that powerful interests had obtained all the shares needed for control. These interests are the Pennsylvania Railroad Company, the First National Bank and J. P. Morgan & Co. Control was made certain by the expenditure of about \$40,000,000 on stock that pays no dividends and is not expected to pay dividends in the near future. The stock was advanced several points beyond what many brokers believe is the real market value. This expensive fight for control, well informed financiers said yesterday, was forced by George J. Gould, who was trying to obtain an interest in the Reading properties large enough to enable him to add the railroad to his railway system.

It is no secret in Wall Street that Mr. Gould and the Pennsylvania interests are opposing each other constantly. Their contests have been brought into the courts at times and have caused sudden changes in the price of stocks. The Pennsylvania interests have been opposing vigorously Mr. Gould's efforts to extend his railway system to Atlantic ports. The Western Union service on the Pennsylvania lines was taken away recently and the contract with a rival telegraph company was regarded as an additional blow at Mr. Gould.

Months ago Mr. Gould was understood to be buying Reading stock, with the plan of getting control of the property and using the railroad as a connecting link in his railway system, which includes the Missouri Pacific, the Denver and Rio Grande and the Wabash. Reading was in the hands of a voting trust that could not be dissolved until 4 per cent dividends on the first preferred stock had been paid for two successive years. Mr. Morgan was at the head of the trust. The competitive buying of Reading stock months ago forced the stock up considerably, but the Pennsylvania interests, the First National Bank and Mr. Morgan were believed to hold safe control of the property. Recently Mr. Gould's purchases were believed to have ceased, and for a time Reading stock was not particularly active on the market.

The continuance of the coal strike was calculated to depress the price of Reading stock, and it furnished an excuse for the action of the Reading directors last week in declaring a semi-annual dividend of only 1 per cent on the first preferred stock. If a dividend of 2 per cent had been declared the voting trust would have been dissolved, because the first annual dividend was 2 per cent and a 4 per cent dividend was declared last year. The action of the directors indicated that they were afraid of the control of the road would pass from the hands of the present management if the property were sold to Gould.

The strike and had been buying more Reading stock. The scramble for Reading stock on Tuesday and Wednesday, when over half a million shares were sold at the Stock Exchange, was said to be the result of orders given to brokers by the opponents of Mr. Gould to gather in the stock at the best possible figures, but to sell it at once if Mr. Gould's buying was suspected of having more than one design in its accumulation of Reading stock. Not only could his railway system be extended to Delaware by control of the Reading, but control of the traffic situation would be in his hands a mighty club over the heads of Mr. Morgan and the Pennsylvania people. It was recalled that Russell Sage had been a Gould adviser, and had said that if the coal strike continued much longer the stock of the coal roads would decline in price until it could be bought by people who might take a hand in the buying. Mr. Sage's remarks, it was declared yesterday, produced a profound impression in certain banking offices in Wall-st., and helped to increase the scramble for Reading stock.

Reading common stock, which sold above 78 on Wednesday, declined yesterday to 73 and closed at 74. About ninety thousand shares changed hands, and most of the stock was sold at about the closing figure. Brokers said that most of the trading in the stock yesterday was for profit taking, and was not a continuation of the competitive buying of Tuesday and Wednesday.

Pennsylvania Railroad stock had another record breaking jump yesterday, going to 170 before there was a reaction. The sales amounted to \$1,500,000, and the stock closed at 167.

WABASH NOT ENJOINED IN PITTSBURG.

JUDGE REFUSES TO RESTRAIN CONSTRUCTION OF BRIDGE FOR ENTERING CITY.

(By Telegram to the Tribune.)

Pittsburg, Sept. 4.—Judge S. A. McClung, in Common Pleas Court this afternoon, made absolute the decree in which he refused to restrain the Wabash Railroad from constructing an abutment on the wharf for its Monongahela River bridge. The city had sought to restrain the road.

In making the decree Judge McClung said that he thought it doubtful whether the city could refuse a franchise to a railroad to see whether it was necessary to build a bridge. Mr. Carnahan is arranging to take the case to the State Supreme Court on the question whether the city can prevent the railroad from entering the city by refusing to issue a franchise.

Judge Marshall Brown, in another railroad case, gave the same opinion, and the attorneys for the Wabash fought bitterly against making for the Wabash the order absolute, and until the court made the order absolute, and this gave the city standing in court. The Wabash legal department is now planning to fight the case to the bitter end in the State courts.

MR. WHITE'S SUCCESSOR.

DAVID J. HILL SAID TO HAVE BEEN CHOSEN FOR THE PLACE.

(By Cable to the Tribune.)

London, Sept. 5.—"The Times" from Berlin states that the American Ambassador in that city has expressed his desire to be relieved of his post on November 7, when he completes his twenty-seventh year. David J. Hill has, it is said, been chosen as Mr. White's successor.

END OF MISSOURI'S REEF TRUST CASE.

St. Joseph, Mo., Sept. 4.—Notwithstanding the fact that Attorney General Crow was represented at the opening hour for the Reef Trust hearing in this city to-day, no session was held. Assistant Attorney General Lee said he could give no reason for a postponement of the case, but nevertheless a postponement was taken. No date was fixed for continuing the evidence, and it is freely stated to-night among the attorneys that this is the last of the investigation at this point.

ELIHU ROOT ON WAY HOME.

Vienna, Sept. 4.—Elihu Root, United States Secretary of War, left here to-day for home. He had been here one month.

The Eastern Passenger Agency, Ticket Office and Booking Office for Personally Conducted Tours of the Pennsylvania Railroad. 156 Broadway, Room 25, Fifth Avenue, South Corner of 23rd Street, on Monday, September 8th.—Adv.

SULLIVAN LEADER OF TAMMANY

COLER TO BE NOMINATED FOR GOVERNOR.

TO MAKE SULLIVAN LEADER OF TAMMANY AND REHABILITATE GAMBLING SYNDICATE.

"Big Tim" Sullivan yesterday accomplished the greatest feat of his political career. He met ex-Senator David B. Hill at the Hoffman House and persuaded him definitely to accept Bird S. Coler as candidate for Governor on the Democratic State ticket this fall. Coler's name heretofore has been on the slate in a tentative and "shrinking" manner. Sullivan and Hill have scratched it in so that it won't readily sub-off.

This most remarkable political combination of the decade is expected by its framers to furnish the following results:

Sullivan to deliver the Tammany delegation to Hill for Coler.

Coler, if elected, to declare for Sullivan as the leader of Tammany Hall.

Sullivan to dictate the Majority ticket next fall, sweep the Low administration out of power, and secure control of the Police Department of this city. This will restore the gamblers to power in Tammany Hall and furnish Sullivan and his particular felons ample reward for their labors.

The combination is not one that Hill would choose if he could win easily, but it is the only one that affords a ray of hope. He expects to see Coler attacked as "Sullivan's man," but he thinks this will be more than offset by Coler's supposed strength with the labor interests.

The further fact developed yesterday that the anti-Coler men are working up a boom for Borough President Cantor, in the expectation of throwing the Governorship to the up-State Democrats. It was announced by Mr. Cantor's friends last night that Chief Judge Alton B. Parker, who is regarded as one of the possibilities for the head of the ticket, was in favor of Cantor if the nomination should come to this city. Sullivan is against Cantor for Governor, but hints to Cantor's friends that he would back Cantor for the Tammany Majority nomination next fall.

Hill and Coler breakfasted together at the Hoffman House, and had a long chat about the situation. Mr. Coler went to his downtown office looking supremely happy, and he was in the same frame of mind when seen later in the day by a Tribune reporter. He was uncommunicative about his political plans, however, further than to say that any man who was against the Ramapo grab, the West-st. grab and a friend of labor would have no trouble in winning this fall against Odell.

Hill has patched up peace between the Kings County opponents of Coler, and Shevlin, who brutally snubbed Coler at the Saratoga convention two years ago, will be compelled to "take his medicine." Senator McCarron, who shares the State leadership honors with Hill, "Gene" Wood and "Tim" Sullivan, was one of Mr. Hill's callers yesterday and consulted with Sullivan. After talking with ex-Senator Hill, "Big Tim" came out of the room and said:

"Tammany Hall will be sold behind Bird S. Coler if he is nominated. Coler could have been elected if he had run two years ago. If he should head the ticket in this campaign he would sweep the State. New-York County would give him ninety thousand majority."

Ex-Senator Hill saw a number of the local leaders before returning to Albany last night. It is expected that Mr. Coler will soon engage rooms at the Grand Union Hotel, in Saratoga, for a headquarters, and that the announcement will soon be made that he is a candidate for the nomination.

Other callers on Mr. Hill were Elliot Danforth, John B. Stanchfield, Norman E. Mack and James K. McGuire.

Mr. Hill is now in the saddle, and beyond any dispute is the actual leader of party affairs in the State. He will direct the platform and name the ticket to be nominated at Saratoga. It is unnecessary to say that Bryan and the Kansas City platform will not receive even honorable mention. The recent Ohio State Convention, its indorsement of Bryan and the plans of Tom L. Johnson were subjects broached to Mr. Hill, but he would not talk. These are painful to him.

After luncheon yesterday Hill took a cab and, accompanied by William F. Sheehan, drove to Brooklyn, where he had a long talk with Hugh McLaughlin, the veteran leader of the Kings County organization. It was said that at this conference it was finally agreed that Coler should be the man. Somehow or other the news filtered out, and late in the day friends were cheerfully greeting Coler with "Howdy, Governor." This pleased Coler mightily.

Much surprise was caused in Westchester yesterday by the announcement that ex-Senator Hill had written to Congressman Cornelius A. Pugsley inviting him to take a place on the Democratic State ticket. Hill, it is said, has no intention of giving Pugsley the nomination for Governor, but wants him to take a minor nomination. The State organization, it is reported, regards the Democratic outlook in Westchester as gloomy, and has grave doubts about Mr. Pugsley's chances for being re-elected to Congress, now that the New-York City end has been cut off by his district. They believe that Mr. Pugsley will do much better for the party, and himself as well, by keeping out of the Congress fight and getting on the State ticket. The leaders in the county are inclined to urge Mr. Pugsley to disregard the invitation of Mr. Hill, unless he can get the nomination for Governor. If Mr. Pugsley should accept a nomination on the State ticket it would put an end to the boom of Mayor Elmer M. Vernon for Controller, as two Westchester County men could not be on the same ticket.

AN INTERVIEW WITH CROJNE.

BOER GENERAL BELIEVES AMICABLE BASIS WILL BE REACHED.

Cape Town, Sept. 4.—General Cronje, who has lately returned here from exile at St. Helena, said in an interview to-day that, during the war he had lost, from wounds and disease, twenty relatives. He expressed himself as prepared, however, not only to forgive, but so far as God had given him the power, to forget, and said he believed the British and Dutch races would work amicably together for the development of the country.

LEUTENANT STARKE CONVICTED.

(By Telegram to the Tribune.)

Richmond, Va., Sept. 4.—The findings of the court-martial that tried Lieutenant John Starke, of the 7th Regiment, were made public to-day. The sentence was dishonorable discharge from the service and a term of two months in the City Jail. Starke, who gained much notoriety as a Cuban sympathizer, and more recently was tried for sending an obscene letter to President Roosevelt, was tried by court-martial for misbehavior on last Memorial Day. It is charged he was drunk and called a fellow officer a "booby." Ten days has been allowed the accused man to offer exceptions to the findings before Governor Montague.

THE "COLORADO SPECIAL" TO DENVER.

From Chicago is only one night en route, leaving Chicago 6:30 p. m. daily. Low excursion rates every day via Chicago & North-Western and Union Pacific Rys. Offices, 25 and 45 E. W.—Adv.

MAJ. C. A. SMYLIE KILLED.

ACCIDENTALLY SHOT IN THE ADIRONACKS.

BELIEVED THAT PRESIDENT OF NATIONAL LICORICE COMPANY MET DEATH WHILE HUNTING HIS CAREER.

Major Charles A. Smylie of this city, president of the National Licorice Company, and well known in military circles, was accidentally shot and killed on Wednesday night near Blue Mountain Lake, in the Adirondacks. No details of the tragedy had reached this city last night. The late statement of Major Smylie's death came yesterday to W. S. Ely, of No. 102 C. 3-st., his brother-in-law, in the following telegram: "Charlie accidentally shot in woods at —"

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MAJOR C. A. SMYLIE. Who was killed in the Adirondacks Wednesday.

night. Bringing home on first train, Reach Grand Central to-morrow evening." It is believed that Major Smylie was shot while hunting. He was much interested in the sport, and last summer also was at Blue Mountain Lake. He had looked forward to his two weeks' vacation with great pleasure, and was in perfect health to enjoy it. He was to return on Sunday. With him in the Adirondacks were his wife and Judge and Mrs. Storrs, of Orange, N. J., at whose camp the Smylies were staying. Major Smylie's two children, Marjorie, thirteen years old, and Charles Albert, Jr., nine years old, are at the Ely homestead, near Livingston Manor, in Columbia County, N. Y. In a recent letter to his daughter Major Smylie spoke of having a great time with his gun, and of having just killed two deer.

Charles Albert Smylie was born in Brooklyn forty-four years ago, and lived in New-York and Brooklyn practically all his life. He was married fourteen years ago to Julia Ely, daughter of William H. Ely, of No. 47 West Fifty-seventh-st., and a niece of ex-Mayor Smith Ely. In addition to being president of the recently organized National Licorice Company he was a director of the New-York and New-Jersey Bridge Company. His home was at No. 140 West Fifty-eighth-st. He was a Republican and a member of Dr. Parkhurst's church. He was a member of the Union League, the Lotus and the Garden City Golf clubs.

Major Smylie became a member of the National Guard in 1876, when he joined the 23d Regiment, as a private in Company G. His first commission was held in the 47th Regiment. This was dated June 4, 1878. He served until June 8, 1881, when he resigned. He re-entered the service as second lieutenant of Company B, 12th Regiment, on March 17, 1893, and on May 29 of the same year became captain of the company. This company held the record for sharpshooting. He was placed on the retired list on December 15, 1898. During the Spanish war, Major Smylie served in the Paymaster's Department, being in various parts of Cuba during most of the contest. After the war he resigned, and was the author of "Points in Minor Tactics," and of numerous articles on military subjects, and was an officer of the Society of the Spanish War Veterans and a member of the Army and Navy Clubs.

In addition to his immediate family, Major Smylie leaves three brothers, Adolphe, of No. 48 Pierrepont-st., Brooklyn, and William, of No. 1,205 Bergen-st., Brooklyn, both of whom he was associated with, him in the National War Veterans and Arthur, a physician, of No. 132 Penn-st., Brooklyn.

RIVAL CROWDS CLASH IN TENT.

POLICE HAVE WORK WHEN GOODWIN'S BROTHER ASKS DEVERLY WHAT CASH WILL "SQUARE" HIM.

The Deverly and Goodwin-Smith shouters had a small head-on collision last night at Tenth- and Twenty-sixth-sts., where two meetings were held on opposite corners. Deverly was one of the speakers, and started in to give Goodwin a roasting. "He used to come 'n' touch me for three or five hundred at the Pump," said "Bill," "an' he never asked me then where I got it. It's a thirty-third degree Ingerate, and it hadn't been for me he'd never have been 'ow you?" blurted out a thing. "How much do he owe me?" repeated Deverly. "How much does he owe me?" repeated Deverly.

ARMY DRIVES FLEET AWAY.

REPORT ON THE ATTACK ON FORT H. G. WRIGHT—MONTAUK POINT CAPTURED.

(By Telegram to the Tribune.)

New-London, Conn., Sept. 4.—For the third time the army's best was destroyed. Apparently the Kearsarge has been destroyed. Apparently the thick fog which hung over the islands furnished a sufficient cover for his fleet, Admiral Higginson, with the four battleships under command, moved along the shore of Fisher's Island from Fort Mansfield and Watch Hill district this afternoon. Such a heavy fire was developed that the fleet retired out of range. The official bulletin of the fight is as follows:

At 1:10 p. m. to-day observers at Mansfield discovered fleet of four battleships, the Kearsarge, the Indiana, the Alabama and the Massachusetts, in order named. Range from Mansfield 12,000 yards. All forts were notified by 1:25. Ships retired to the position of 12,000 yards. Account range from Wright could not be determined until 2:08, when mortars and 12-inch guns were assigned to Kearsarge. Fog again prevented accurate observation. Fleet cruised and when mortars opened fire. Fleet cruised and sailed south until out of range. Fire commander at Wright claims out Kearsarge out of action for this phase. Other forts notified information was that fleet was sailing north-easterly course out of range of Wright. Disappeared in fog at 2:35.

The signal station at Montauk Point was captured early in the morning. Here is situated one of the most important signal stations in the whole field of operations. The attack was announced in the following official bulletin, posted at Fort Trumbull this morning:

At 5:50 a. m. three of the enemy's ships were reported opposite Great Pond bounding.

GO TO BRIARCLIFF FOR THE AUTUMN. Briarcliff, the most beautiful suburban hotel in America, now open; 27 miles from New York; 30 trains daily; golf, appointments and furnishings complete; tables served; a Briarcliff Farm produce. Send for pamphlet. Phone, Briarcliff, No. 1.—Adv.

ALL FORTS UNDER FIRE.

HIGGINSON AGAIN ATTEMPTS TO FORCE THE RACE.

FIGHT EXTENDS OVER THE WHOLE LINE OF DEFENCE—GUNS BOOM IN THREE STATES.

(By Telegram to the Tribune.)

New-London, Conn., Sept. 4.—For the second time the fleet of Admiral Higginson is forcing the passage of the Race. A reconnaissance by the Olympia, the Brooklyn and an unidentified ship was followed by a dash on the part of the battleships Kearsarge and Indiana for the entrance to Long Island Sound. Between the two attacks there was a slight lull. Then for half an hour the entire armament of Forts Michie and H. G. Wright was engaged. The fleet of five ships passed through the Race, the smaller vessels leading. To the army officers the manoeuvre seems to mean that Admiral Higginson sacrificed three cruisers in an attempt to silence the forts, and then followed up the attack with a dash.

Along the front of twenty-five miles what promises to be the fiercest and most spectacular conflict of the war game has been raging. From Fort Mansfield to Fort Terry cannon in three States are flashing, and the broad beams of the searchlights are illuminating the heavens. A general attack on all the forts in the New-London districts is evidently going on.

From the old ramparts of Fort Trumbull, General MacArthur with his staff is watching the struggle. Despite the heavy firing the wind carries away the sound, and only an occasional grumble of a 12-inch gun can be heard. The first warning of the attack came at 8:40 o'clock, when Colonel Reber of the Signal Corps sent the following message from Point Judith: "Fleet