

## CIRCUS TRAINS WRECKED. TWENTY-ONE KILLED.

### Air Brakes Refused to Work— Three Cars Telescoped.

Durand, Mich., Aug. 7.—An air brake on the second section of Wallace Brothers' circus train refused to work in the Grand Trunk Railway yards here early to-day, causing a collision between the two sections, in which twenty-one were killed and more than twenty injured.

**THE DEAD.**  
HOWLAND, Andrew, New-York State, canvasser.  
LARGE, A. W., special officer Grand Trunk, Battle Creek.  
LEARY, John, Springfield, Ill.; boss of ring stock.  
MCARTHY, James, trainmaster Grand Trunk road between Port Huron and Battle Creek.  
MCCOY, W. J., Columbus, Ohio, canvasser with sidekick.  
PURCELL, John, Peru, Ind.; boss canvasser.  
RICE, Robert, residence unknown; harnessmaker.  
ST. CLAIR, Harry, residence unknown; reserved seat man.  
SANDS, Charles, Peru, Ind.; driver.  
SMITH, George, residence unknown; blacksmith.  
THOMAS, C. C., residence unknown; member of stake and chain gang.  
THORP, Frank, Dundee, Mich.; trainmaster of circus train.  
WILSON, Joe, Pittsburg.  
YORK, Edward, Terre Haute, Ind.  
Eight men unidentified.

The circus travels in two trains of about thirty-five cars each. After last night's exhibition at Charlotte the two trains left for Lapeer over the Grand Trunk road, the second section starting half an hour after the first. It was 3:45 o'clock when the first section pulled into the west end of the Grand Trunk yards here. A red light was hung on the rear car to stop the second section. Props, the engineer who was running the engine of the rear train, says that he saw this light and applied the air brake. To his horror it refused to work. He reversed his engine, but the momentum of the heavy train was too great, and with a crash that aroused all the town near the yards, he ran into the first section. Three cars of the first train were telescoped, and the engine and five cars of the second train were demolished.

The rear car of the first section was a caboose, in which the trainmen were sleeping, and the next two were filled with sleeping circus employees. The greatest loss of life was in the caboose. One of the wrecked cars of the second section was occupied by five elephants and several camels. One of the elephants and two camels were killed outright, while the other animals and their trainer escaped. With the exception of this car, none of the menagerie was wrecked, other demolished cars containing canvas or wagons, and there was comparatively little excitement among the animals. As soon as they recovered from the first shock the trainers rushed among the cages, quieting the few beasts that were excited. The elephants in the wrecked car behaved with surprising calmness, and were led out of the wreck without trouble.

The escaping steam and the screams and cries of those pinned in the wreck, were horrifying. When the trainmen in the yards and the townspeople first reached the scene, many feared at first that some of the menagerie had escaped, as some of the animals could be heard crying. The fire whistle was immediately sounded, and the whole town was aroused. The rescuers could see unfortunates through the tangled wreckage, and went to work to extricate them, without waiting for tools.

A wrecking crew is kept in the yards here, and it was on the scene in a few minutes, bringing tools and equipment in plenty. All the physicians and trained nurses in town were sent for, and those in nearby places were rushed to the scene on handcars. The Hotel Richelieu was converted into a temporary hospital, and scores of volunteers, with stretchers, went to the rescue to carry the injured there as fast as the rescuers could extricate them. The dead, many of them so terribly mangled that identification seemed well-nigh impossible, were laid on the greenward a short distance from the scene.

By 6 o'clock a corps of twelve physicians was operating on the injured and dressing their wounds in the temporary hospital. Four of the injured died at the hospital. When the wrecking train crews had finished pulling to pieces the tangled and broken cars, seventeen dead men were lying on the grass. A majority of them were killed while asleep. The circus performers were on the rear of the moving train, and escaped injury.

Wallace Brothers say that their loss will be very heavy, but have given no estimate of it yet. This is the second wreck that the Wallace shows have suffered within a month. The official report of the accident, issued by Superintendent W. G. Brownlee, says:

The proper danger signals were displayed by the brakeman of the first section (who had been sent back three-quarters of a mile) and the engine of the second section answered the signals and claims to have made application of the air brake at the end of the first section, colliding with the rear end of the first section, demolishing the rear coach in which the circus men were sleeping, and two cars of the circus men, containing camels and elephants and the trunks were smashed. The circus men were severely injured, and many others were badly scratched and bruised.

Engineer Prospekt states that his air brake worked all right at Lansing, where he took water, and that he had no occasion to use it again until he was west of Durand, where he found that the train was not charged with air. The five sleepers in the rear of the first section were found standing on the ground, and the coach in which the circus men were sleeping was found broken apart by the accident, and the trainmen were killed or injured. The wreckage of the train has since been tested and found to be in perfect condition.

Prospert, the engineer; Colter, the fireman, and Benedict, the head brakeman, who was also on the engine of the second section, all agree that if the brakes had worked as they should have when the engineer tried to use them there would have been no collision. Colter and Benedict, when they saw that a collision could not be averted, jumped. Prospert remained at his post, vainly trying to get the brake to work, until his train was within less than a hundred feet of train No. 1. He also jumped when he was within only a few feet of death.

None of the crews of either train were hurt. At the time the crash occurred train No. 2 was running at probably fifteen miles an hour. The circus people have pitched their tents and camped near the scene of the wreck.

### TWENTY-TWO TAKEN TO DETROIT.

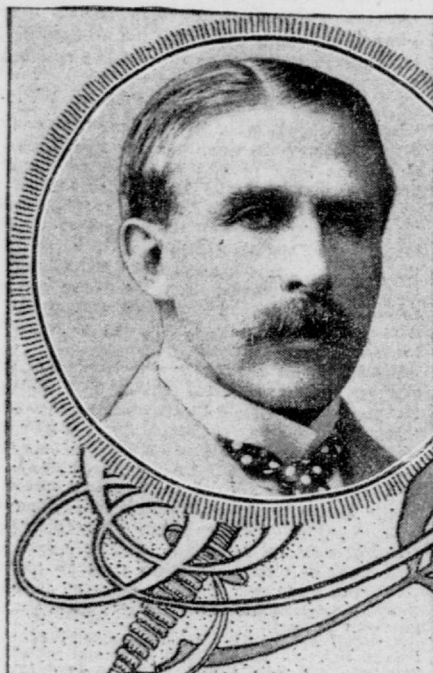
Detroit, Aug. 7.—Twenty-two of the injured circus men were brought here this afternoon in a special hospital train and taken to Harper Hospital. At the hospital to-night, it was said that none of them was likely to die to-night, though John Thompson, of Peru, Ind.; George Clough, of Geneva, Ohio, and James Stewart, of Denver, are in a serious condition.

The Pullman car that brought the injured men from the scene of the wreck was a pitiful sight. Suffering men lay in every imaginable posture in the berths, swathed in encrimsoned bandages. Mournful and stifled cries told of their agony. It was impossible to carry the stretchers through the train, and the men were put through the windows as gently as possible, where ambulance surgeons awaited them and tended them.

Those able to talk told graphic tales of their sufferings while pinned in the wreck.

The Great Fall River Line Steamer *PLYMOUTH* and Steel Twin Screw Flyer *RICHARD PECK*, of the New Haven Line, will attend the International Yacht Races, commencing Aug. 20th. See Advt. Advt.

## GENERAL MILES RETIRES TO-DAY, GENERAL YOUNG SUCCEEDS HIM AS LIEUTENANT GENERAL AND GENERAL WOOD BECOMES A MAJOR GENERAL.



MAJOR GENERAL LEONARD WOOD.  
(Copyright, 1899, by J. E. Purdy & Co.)

## THREE BABY ABOARD BOAT IN COLLISION ON SOUND

### Starin Boat Rams Schooner Yacht Celeste—Almost a Panic.

A collision which occurred last night between the Starin line steamer *Howard Carroll* and the schooner yacht *Celeste* resulted in the former losing a part of her stern and the railing of the second deck, and gaining two sailors and a two-year-old baby. The accident nearly caused a serious panic among the crowd of pleasure seekers on board.

The schooner, owned by Isidor J. Beaudrias, of the Port Morris Dock Yacht Club, Corporation, was on a cruise in Long Island Sound and adjacent waters. There was a crew of six men and Captain Frederick Montgomery, who owns the *Celeste*. Mr. Beaudrias, who had been damaged by the collision, threw his two-and-a-half-year-old daughter Isabelle on board the *Carroll*, where a sailor caught her. The *Carroll* then passed on, Mr. Beaudrias said, without paying any attention to him or his family and friends. He said he intended to sue the Starin people.

Mr. Beaudrias, his wife, their two daughters, Isabelle and Helene, the latter a year and a half old; Mrs. Beaudrias's mother, Mrs. Hart, and the latter's other daughter, Miss Catherine Hart, boarded the *Celeste* off Yonkers yesterday afternoon for a cruise in Long Island Sound and adjacent waters. There was a crew of six men and Captain Frederick Montgomery, who owns the *Celeste*. Mr. Beaudrias, who had been damaged by the collision, threw his two-and-a-half-year-old daughter Isabelle on board the *Carroll*, where a sailor caught her. The *Carroll* then passed on, Mr. Beaudrias said, without paying any attention to him or his family and friends. He said he intended to sue the Starin people.

It was so fine a night that the women induced Mr. Beaudrias and Captain Montgomery to sail into the Sound. It was about 8 p. m. when the *Celeste* reached North Brother Island. She had to do some tacking there, and she was not altering her course. Mr. Beaudrias said that the *Celeste* was heading for the island when the *Howard Carroll* came out to her. The *Carroll* was heading for the island when the *Celeste* came out to her. The *Carroll* was heading for the island when the *Celeste* came out to her.

KEPT SOUNDING WHISTLES.  
The two whistles indicated that the schooner was to go to port, but Mr. Beaudrias said that the schooner had the right of way, and, being at the helm, he kept her to starboard. The *Carroll* whistled twice again, but the *Celeste* still kept to starboard, and the *Carroll* a third time blew two whistles, all the while, according to Mr. Beaudrias, not altering her course.

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Here's Isabelle, shrieked Mrs. Beaudrias, as she ran out of the cabin with the little girl in her arms. The child was in a nightgown. The father caught the child in his arms and turned to the side of the schooner. "Hi, there, aboard!" cried out Mr. Beaudrias, as he prepared to throw the child on board the *Carroll*. He saw a sailor standing on the schooner's deck close to the bow and he shouted at him: "Aye, aye, sir!" shouted the sailor, not knowing what was coming.

But he saw Beaudrias standing on the schooner's deck swinging the child. The man deliberately threw the infant easily and deftly on board the *Carroll*. The sailor saw in an instant that he must do a fine piece of work. He prepared himself instantly, and the little child was swung off her father in his arms. The child nestled there and did not cry.

"Where's Helene?" then cried Mr. Beaudrias, while all on board the schooner were excited. Mr. Beaudrias turned and saw his wife with the other baby in night clothing in her arms, clinging to the mainmast. She had rushed to the cabin to get the infant from her bed, but she realized it was too late for her husband to throw the infant aboard the steamer, and she clung to the child and the mast. Mrs. Hart and Miss Hart were clinging to the bulwarks, and Captain Montgomery was at the helm with his sailors ready to obey the captain's orders. He kept her from descending.

Mr. Beaudrias said afterward that two foghorn whistles were given from his boat as a signal of distress, but the *Howard Carroll* kept on. "It was contemptible," he said later.

PANIC NARROWLY AVERTED.  
It is said that a crowd of eight hundred persons were on board the *Starin* boat. Many shrieks of terror were heard on her, but it is declared that no panic resulted from the collision. Her joiner work was damaged, and it is said her hold contained a lot of water when she arrived at Cortlandt-st., and she will have to go into dock for repairs.

The excitement was soon over, and the little girl became the object of much attention on the part of the passengers. The father's daring act in throwing her to a sailor on board the steamer was commented on all the way down.

As soon as the *Carroll* had cheered off Mr. Beaudrias said he realized that the collision had not been so serious as he first feared. The schooner had not been seriously damaged. He soothed his wife and child first and then the other women. Captain Montgomery and Mr. Beaudrias and the crew then made a hasty examination of the *Celeste*. It was feared, however, that some leak might have been sprung or that ever, that some leak might have been sprung or that it might develop soon, and it was decided to take the *Carroll* launch the schooner had in tow. This the *Carroll* launch the schooner had in tow.

Continued on Fifth Page.

IT'S PLEASANT ON THE BEACH.  
Swift, comfortable electric automobiles to Coney Island and Manhattan Beach. Particulars, phone N. Y. Transportation Co., 239 Columbia. Advt.



LIEUTENANT GENERAL NELSON A. MILES (RETIRED).

## SHOT BY HUNDREDS.

### RUSSIAN LABOR RIOTS.

#### Two Thousand Reported Wounded at Various Towns.

London, Aug. 8.—"The Times" prints a dispatch from Kieff, dated Thursday, which says that the disaffection among the workmen is widening, and that disturbances have occurred at Kharkoff, Ikaterrinoslav and other centres. Sanginary conflicts were reported on Wednesday and Thursday at Nikolaeff, in which the troops fired, killing twelve outright and wounding two hundred. The Governor was seriously wounded, and the correspondent says that troops are being hurried to Nikolaeff and other disaffected centres with all speed.

Work over a vast area is stagnant, and the situation is becoming dangerous, the anti-government party being furnished with an excellent handle for their whip by the military rigors shown in the suppression of the right of free speech. The correspondent computes that in July in various parts of Russia two hundred strikers were killed outright and fully two thousand seriously wounded, and says it is agreed on all hands that M. von Plehve has a labor problem which will tax all his strength. A considerable portion of industrial Russia is already in a condition bordering upon wholesale anarchy.

"The Morning Leader's" Odessa correspondent asserts that M. von Plehve, Russian Minister of the Interior, has availed himself of the labor troubles to institute a system of wholesale arrests of political suspects by the secret police in all Russian industrial centres, and that six hundred were arrested at Odessa alone.

"The Standard," in a dispatch describing the riots at Nikolaeff, says that twenty were killed and sixty wounded, a police officer mortally. The Governor sustained a scalp wound. All bread and provisions were bought up the previous evening, and it is believed the outbreak was preconcerted. The tramcars were stopped and overturned, and a desperate attack was made on the government's spirit depot, the mob literally hurling itself upon the bayonets of the military guard. It was here that the most fatalities occurred. Half a battalion of Cossacks, summoned from Odessa, helped to suppress the tumult. Although roughly handled and wounded, the Governor, with praiseworthy restraint, declined to permit the troops to fire.

The Franco-Belgian works are closed, throwing five thousand men out of work. The port is now under effective control by the local authorities.

### ODESSA SHOPS SACKED.

#### Threats to Burn the City—Jewish Population in Flight.

Vienna, Aug. 7.—An Odessa dispatch to the *Trieste "Il Piccolo"* describes the situation as alarming. It says that the dockers were sacking shops and throwing their contents into the sea. "The rioters put the chief of police to flight, tore down anti-strike proclamations and threatened to set the city on fire. At the first shot by the troops the Jewish population became panic-stricken and many fled afoot seaward, as the railroads were stopped.

### RIOTING AT KIEFF RENEWED.

#### Cossacks Again Fire on Strikers—Losses in Yesterday's Fight.

Kieff, Aug. 7.—Yesterday's disturbances were renewed to-day, the strikers parading the town, breaking windows, invading workshops and compelling workmen to join them. The Cossacks fired upon a crowd on the bank of the Dnieper, after they had been assailed with a shower of stones. Several were wounded. The tramcars have ceased to run and the bakeries are closed. The price of bread is rising.

Three workmen were killed and twenty-four wounded yesterday when the Cossacks fired on and charged the strikers who were attempting to interfere with railroad traffic. The rioters numbered two thousand. A magistrate, an officer and several soldiers were injured by stones.

### T. L. CUYLER, JR., IN A RUNAWAY.

#### The Two Men in the Carriage Save Themselves by Jumping.

(BY TELEGRAPH TO THE TRIBUNE.)  
Savoybrook, Conn., Aug. 7.—T. L. Cuyler, Jr., of New-York City, and S. M. Frowell, of Brooklyn, were driving to-day when their horse took fright and they leaped from the carriage, after they became convinced that the horse was unmanageable. The horse plunged into an embankment and was killed.

T. L. Cuyler, Jr., is assistant treasurer of the Commercial Cable Company, No. 23 Broadway.

The Day Line trips are a rest for three people and a luxury for the indolent. Music—Advt.

"The House on the Hudson." The new serial story which starts in next Sunday's Tribune. Advt.

## A BLOW TO CHAMBERLAIN

### Opposition Which May Mean Failure of His Proposals.

London, Aug. 8.—"The Daily Mail" this morning says it understands that the permanent officials of the Board of Trade and of the Treasury have unanimously advised against the adoption of Mr. Chamberlain's proposals for giving the British colonies preferences, based on the taxation of foods, and adds:

This is practically the end of the inquiry to which Premier Balfour frequently referred, and the decision may be expected to have the greatest influence in determining Mr. Balfour's attitude, to be announced in his public utterances during the recess.

"The Daily Mail" says that this decision is a death blow to Mr. Chamberlain's programme, as it has little doubt that the Premier will decide against him. "Although Mr. Chamberlain has a great following in the country," says "The Mail," "he can hardly expect to prevail against the Premier, the Chancellor of the Exchequer, two ex-Chancellors, the Duke of Devonshire and the whole Liberal party."

### METHODIST FUNDS LOST.

#### Treasurer of Preachers' Aid Says He Sunk \$80,000 in Speculation.

Boston, Aug. 7.—In a letter written last Tuesday from Montreal to the pastor of his church in East Boston, Willard S. Allen, treasurer of the Preachers' Aid Society of the New-England Conference of the Methodist Episcopal Church, confessed that he was a defaulter to the amount of more than \$80,000 of the society's funds.

Mr. Allen has been treasurer of the society for twelve years, and clerk of the East Boston District Court for twenty-nine years, and for sixteen years was a prominent member of the School Committee of Boston. He left home about a week ago without saying where he was going. The first news was the letter to the East Boston clergyman.

Mr. Allen wrote he had lost the money in speculation. He requested the minister to inform the members of the Allen family and the officers of the society that he had confessed.

### HIDDEN BOOTY FOUND.

#### Silver Under Tree Stolen Long Ago from Miles Ross, It Is Said.

Asbury Park, N. J., Aug. 7.—Charles Hurley, while hunting to-day, discovered the place where thieves had hidden considerable booty under a pine tree in Fourth-ave. He had shot a bird, and it dropped down under the tree.

In poking around the soft earth he uncovered several silver spoons, and digging further he brought forth other solid silver ware. One of the spoons was a heavy silver ladle richly engraved. The silverware was tied up in an old bag, and had been in the earth a long time, as the bag had rotted away. The lot contained a child's silver mug marked "Jennie," one dozen after dinner coffee spoons, a cake knife, a silver tea strainer, three napkin rings, ten individual pepper holders, all marked "M. M. Ross." One of the napkin rings was marked "Robert E. Ross," and another "Miles Ross." A number of the spoons were marked "M. M. Ross."

It is supposed that the property belonged to the late ex-Congressman Miles Ross, of New-Brunswick, who for several years had a summer home at Allenhurst. A year ago several homes of wealthy people were robbed, and it is thought the burglars, finding themselves hard pressed, buried the loot, intending to return for it.

### KNOCKED INTO SUBWAY AND KILLED.

#### Car Strikes Line of Derrick and Workman Falls Forty-eight Feet from Bucket.

While at work on the rapid transit tunnel between One-hundred-and-first and One-hundred-and-second sts. yesterday, William Sutton, an ironworker, was knocked into the subway and instantly killed. He was thirty-five years old, and lived at No. 129 West One-hundred-and-first-st.

Sutton, with several other men, was placing a large iron girder in position. He was in one of the buckets which is used to carry the dirt back and forth. The fall line of the derrick was directly over the northbound tracks of the Broadway electric line. A car in charge of Edward McLaughlin, of No. 448 West One-hundred-and-twenty-fifth-st., went along, and it was thought that there was plenty of room for it to go under the line. The car, however, struck the line, and the jar knocked Sutton into the tunnel, which is forty-eight feet deep at that point. He struck on his head and was instantly killed.

The motorman was arrested and locked up in the West One-hundredth-st. station on the charge of homicide by Policeman Treador. It is understood that James Bradley, the contractor for this portion of the tunnel, was a witness of the accident.

T. L. Cuyler, Jr., is assistant treasurer of the Commercial Cable Company, No. 23 Broadway.

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"The House on the Hudson." The new story that starts next Sunday's Tribune. Full of mystery and "thrill." Advt.



LIEUTENANT GENERAL SAMUEL B. YOUNG.

## WILLIAM J. MORAN CUT. BY EAST SIDE RUFFIAN.

### Mayor's Assistant Secretary Hurt Defending Woman.

William J. Moran, assistant secretary to Mayor Low, familiarly known to City Hall frequenters as "Billey" Moran, was slashed in the thigh last night by one of a crowd of ruffians who frequent the neighborhood of Madison and Catherine sts. His injury was not serious, and after having it dressed by a private physician he went to his home. With Moran at the time was Louis Snyder, of No. 36 Catherine-st. He was cut in the back of the neck. The wound was dressed by Dr. Batchelder, of the Gouverneur Hospital, and then Snyder went home.

Moran and Snyder were talking when an old woman who frequents the neighborhood, begging pennies here and there, went past a crowd of young fellows standing in front of a saloon. They were mostly Italians, and began tormenting the woman. She remonstrated, but to no effect, and was being rather roughly handled when Moran and Snyder intervened in her behalf.

One of the ruffians seemed about to strike Moran when, the police say, the assistant secretary knocked him down. This was a signal for the crowd to pitch into Moran, and it did so with a vengeance. Snyder tried to help his companion keep back the crowd, but the two saw in a moment that they were far outnumbered and that their safety depended on their getting away. Then the big crowd that had gathered parted and gave the two men a chance to get away. They darted through the opening, with a half dozen of the gang following in close pursuit. Two of them drew knives, and one of them made a vicious slash at Moran as he tried to get out of the crowd. The crowd surged forward, and across his thigh, cutting the clothing and making a flesh wound of some length. The blood flowed freely, but the cut is not dangerous.

At the same time one of the crowd had succeeded in getting close to Snyder, and raised a knife to strike. Some one shouted for him to jump, and the cry caused Snyder to throw his head and arms to the sidewalk. The knife struck above the collar and inflicted a severe cut on the back of the neck.

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Detective McGee, of the Madison-st. station, sent for an ambulance, but Secretary Moran declined that assistance and went instead to Dr. Joseph S. J. Manning, No. 19 Oliver-st., where he was cared for, and home afterward. He refused to talk about the case.

At a late hour last night it was believed that the man who had been committed by members of the Cherry Hill gang, which has carried on a "wild West" conflict with the "Monk" Eastmans for many months, several of whom have been lost in the skirmishes, and a reign of terror created in the lower East Side.

### MOB THREATENS NEGRO.

#### Camden Crowd Wants to Lynch Him—Protected by Constable.

(BY TELEGRAPH TO THE TRIBUNE.)  
Philadelphia, Aug. 7.—An infuriated mob of 500 Camdenites threatened to string up David James, alias Muldoon, a negro, who was arrested for insulting Minnie Crommelin, a white woman. The negro was in the custody of Constable Christian when a crowd collected. It was whispered about that the prisoner had attempted to assault a woman, and several of the mob hotheaded in the crowd yelled "Lynch him!" "Don't let him live!"

The mob pressed forward and the constable had much difficulty in keeping the negro from them. Game Warden Guthridge and Squire Thompson arrived and quieted the crowd. James was led to the squire's office, where he had a hearing. When sentenced to thirty days in the county prison, he became so discontent that Justice Thompson doubled the sentence.

### LYNCHED NEGRO STILL ALIVE.

#### He Is To Be Returned to Scene of Crime, and Mob Will Have Another Chance.

(BY TELEGRAPH TO THE TRIBUNE.)  
Macon, Ga., Aug. 7.—After being lynched by a mob and left for dead, "Sam" Johnson, the negro accused of assaulting a white woman near Helena, Ga., lives to tell the story. Johnson was hanged to a tree by a mob on Tuesday night. Soon after the mob departed, some negroes came along and cut down the swinging body. Life appeared to be extinct, but after the rope was removed from the man's neck he showed signs of life and soon revived.

Johnson was brought to the outskirts of Macon and secreted in a hut, where he was found to-day by health officers, who had been told that a negro there was suffering from so contagious disease. He is in a dangerous condition, the rope having cut deeply into his neck. He was removed to the jail, and he recovers will be returned to the scene of his crime.

### NORWALK SUES STAMFORD.

(BY TELEGRAPH TO THE TRIBUNE.)  
Stamford, Conn., Aug. 7.—The town of Norwalk has begun suit to recover \$2,725 damages arising from the treatment of two smallpox patients, Mrs. Amelia Menz and her daughter Augusta, who, on May 15, 1902, were stricken in South Norwalk. The town of Norwalk assumed care of them. The total expense was \$2,725. As the two patients were residents of Stamford at the time, and were merely on a visit in Norwalk, the authorities held that Stamford should pay the bills.

On the outcome of this case may depend a suit by this city against New-York to recover the expense for caring for George W. Train when he had smallpox. It is said that Mr. Train contracted the disease there and is a citizen of New-York.

"The House on the Hudson." The new story that starts next Sunday's Tribune. Full of mystery and "thrill." Advt.

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## MILES SAYS FAREWELL.

### HE RETIRES TO-DAY. Young Succeeds Him as Lieutenant General—Other Changes.

(FROM THE TRIBUNE BUREAU.)  
Washington, Aug. 7.—Lieutenant General Nelson A. Miles, commanding the army, will retire from active service at noon to-morrow, having reached the age limit of sixty-four years. The following order was prepared to-day and will be issued to-morrow:

Washington, August 8, 1903.  
The retirement from active service by the President, August 8, 1903, of Lieutenant General Nelson A. Miles, United States Army, by operation of law, under the provisions of the act of Congress approved June 28, 1882, is announced. Lieutenant General Miles will proceed to his home. The travel enjoyed is necessary for the public service.

By order of Secretary of War,  
H. C. CORBIN, Adjutant General,  
Major General U. S. A.

Several other orders resulting from the retirement of General Miles have been issued, one assigning Lieutenant General Young to the command of the army until August 15, when he will assume the duties of chief of staff; another assigning Major General Corbin as president of the Soldiers' Home Board; another assigning Brigadier General Gillespie as president of the Board of Ordnance and Fortifications, and still another assigning Lieutenant General Young as a member of the Sherman Statue Commission.

### GENERAL MILES'S FAREWELL ADDRESS.

General Miles has issued the following address on the occasion of his retirement from active service:

General Orders No. 116.  
Adjutant General's Office,  
Washington, August 5, 1903.

In accordance with the provisions of the act of Congress of June 30, 1882, the undersigned will retire from active service at noon to-morrow. In relinquishing the command of the army of the United States, to which was assigned by the President on October 2, 1895, he hereby acknowledges his appreciation of the high honor manifested by the officers and soldiers during the last eventful years.

To those who were his companions and associates during one of the greatest of all his life takes pleasure in expressing his gratification that they have lived through the trials and dangers of long service to witness the results of their fortitude, heroism and unselfish devotion to the welfare of their country. They have also in a most commendable manner exemplified to the younger generation of soldiers those principles of discipline and patriotism which make the army the protector and defender, and never the menace, of the nation and its liberties.

The time and occasion are considered opportune for expressing to the army a few thoughts concerning the duties which they may expect its future welfare. It is from the best impressions and influences of the past that the most desirable results may be realized in the future.

Unswerving devotion to duty and the principles upon which it was established and has been maintained is essential to the efficiency of the national forces, and especially in this age of materialism and selfishness, the individual, in order to be a perfect soldier, must first be a true citizen. The boast that a soldier of a great nation carried a martyr's banner is his knapsack is a higher sense more than equalled in significance by the fact that every American soldier personifies sovereign citizenship, and may by his own conduct and nobility of his character, to those who have never experienced it, and the result of the highest liberty to those who have been strangers to it. The soldier's duty is to his country, a moral influence not otherwise attainable.

During the darkest hour of our history the first commander of the American forces demonstrated the grandeur and nobility of his character by combating the evil influences that pervaded the army and by manifesting the strongest confidence and faith in the ultimate justice and integrity of the nation. His wisdom and wisdom uttered at Newburg one hundred and twenty years ago had the effect of inspiring unexampled patriotism and patient virtue, rising superior to the pressure of the most complicated sufferings. It is one of the glories of our country that the army has maintained these principles for more than a century.

Since the close of the Civil War, the army has by their example, influence and orders engendered and maintained the highest degree of efficiency, discipline and patriotism. Since the close of the Civil War, the army has by their example, influence and orders engendered and maintained the highest degree of efficiency, discipline and patriotism.

### CHIVALRIC AS WELL AS BRAVE.