New-York Tribune.

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HILL TO QUIT POLITICS.

AT LEAST, HE SAYS SO.

January 1 the Date—Many Democrats for Roosevelt.

Ex-Senator David B. Hill, who is sixty-one years old to-day, announced at Albany yesterday that he would retire from politics on January 1 next, no matter what the result of the coming election should be. He would not accept any office under the national or State governments, he declared. He said that he believed that he had had honors enough from the Democratic party.

Major John Byrne said that his correspondence indicated that thousands of sound money Democrats would vote for Roosevelt.

The McCarren men charged that policemen were intimidating voters to aid Murphy in the Brooklyn primaries.

HILL 61 YEARS OLD TO-DAY

Makes Announcement of Retirement on Eve of Birthday.

Albany, Aug. 28.—To-morrow is the birthday of David B. Hill, of this city, who will be sixty-one years old. In conversation with some political friends here to-day he announced that no matter what the result of the present campaign might be, either in the State or nation, he would retire from political activity and leadership on the first day of January next, and would not, in the event of Democratic success, accept any position under the national or State Democratic administration, or again become a candidate for election to any office whatever.

The former Senator said that he had intended to take such action a year ago to-day, but was urged by some close personal friends to defer doing so until after the Presidential election this year. This he had consented to do. Having been engaged in active politics since his youth, and having served the people as City Attorney, alderman, Mayor, member of the legislature, Lieutenant Governor, Governor for seven years and United States Senator for six years, he felt that on the one hand he had been sufficiently honored by his party, and on the other hand that he had rendered political service during a period of years sufficient to entitle him to be relieved from further active political effort, in order that he might devote more time to his personal affairs and professional duties than he had in the past. He would continue, however, his present arduous labors for the Democratic cause during the pending Presidential election, and thereafter, while expecting always to maintain his interest in the success of Democratic principles and candidates, he would after January 1 next do so in his capacity as a private citizen and not as a party manager, leader or office holder.

Mr. Hill will speak for the Democracy at the county fair to be held at Whitney's Point, in this State, on Wednesday, to be followed by Senator Depew the next day for the Republicans.

POLICE AID TAMMANY.

Charge That They Are Intimidating McCarren Voters.

In spite of the strenuous efforts of the Brooklyn Tammany committee and of the remnants of the old Willoughby Street Democracy to overthrow the leadership of Senator Patrick H. McCarren in Brooklyn, he is confident that in the primaries to-morrow he will not lose one of the districts whose leaders have stood by him. He and his friends seem confident of defeating some of the district leaders who have been assisting Charles F. Murphy in his attempt to get hold of the Brooklyn organization. In every Assembly district except the 1st and IIId there are opposing tickets in the field.

The fact that in the 1st Assembly District, which for years has been the home of Hugh McLaughlin, the former boss, nobody has been found to lead any opposition to Patrick H. Quinn, the McCarren leader, is an indication of how the "Old Man" has lost his influence.

In the VIIIth District ex-Senator Coffey, who is trying to regain his old power in the Vth Senate District, has put up Frank Belford as a candidate, in addition to Frank Foley, the anti-Gray candidate put up by the old Willoughby-st. influences.

It has been asserted that, in addition to removing McCarren commissioners and the city officeholders and filling their places with anti-McCarren men, the Tammany forces have gone so far as to use the police to coerce citizens into supporting the Tammany ticket. This complaint has come particularly from the XVIIth Assembly District, where former Controller Coler is spending a good deal of his time in assisting John L. Shea to hold the district against Mr. Donnelly, who is heading the McCarren ticket.

Of the five districts whose present leaders are opposed to McCarren, there seems to be no chance of his gaining the IXth, where Coffey's strength is aiding Keogh. Nor is there much possibility of defeating Dooley in the XIIth. The opposition to him there has been too divided. McCarren is particularly anxious to secure the downfall of Doyle in the VIIth, Shea in the XVIIth, and Farrell in the XIth. It is doubtful that Doyle can be defeated.

LABOR MEN AGAINST M'CARREN.

Effort to Get Union Indorsement of His Legislative Record Fails.

By the influence of those who are opposed to Senator McCarren no action was taken at the meeting of the Brooklyn Central Labor Union yesterday on James P. Hooley's letter, which declared that Senator McCarren had a good record on labor legislation. Mr. Hooley is chairman of the legislative committee of the Workingmen's Federation of Labor. When it was learned that the letter was to be presented yesterday a plan was formed to squelch it. When George Phillips, president of the organization, brought the letter up, certain persons who are opposed to McCarren threatened to bring up again certain resolutions denouncing McCarren for his alleged opposition to organized labor, which had been up last April. As it apeared that there would be an acrimonious discussion, the trouble was averted by ordering the letter placed on file.

At a meeting of the Board of Building Trades' delegates to-night one of the members is expected to bring up for discussion Senator McCarren's attitude in opposing the bill before the legislature providing for the purchase by the city of electric light plants.

JUDGE PARKER'S QUIET SUNDAY.

Varies Usual Programme by Dining at His Sister-in-Law's Home.

Esopus, N. Y., Aug. 28.—Judge Parker varied his usual Sunday programme by dining to-day in Kingston. With his family he went to the city in his launch and attended service at the Church of the Holy Cross, of which his son-in-law, the Rev. Charles Mercer Hall, is rector. After the service they went to dine at the home of Alfred Tanner, whose wife is Mrs. Parker's sister, and later returned to Rosemount. Otherwise the day was passed without special incident.

A few friends in the neighborhood called, and there was the usual Sunday procession of sightseers in vehicles of many kinds and on foot.

Continued on second page.

OUT FOR NON-UNION MEN.

ENGINEERS TAKE STAND.

Stipulate Only Like Wages—Indorse Demands for Subway Motormen.

Delegates of the Brotherhood of Locomotive Engineers, one of the most powerful labor organizations in the country, yesterday at a meeting here took the stand that non-union men have as good a right to work as union men, and that they are perfectly willing to work with union men, their only stipulation being that non-union men shall receive the same wages as members of the union.

M. M. Clapp, of Division No. 155, Jersey City, said when the meeting was over:

We wish it to be distincly understood that the Brotherhood of Locomotive Engineers take the stand that, as our forefathers gave us all equal rights, we have no right to decide that we will not work with non-union men. The Brotherhood of Locomotive Engineers or its members as a body never said that they should work with none but members of the brotherhood. What we have insisted on and will always insist on is that the standard of union wages be observed all along, whether the men be union or non-union. We hold that a non-union man has as good a right to work as a union man if he gets the same wages.

The meeting, one of the best attended ever held in this city by the engineers, took place in Grand Central Palace, and was attended by fifteen hundred delegates, representing over four thousand engineers in local divisions within a radius of five hundred miles of the city. The demands of Local No. 105, consisting of the motormen on the Manhattan elevated system, which are now $3 50 a day for nine hours for motormen on the subway, were indorsed. The chief object of the meeting, however, was to consider what will be done by the engineers when electricity takes the place of steam as a motive power on the railroads.

It is admitted that the rapid displacement of steam as a motive power is causing the engineers anxiety. In less than two years the New-York Central and the Pennsylvania railroads expect to substitute electricity for steam on parts of their roads. The trains will then be run by motormen and not by engineers. Other roads are preparing to equip trains with motors. The meeting, which started early in the morning and lasted all day, was called to discuss conditions so that when the national convention of the Brotherhood takes place in Memphis, Tenn., in 1906, the engineers will be prepared to meet the new conditions as they develop.

Warren S. Stone, Grand Chief of the Brotherhood of Locomotive Engineers, was welcomed with loud applause when he appeared. This was his first appearance publicly here since he was elected Grand Chief.

The chairman of the meeting was J. D. Woolsey, of New-York Division No. 105. W. R. Marley, of Division No. 589, New-Haven, was vice-chairman, and M. M. Clapp, of Division No. 157, Jersey City, secretary. Speeches were made on electric trains succeeding steam, but no one would state what decision was arrived at or what was the result of the meeting so far as this subject was concerned.

A report was made by W. L. Jencks, chief of Local No. 105, representing the Manhattan Railroad motormen, as to the present conditions and the subway trouble. The local demands that the subway motormen receive the same wages as the motormen on the elevated trains, which are $3 50 a day for nine hours, as soon as the subway trains are started. The intention of the Interborough Transit Company was to pay $3 a day for the subway motormen for ten hours' work. The elevated motormen have an agreement with the Interborough embodying their present wages and conditions, which expires on September 1.

Grand Chief Stone and Assistant Chief Hurley discussed the general situation. All spoke in favor of the demands of the motormen for the subway. Grand Chief Stone and Assistant Chief Hurley will try to-day or to-morrow to have a conference with General Manager Bryan of the Interborough, and will use every effort to have the dispute settled amicably. They will report to the local. Before a strike can be ordered it must first be voted on by all the members of the local and be sanctioned by the grand lodge. Some of the motormen said that a strike had actually been voted on by the local, so that everything was cut and dried for the sanction of the grand lodge, provided an amicable settlement could not be reached.

It was said that part of the plan of the motormen here was to organize all the motormen on the Brooklyn elevated railroads, and make a general demand at some future time for $3 50 a day for all the motormen in The Bronx, Manhattan and Brooklyn on the elevated systems. It is known that for some time back the Manhattan motormen have been talking about the contingency arising when, in case of vacancies on the elevated roads, subway motormen would be put in their places.

They fear that if this is done the company will try gradually, as men lose their positions by death or otherwise, to replace the motormen on the elevated system with men from the subway at $3 a day.

Grand Chief Stone, in his speech, warned the engineers against drunkenness.

ELECTRICAL DISCOVERY.

Heavy Currents Synchronized on Same Wire in California.

[BY TELEGRAPH TO THE TRIBUNE.]

Stockton, Cal., Aug. 28.—An important electrical discovery was made last night by accident. It has always been held impossible to synchronize electric currents on the same wire. Not only was this done, but there was no explosion when the heavy load of two currents was imposed on the wire. In addition to this, power was sent from the plant of the Bay Counties Company, at Colfax, to the Standard Electric Company, at Mokelumne Hill, 550 miles.

This city is supplied with power by the Standard company, but yesterday there was a break in the service, and the Bay Counties power was turned on. In the evening the Standard plant was placed in operation again, and thus it was that the two currents met somewhere on the long line of wire and synchronizing occurred. There was no accident resulting from the heavy load of 55,000 volts carried by the wires during the night.

The discovery is of great importance to all interested in electric power plants.

MARKING ALASKA'S BOUNDARY.

Canadians and Americans Celebrate the Placing of a Monument.

[BY TELEGRAPH TO THE TRIBUNE.]

Toronto, Aug. 28.—An act to carry out the decision of the Alaskan Boundary Tribunal took place on Friday at Eagle Point in the Far Northwest, when Professor King, of Ottawa, representing Canada, and O. H. Hillman, of the Geodetic and Coast Survey of the United States, placed a monument which marks the southeastern boundary of Alaska. The monument, six feet high, is of bronze. Near the monument is an old house, and here dinner was served, the table being set on the boundary line. Canadians occupied the Canadian side and Americans the other. The speeches and toasts were cordial.

HEINZE WOULD BE GOVERNOR.

[BY TELEGRAPH TO THE TRIBUNE.]

Helena, Mont., Aug. 28.—F. Augustus Heinze announced his candidacy to-day for Governor of Montana on the anti-trust ticket.

Manhanset House, Shelter Island, open until Sept. 15th, covering the popular autumn season. Golfing, Yachting. Garage.—Advt.

BIG PLANS FOR BRONX TRANSIT

NEW-HAVEN TO SPEND $8,000,000—SIX TRACKS TO NEW-ROCHELLE.

Third Rail Quick Service Also to Mount Vernon—Connection with Interborough and Pennsylvania—No Grade Crossings.

Eight million dollars or more is to be expended by the New-York, New-Haven and Hartford Railroad Company for improved rapid transit in The Bronx and that part of Westchester County lying along the Sound. This announcement was made last night by President Charles S. Mellen.

Plans have been made and estimates submitted for "six-tracking" the Harlem branch of the New-Haven road, running from the Harlem River at Willis-ave. and One-hundred-and-thirty-third-st. to New-Rochelle. The work awaits only the formal approval of the State and city authorities. The directors of the road are now considering a further plan for a branch from West Farms along the Bronx Valley to Woodlawn, in the southern part of Mount Vernon. It is proposed to make a connection with the Interborough system at West Farms, and it is the plan eventually to give a through service from the Battery to New-Rochelle and Mount Vernon.

The money for the improvements is to be raised by an issue of $15,000,000 of bonds, the balance being devoted to the repayment to the New-Haven of money advanced in the last thirty years on account of the Harlem River and Port Chester Railroad, the titular owner of the Harlem branch of the New-Haven. The New-Haven has been without bonded indebtedness, so that the announcement of the proposed bond issue will interest financial circles. The bonds have been underwritten at a premium.

The railway officials announce that the reconstruction of this portion of their line will be done in the most thorough manner possible, and will amount to the building of an entirely new road. The route of the existing line will be followed except where slight divergences are required to eliminate curves. The rebuilt line will be practically without grades and curves and entirely free from grade crossings, and the number and arrangement of the tracks will allow exceptionally fast time to be made. Bridges will be put in even where streets exist on paper only, to avoid the possibility of delay in the future, when the streets may be built.

FOUR TRACKS FOR ELECTRIC SERVICE.

Of the six tracks from the Harlem to New-Rochelle, four will be electrically equipped with the third rail system, and two will be left for the use of steam trains. Two of the electric tracks will be for express trains, running every fifteen minutes, and the other two for local trains, with the same headway. The two tracks to be used for steam traction will not only handle the freight, but will be the outlet for the New-York Connecting Railway, running from the Harlem over Randall's and Ward's islands to Astoria, where a connection with the Pennsylvania Railroad will be made. Trains from the South and West will then run over the Pennsylvania tracks through the tunnels under New-York to Long Island City, thence over the Connecting Railway out over the Harlem branch through to Boston and the East.

It is announced that the additional land required for the "six-tracking" has already been acquired. To make possible high speed and to insure public safety, grade crossings will be eliminated throughout the line. The road will start on a viaduct, crossing streets and highways, from the Harlem River to East One-hundred-and-forty-ninth-st. Beyond One-hundred-and-forty-ninth-st. the line will be depressed and the streets will be carried overhead on steel bridges.

The new construction also includes drawbridges over Eastchester Bay, where there is to be an open waterway of 1,600 feet, and across Westchester Creek. The cut at Hunt's Point, which runs through solid rock, is to be deepened to nearly fifty feet, lessening the grade to five feet; and the existing curves will be reduced so that none will be more than two degrees. The four tracks to be added will be laid to the north of the present double track line, the space between tracks being increased from twelve to thirteen feet, which is now the standard of the road.

All stations will be set on the north side of the line, as far as possible. Where the local arrangement of streets makes it necessary to place them on the south side, as at West Farms, for example, a subway passage will be provided to connect them with the passenger platforms. The present wooden station buildings will be replaced with new ones of brick and masonry, and it is proposed to make the surroundings at each stopping place as attractive as possible.

The formal application to the Railroad Commissioners shows that the present estimate of the cost of the improvements is $7,701,891, but it is expected that this will be exceeded. According to Chief Engineer C. M. Ingersoll's report, the cost of "six-tracking," eliminating grade crossings and constructing new stations will amount to $4,825,891. B. F. Simmons, of Boston, assistant chief of the electrical department of the road, estimates the cost of this branch of the work at $2,876,000, distributed as follows:

Seventy cars equipped with electricity complete	$750,000
Four third rails with top protections, and bonding surface rails with necessary marine cable at drawbridges	415,000
Feed wire, high tension wires and pole line complete	336,000
Two sub-stations (with electrical apparatus)	280,000
Power house with all material	920,000
Car barn	100,000
Sundries	75,000
Total	$2,876,000

CARS LIKE THE INTERBOROUGH'S.

The cars will be of standard construction, of the latest design, similar to those to be used by the Interborough, and it is expected that they will be run over the Interborough lines downtown if the traffic proves large enough.

New-Rochelle and the towns beyond, the promise is, shall have double service over the branch and main line, while Mount Vernon shall have the proposed branch to West Farms, giving direct connection with the lower city in addition to the main line service as at present.

In no case will street grades be changed more than fifteen inches. Edward G. Buckland, attorney of the company, has arranged to see Mayor McClellan, on the latter's return from his vacation, about getting formal approval by the city authorities of the extensive improvements. As a result of its experience in the operation of electrically equipped lines in Connecticut, the New-Haven road is prepared to go forward with the establishment of an extensive and complete auxiliary electrical system.

"HUCKLEBERRY" EXPRESS

Four Stops from Bronx Park to New-Rochelle.

A line of express cars between New-Rochelle and the Bronx Park station of the Manhattan elevated railway is an improvement the "Huckleberry" trolley road has announced to go into effect on September 1. The cars are to make only four stops and will skip Mount Vernon entirely by going over a "cut off" just built which connects the eastern outskirts of that city with Williamsbridge. The company is promising every passenger a seat, but no three-cent elevated railroad tickets will be sold or accepted as fares on the express cars. President Maher has announced that the new service will cause no curtailment of cars on the local lines between New-Rochelle, Mount Vernon and The Bronx.

The express service is expected to draw heavily from the shore towns between New-Rochelle and Stamford. Fifty new closed cars with upholstered seats are to be ready by September 1.

WHALES NEAR PORT.

Two Large Ones Are Sighted Near the Fishing Banks.

Atlantic City, N. J., Aug. 28 (Special).—Considerable excitement was caused to-day at the inlet and other fishing headquarters, when fishermen returned at noon from the fishing banks and reported the sighting and chase after two whales which, the fishermen stated, were sighted some twenty miles out at sea as day was breaking, and when first seen were several miles from the boats. The men did not recognize them till one of the animals spouted. They gave chase immediately, but did not succeed in getting near the whales.

Ira Connors, "Charlie" Comee and John Keegan reported that one of the whales appeared to be ill. The men also state that both animals were of exceptional size. Late this afternoon "Charlie" Kinnard and "Dan" G. Harkins, fishermen employed by Captain Young to take care of his fish nets, situated five miles out, returned to the ocean pier and stated that they distinctly saw the whales and recognized them by the great amount of water one repeatedly spouted.

MRS. THAW DENIES STORY.

No Truth in Reports of Trouble Between Yarmouths, She Says.

[BY TELEGRAPH TO THE TRIBUNE.]

Pittsburg, Aug. 28.—"I left my daughter, the Countess of Yarmouth, in New-York with her sister. There is no truth in the rumors that she and her husband, the Earl of Yarmouth, have had trouble and are about to separate."

Mrs. William Thaw, who arrived here from Europe this morning, made this statement at her home in Fifth-ave. after coming from church. "My daughter accompanied me back to America," she continued. "I see no crime in that. She came here as my guest to visit my new summer home. Surely this is not a crime. I want to repeat that there is not and there has not been any trouble between the Earl of Yarmouth and my daughter, the Countess. She will return to Europe in the later part of September in company with her husband, who will come to America to accompany her home.

"I have heard the story that I brought my daughter home in anger. This is untrue. The Earl and the Countess are happy as man and wife. I cannot understand why such stories should be started. Those who start such tales are evidently like the small boy who throws a stone through the window just to hear the noise and see what damage can be wrought."

RAN MACHINE INTO TREE.

Automobilist and His Wife Hurt Avoiding a Carriage.

Atlantic Highlands, N. J., Aug. 28 (Special).—To avoid a collision with a carriage, C. H. Pierce, of the Singer Sewing Machine Company, a New-Yorker summering here, turned his automobile into a tree this evening, and with his wife was injured badly by the machine overturning. The accident occurred in Bayview-ave., the main thoroughfare, and directly in front of the Lockwood House at a time when the porches were filled with guests.

Mr. and Mrs. Pierce just missed being thrown bodily against a tree. They were hurled across the street and lay unconscious for several minutes. Guests of the Lockwood House carried them to the hotel office, and Dr. John H. Van Mater was summoned. He found that Mrs. Pierce was less seriously injured than her husband. She was suffering principally from shock and several bad bruises on the body. Mr. Pierce was cut about the body and suffered internal injuries.

The front of the automobile, which is of the racing type, was battered badly. The front wheels were almost torn off. Mr. Pierce was returning from a spin on the Rumson Road, and was descending a steep hill at a high rate of speed, when he spied a light carriage directly in the way, coming up Bayview-ave. Although power was reversed and the brakes set, the machine had gained such momentum that Mr. Pierce was powerless to stop it. The horse directly in his path reared with fright.

Putting one arm around his wife, Pierce turned the big machine nearly at right angles, and struck a tree with great force. The occupants were thrown almost between the wheels of the carriage for which Pierce had wrecked his machine. So quickly was the smash-up accomplished that the wheels of the automobile continued to revolve for several seconds as the machine lay bottom side up. Mr. Pierce since early in the summer has been among the most enthusiastic sportsmen of the place. Besides being an expert automobilist he is president of the local golf club. His city address is No. 333 West Eighty-fifth-st.

MOB TAKES MINER FROM DEPUTIES.

He Had Been Deported from Cripple Creek and Was Being Brought Back.

[BY TELEGRAPH TO THE TRIBUNE.]

Cripple Creek, Col., Aug. 28.—A. G. Le Duc, a deported member of the Western Federation of Miners, who returned to Anaconda this afternoon, was taken from the custody of John Sharpe, a deputy sheriff, and John Osgood, who were to bring him to Cripple Creek for protection, by a body of armed miners. Sharpe was disarmed by the mob, members of which he could not recognize owing to the darkness. Sheriff Bell was informed, and sent deputies in search of Le Duc and his captors.

Le Duc was before the military commission after the Victor riot, and was ordered out of the district.

PEABODY OFFERS TROOPS.

[BY TELEGRAPH TO THE TRIBUNE.]

Denver, Aug. 28.—Governor Peabody has taken official notice of the deportation of attorneys and others from Cripple Creek on August 20 and has written to Sheriff Bell offering to send State troops to the camp if the Sheriff is unable to maintain law and order. The Governor reminded the Sheriff that persons and property must be protected, and declared his readiness to aid the Sheriff whenever called upon. Sheriff Bell replied that he had the situation well in hand and did not need troops.

Magnificent Hotel Frontenac, Thousand Islands. Open during September. Most delightful season on the St. Lawrence River and best fishing.—Advt.

OLDFIELD KILLED TWO.

BLINDED BY DUST IN RACE

Unable to See at Turn, and Went Through Fence—Hurt Himself.

St. Louis, Aug. 28.—Blinded by the dust thrown by the swiftly moving machine of A. C. Webb, of Toledo, Barney Oldfield, also of Toledo, lost control of his machine in a false start of the fifth race at the World's Fair automobile speed contests to-day, and, crashing through the fence, instantly killed John Scott, a watchman employed at the park, and inflicted injuries on Nathan Montgomery, a negro, from which he died a few hours later. Oldfield was painfully injured and his machine was demolished.

When the machines came down to the tape for the start of the fifth race, the judges sent them back to try it over, but Oldfield and Webb did not see the flagman's signal and continued around the course at high speed. Shortly after passing the first turn of the mile track, Webb secured the lead by a narrow margin and the men were in relatively the same position when passing the three-quarter pole.

In making the turn Webb's machine skidded and raised a cloud of dust that completely blinded Oldfield and half smothered him. Not being able to see that he had finished the turn, Oldfield continued on his course and crashed through the fence.

When Oldfield failed to appear after Webb had emerged from the dust cloud there was considerable excitement, but as it was announced that he was not seriously injured and shortly afterward was driven to the clubhouse in an automobile, it was not generally known that the accident had resulted fatally. The race, after a short delay, was run, being won by Webb by a large margin. It was the most important event of the day, the prize being the Louisiana Purchase Exposition Trophy, valued at $500.

"Barney" Oldfield first came into public notice as an amateur racing cyclist in his home at Toledo, in the middle 90's. For several years he was one of the best of the amateurs in that district, and won many races in Ohio and Michigan. With the introduction of motor pacing machines, Oldfield became interested in them, and was for some time a pacemaker for different riders. He generally rode on the rear seat of the pacing tandems, as he understood the machinery, and he attended to running the motor while the other rider steered the machine.

The wonderful nerve, called recklessness by many, which he has shown as a racing automobile driver, was gained only after long experience with the "999," the machine which first brought Oldfield into prominence in the automobile field. He and "Tom" Cooper were very friendly, and when Cooper abandoned cycle racing in 1902, Oldfield went with him to his home in Detroit, where Cooper bought the "999" from Henry Ford, its builder. The Toledo man worked over the machine for months, changing it in many ways, until he was able to ge more speed out of it than Ford had ever been able to do.

Oldfield practised with the big machine on the Grosse Pointe horse racing track at Detroit until he was thoroughly familiar with the ungainly piece of mechanism and understood its vagaries. When he first came East with it and appeared at the Empire City track, at Yonkers, he created a sensation by the manner in which he guided the big car around the turns of the track. Fournier and other racing men had run their cars close to the rail on the inside of the track, and had a man hang out on the outside of the machine when they swung around the turns. Oldfield devised an entirely new way to get around the turns. The "999" had been built for straightaway racing only, and could not swing around as the other cars could. Oldfield would run along near the outside fence as he neared the turns, and would swing his machine sharply across the track as he entered the turn.

He put the mile track record down to 55 seconds on the Empire City track, and afterward made a mile in a fifth of a second better time out West, but the record was not allowed, as it was made on a Sunday, and was not officially sanctioned. He defeated W. K. Vanderbilt, Jr., in the one mile standing start race on Ormonde Beach in Florida last winter, and for a time was hailed as the champion American racing automobile driver. He has had many narrow escapes from serious injury, and at Detroit, last summer his machine dived through the fence at the Grosse Pointe track and killed one of the spectators. The man had been standing in the path of the machine, and when he jumped to one side, Oldfield steered his machine the other way, but the man in his fright jumped back directly in the path of the car and was fatally injured.

FOUND DEAD UNDER AUTO

Ohio Man's Neck Broken—Had Been Going at High Speed.

Springfield, Ohio, Aug. 28.—Edwin W. Hagar, president of the Xenia Strawboard Works, was killed last night in an automobile accident near this city. His body was found under the machine, buried in mud and water. His neck was broken. The position of the controlling levtr indicated that the car was running at high speed when the accident occurred.

WOMAN HURT BY AUTOMOBILE.

She and Companion Thrown to the Ground from a Buggy.

Harold Smith, of Dobbs Ferry, was arrested at Yonkers last night, charged with recklessly running his automobile in Yonkers-ave. Mrs. Caroline Sager, who was taken to St. John's Hospital with several ribs broken, is the complainant. Mrs. Sager was driving in a buggy with Mrs. M. Lawton, and near Jerome-ave. she drove to one side to allow a machine to pass. As she did so Smith started to pass from the rear to the front of the first auto and crashed into the buggy. Mrs. Sager and her companion were thrown heavily to the ground, and several of her ribs were broken and her back was wrenched. She was taken to the hospital and Smith was locked up.

DE NAVARRO AUTO DRIVER TO JAIL.

First Sentence of Its Kind Ever Given at Newport.

[BY TELEGRAPH TO THE TRIBUNE.]

Newport, R. I., Aug. 28.—A De Navarro, of New-York, is to-night without an automobile driver, the latter having been sent to the Newport County jail this morning for five days for speeding the De Navarro automobile. Last week the driver, Michael Woods, was fined for fast driving, but to-day Judge Baker decided on a jail sentence, the first ever given in Newport for the offence.

The arrest was made on the complaint of William Payne Thompson, of New-York, who says that on Friday night last he had to stop his machine so quickly in Carroll-ave., in order to prevent a collision with the De Navarro machine, that his machine was damaged. Woods went to the police station in the automobile, but after receiving his sentence Mr. De Navarro had to take the machine away.

MARTIN EMPLOYES HURT IN "AUTO."

Were Going to Church in Newport—Machine Wrecked.

[BY TELEGRAPH TO THE TRIBUNE.]

Newport, R. I., Aug. 28.—Four people in the employ of Peter D. Martin narrowly escaped serious injury in an automobile smash-up this morning, which resulted in wrecking the machine, taking the wheels off a beach wagon and taking a big piece out of a tree in Webster-st., where the accident occurred.

The driver left the Martin villa with three women bound for church, and according to reports was going at a good speed. When he turned into Webster-st. the wheels of the automobile struck the hubs of the wheels of the beach wagon, in which there were two women. The automobile then swerved and ran into a tree, throwing the four people out of the machine. The occupants of the beach wagon were not hurt, although the wheels were taken off.

One of the women in the automobile was badly hurt, and she was taken to the Newport Hospital for treatment. The other three were able to look after themselves, although being badly bruised.

CLOSING ON LIAO-YANG.

RUSSIANS IN RETREAT.

An-Shan-Chan Evacuated Under Pressure South and East.

An-Shan-Chan, on Kuropatkin's southern front, has been evacuated, and the entire Russian eastern division has fallen back on Liao-Yang. Oku's advance continued, and his artillery was in action yesterday. The heavy Russian losses in the battle with Kuroki's troops on August 26 are given as the cause of the retreat. There was an unconfirmed rumor in Tokio that Kuroki had cut the Russian line of retreat south of Moukden.

Refugees from Port Arthur say that since August 22 the Japanese attack has slackened. They confirm the report that the Russians had been driven from one of the northern forts east of the railway. Three of the battleships in the harbor—the Retvizan, the Poltava and and Sebastopol—are said to be badly damaged.

A joint commission, representing the Russian Foreign and Marine ministries, will at once begin the consideration of changes in the regulations for contraband of war.

BATTLE STILL GOES ON.

Artillery Engagement Yesterday—Russians' Narrow Lines.

London, Aug. 28.—According to a dispatch to the Central News from Liao-Yang to-day, an artillery battle has been going on since 8 o'clock this morning near Liao-Yang. The Russian main position, the dispatch says, is what was formerly the outpost line of the Liao-Yang garrison.

Liao-Yang, Aug. 28 (7.10 p. m.).—The Russian forces have been disappointed by another unexpected withdrawal. The whole eastern division and the troops on the An-Shan-Chan position have been ordered to fall back to positions nearer Liao-Yang just as the soldiers were expecting another advance.

The advance from the south is apparently being pushed home. Sounds of artillery from that direction are plainer than they were yesterday.

The Russians retired from An-Shan-Chan yesterday after a fight which began on the morning of August 26, and continued in a desultory manner all day and night.

Arrangements for a battle had been completed by night time, when the order to retire was given on account of the situation to the east.

RUSSIAN TROOPS DISHEARTENED.

The order was received with disappointment by the troops. The retirement was made in an orderly manner.

The plain between An-Shan-Chan and Hai-Cheng was covered with Japanese troops, who burned the bridge and shelled the railway station after the Russian retirement.

The Russian losses amounted to 300.

The Japanese are advancing with great rapidity.

The Chinese at Liao-Yang are bringing out women and children, which they usually do when expecting a Japanese advance.

The Russians had sustained a hot artillery fight all of August 26 on the eastern front, but held all their positions.

At 5 o'clock in the evening The Associated Press correspondent crossed over to the left flank. The understanding was that the Russians would concentrate heavily in the morning for an attack of the Japanese in that direction, and the surprise was greater therefore at the order to retire.

KUROPATKIN'S FORCE OUTNUMBERED.

The explanation is given that the Tenth Corps, especially General Herschelmann's division, on the extreme left, was confronted by a greatly superior force of Japanese. Though the Russians fought bravely and held all their positions, they had lost an immense number of officers.

Most probably the retirement from the An-Shan-Chan position arose from the same reason, for the whole mountain division, as well as the eastern troops, retreated, apparently not from the pressure of the Japanese, but for strategic reasons.

The rains had made a thick and binding mud, which almost paralyzed wagon transport and made the movement of guns even more difficult.

Though the Japanese witnessed the slow retirement of the eastern division, they made no attempt to follow the Russians, being apparently exhausted by the duel of August 24 and 25, and the desperate and unsuccessful all day attack of August 26.

To-day the sound of cannonading is heard plainer in Liao-Yang. It is more to the south than to the southeast.

The Japanese seem to be advancing along the entire front, moving a large force up the valley of the Liao River.

August 26.—The rapid advance of the Japanese has forced their fighting line to within about ten miles of Liao-Yang, east and south, and guns are now heard north and east on the Tai-Tse River.

After 3 o'clock yesterday the Japanese succeeded in commanding Kaofengshik from Paoshankan, where their advance first began on August 23, and also from their position at Liangchikshan on the east, in such a way as to force the Russian centre and right flank to evacuate An-Shan-Chan to-day.

At 3:30 o'clock yesterday Japanese shells from a concealed battery near Paoshankan began falling in the road west of Kaofengshik, leading to Liao-Yang, thus threatening to sever communication with the west. The Russians still controlled the road to the north.

The Japanese fire ceased in the evening, but began again this morning upon the Kaofengshik position, but as the Russians did not reply the Japanese apparently suspended their operations