

A ROYAL FAMILY THAT IS TIRED OF RULING

King George of Greece Remains on His Throne with Reluctance, Says Ex-Attache.

(Copyright, 1909, by the Brentwood Company.)
 If King George remains on the throne of Greece at the present moment it is solely in deference to the urgent entreaties of the great powers, who are thoroughly well aware that his abdication must involve Greece in chaos and anarchy, thus precipitating the conflict in the east of Europe which Great Britain and Russia, Germany, Austria and Italy are all strenuously endeavoring to avert, realizing that it would inevitably develop into the long promised and much dreaded European war. King George, whose real name is William, has long been anxious to abandon his crown and to quit Greece for a more congenial atmosphere. His sceptre has become a burden almost too heavy to bear, and if the truth were known he is heartily sick of Athens and of his Hellenic surroundings. He loves Paris, delights in Aix-les-Bains, where he has formed a large number of American friendships, and has built for himself a beautiful home in Denmark, to which all his most precious belongings have been transferred. He designed it with the object of spending there the eventide of his life, among the people of the land of his birth and among his relatives, no longer a prey to the cares of state and to the onerous obligations of constitutional monarchy, but free to choose his own friends and acquaintances and to invite and entertain whomsoever he pleases, without any regard to political considerations.

If he has remained on at Athens for the last ten years against his own inclinations, it is because he felt that he owed a certain debt to the great powers, that is to say, especially to Great Britain, France and Russia, who for nearly half a century have been contributing \$20,000 a year each to his civil list, the only instance within my knowledge of a European sovereign being openly and admittedly in the pay of foreign governments and dependent upon them for half of his income. Then, too, King George has entertained the species of forlorn hope that he might be able to preserve the throne of Greece for his eldest son, the Duke of Sparta, and for the latter's boys, the oldest of whom, Prince George, is now in his twentieth year. These hopes with regard to the Crown Prince and the latter's children seem doomed to disappointment. For the King has been forced by a military pronouncement to remove his five sons and his eldest grandson from the commands which they held in the army and in the navy, and to grant to each one of them leave of absence for a residence of several years abroad, which is equivalent to their expatriation and to their exile. Moreover, he has been compelled to consent to the nomination as commander in chief of the army in the place of the Crown Prince of General Smolentz. The general has always been a bitter enemy of the Crown Prince and of the latter's brothers, and has never ceased since the war between Greece and Turkey, in 1897, to assert that the ignominious defeat of the Hellenic kingdom by the Sublime Porte was entirely due to the Duke of Sparta on land and to Admiral Prince George at sea. General Smolentz, a man of Dalmatian origin, is the type, par excellence, of the Greek officer, who through his political intrigues and his revolt against every principle of discipline, has been the bane of the army, rendering it the laughing-stock of Europe and the curse of modern Greece.

WARNED WAR DEPARTMENT.

When the Crown Prince, in the autumn of 1896, saw his country drifting into hostility with Turkey, he warned the War Department at Athens times without number that the army was absolutely unprepared to enter upon a campaign. The infantry was armed with the condemned Gras rifle, which the French govern-

INTENDED SPECIALLY FOR THE BUSY MAN

Constant Reader Tells Him What He Missed in Last Week's Papers.

"Has the Peary-Cook controversy as to which discovered the North Pole been settled yet?" asked Busy Man when he met Constant Reader last evening.

"Far from it," answered his friend. "So conflicting have been the daily reports from Labrador of the details of the two expeditions that one hardly knows what to believe and what to reject as untrustworthy. Peary refused his statement that Dr. Cook did not reach the pole at all, but he declined to make public any of the evidence upon which he bases this grave charge until Dr. Cook has first produced his proofs of discovery and the record of the observations that he made to verify his position. Meantime both explorers are making their way toward New York. Peary acknowledged that the reason he allowed none of his white companions who shared the danger and hardship of the quest actually to reach the pole with him was because he wanted the honor for himself alone."

"I don't believe Columbus or Hudson acted that way," commented Busy Man, "and their fame seems pretty secure, on the other hand, the more more like that of a showman greedy for the box office receipts than that of a real scientist, anxious above all to augment the sum of human knowledge. What has been going on in the world of business?"

"Robert S. Lovett was elected chairman of the executive committee of the Union Pacific Railroad to succeed the late Edward H. Harriman, and also to a similar place with the Southern Pacific. He was formerly general counsel for most of the Harriman lines. Before the federal grand jury for the Southern District of New York the United States government began an investigation of charges that transatlantic steamship lines, especially the Holland-America Steamship Company, had entered into a conspiracy with certain American railroads to accept rebates and violate the Sherman anti-trust law. The Westinghouse Air Brake Company declared an extra dividend, besides the regular quarterly one. The Public Service Corporation of New Jersey increased its annual dividend. The Baltimore & States Railroad gave orders calling for an expenditure of some \$1,500,000 on equipment. The net earnings of all the railroads in the United States for the year ended June 30 last proved to be over \$90,000,000 greater than last year. E. C. Frick started a great combination of mining and manufacturing companies to compete with the United States Steel Trust. The Pennsylvania Railroad decided hereafter to keep its books according to the forms prescribed by the Interstate Commerce Commission. David E. Thompson, United States Ambassador to Mexico, by the purchase of \$3,000,000 of the stock secured a controlling interest in the Pan-American Railway, a line extending from San Antonio, on the Texas-Panama National Railway, to Mariscal, on the Mexican-Guatemalan frontier, 234 miles. James J. Hill, addressing the Bankers' Association in Chicago, declared that our exports of wheat are decreasing so steadily that we will soon cease to supply the world with this grain and will ourselves become a flour importing nation."

"He seems to overlook the fact," said Busy Man, "that our farmers are just beginning to produce larger crops than ever from the soil, by improved methods of cultivation. What has President Taft been doing?"

"The President decided the Ballinger-Pinchot controversy over the policy of conservation of natural resources in favor of the Secretary of the Interior, and granted his request for authority to



ment had sold to Greece at \$2 apiece. The cartridges were over fifteen years old, and to fire at five hundred yards it was necessary to raise the sight to eight hundred, so inferior was the quality of the powder. The cavalry was non-existent. The artillery was armed with an ineffective and obsolete weapon, while the supply of officers was deplorably small. In many companies numbering four hundred men there was but one officer, and he a worthy business man, ignorant of the game of war. The Crown Prince's own chief of staff was an Athenian architect, but not a trained soldier. His divisional commanders had never handled a brigade nor his regimental leaders a company. From general to private the Greek soldier had no idea of discipline—which is equally foreign to his nature to-day. Each man did and does as he pleased, and the worst case in this respect during the last war was, according to the Crown Prince, that very Smolentz who has just been appointed generalissimo.

Early on the morning of the battle of Domokos, the Crown Prince, seeing that the Turkish attack would be on his center, sent orders to Smolentz, who was in command of a corps of 12,000 men only six miles away, to move up to the left and to strengthen the flank of the main army. To this order Smolentz paid no attention, although he was under the Crown Prince's orders. As the Turkish attack waxed hotter the Crown Prince sent aide-de-camp after aide-de-camp ordering Smolentz to hasten to his support with his 12,000 fresh men. Finally, toward evening, Smolentz sent a reply, that, having communicated with Athens, he had received authority from the War Department there not to leave his position. There was a moment in the battle of Domokos when, in the opinion of the foreign military attachés both at Turkish and Grecian headquarters, a counter attack by the Greeks would have changed the fortunes of the day. It was toward the evening. But the Crown Prince had no reserves to bring up, and Smolentz, with 12,000 fresh men, was still six miles away. The battle was lost by the Greeks, and the Crown Prince, bitterly angered, all the more as he himself was called upon to bear the brunt of the defeat, demanded a court martial on General Smolentz, which King George, on hearing the facts, agreed at once to grant. Rhali, then in office as Premier, and who once more as Prime Minister this summer has been largely responsible for the recent military pronouncements at Athens, interfered, and not only threatened to resign if such a course were pursued, but, moreover, frightened the King and the Queen with threats of mob disturbances. And in those days the Athens populace was wont to hoot the monarch and his consort when they drove out, while the officers in uniform, instead of saluting, offensively turned their backs toward the members

KING OF GREECE, FOUR OF HIS SONS AND THE CHIEF CAUSE OF THEIR DISCONTENT.



of the royal family when they passed by. Smolentz's only feat of arms during the campaign was the capture by his corps of 12,000 men of a Turkish outpost at Velesino, which he magnified into an important victory, his magniloquent dispatch to Athens describing the affair mentioning that he had "bathed in the blood of the Turks." The Crown Prince tells a funny but characteristic story of how on the night before the battle of Domokos, which determined the fortunes of the war, he rode around the front of his army and found a very important road completely unguarded, leaving free access to the Greek camp. The regiment which he had personally posted at this point had completely vanished. It was found many miles in the rear. An unaccountable and mysterious panic had occurred in the middle of the night, and the regiment, colonel, officers and rank and file, had scaddled. The Crown Prince, while he bore a striking tribute to the humanity which the Turkish officers and soldiers displayed to the Greeks of every condition throughout the war and after the cessation of hostilities, did not hesitate openly to denounce the men under his command, officers as well as soldiers, as "frothy with patriotism and with a deep stratum of cowardice under a thin veneer of civilization." This contemptuous judgment was strongly endorsed by all the foreign military attachés, both at Turkish and Greek headquarters, by the most experienced war correspondents in the field and by the leading military men of Europe, especially at Berlin, where it was admitted that the Athens populace was wont to hoot the monarch and his consort when they drove out, while the officers in uniform, instead of saluting, offensively turned their backs toward the members

PRINCE NICHOLAS. PRINCE ANDREW. PRINCE GEORGE. PRINCE CONSTANTINE.



as it was twelve years ago. Despite the efforts of the King and of the royal princes, who enjoy the respect and the regard of the principal war departments of Europe, the Greek army is just as rotten in every respect as it was in 1897. It is the Chamber of Deputies that has stood in the way of every project of reform and improvement, while the maintenance of discipline has remained impossible, owing to the participation of officers in party politics, to the presence of young subalterns in the legislature, free to criticize and assail the Minister of War, and to the expediency felt by the Cabinet of the day of conciliating these political pretorians, no matter at what cost. General Smolentz, who refused to obey the orders of his superior officer in battle, thereby bringing about defeat; who boasted of having "bathed in the blood of the Turks" at Velesino, and who has contributed more than any one else as a political intriguer to the discipline of the Greek army, is a worthy sample of the Greek officer and soldier. It is only fitting, therefore, that he should have been raised to the position of its generalissimo.

If I lay stress on this it is because at no moment Greece may once more become involved in a war with Turkey. The latter is spoiling for a fight, being assured in advance of easy victory. The Sublime Porte appreciates the fact that a campaign against Greece will do more than anything else to strengthen and secure its position by uniting all dissident political factions against one common enemy, and realizes, moreover, that it would have the sympathy of the Bulgarian, Rumanian and Servian nationalities, as well as of the greater portion of Macedonia, in the trouble. Had it not been for the presence of King George on the throne of Greece in 1897 the great powers would have refrained from interfering in Greece's behalf and the victorious Turkish army would have been permitted to continue its onward march to Athens, where, in that event, the Crescent might have been floating to-day. King George is still under the shadow of the Acropolis, lingering there very reluctantly and anxious to get away. His five sons, to whom he is devoted, and his grandson have already left, with the avowed intention of remaining away for years. When he follows them Greece will probably be left to her own devices, and Turkey, which has received plenty of provocation, both in regard to Crete and disorders on her southern frontier, will be allowed a free hand on the ground that Greece, thoroughly discredited, politically and financially, has forfeited that good will of Europe to which alone she is indebted for the maintenance of her in-



dependence. Indeed, it is a great question whether Greece would not be far less troublesome to the remainder of the world as a province of the Turkish Empire, under the new regime at Constantinople, than as a Hellenic kingdom. Certain it is that the Greeks living under the Turkish flag as statesmen, as bankers, as merchants and as artisans are far more admirable, useful and reputable members of their race than those in Greece. To see the Greeks at their best one must go to Constantinople. To see them at their worst one need go no further than Athens.

We are assured that the recent military pronouncement is not anti-dynastic. But what is one to think of an administration which owes its existence to a military oligarchy and that has not only driven every prince of the blood from the army and navy but has likewise placed at the head of the army—that is to say, in the position of dictator—a soldier such as General Smolentz, the declared foe of the reigning house and of the King? It is argued that the military revolt was directed not against the dynasty but against the political parties of the Boule, or legislature, which every one acknowledges to be honeycombed with corruption and living only for the spoils of office. But the officers of the army, responsible for the pronouncement, and the political parties have been playing into one another's hands for years, have been hand in glove with one another, and have stood in the way of all reform. Time and again has the King been urged by the better element in Greece to suspend the constitution, dissolve the legislature and take advantage thereof to reorganize from top to bottom the army, the navy and the civil administration, eliminating the dishonest forces. But he has always hesitated to render himself guilty of any infraction of the terms of the constitution, which he had sworn to obey when summoned from the mainland of a British man-of-war, on which he was serving as

a midshipman as Prince William of Denmark, to assume the crown of Greece. Had he ruled for a time as an autocrat he might have restored order and regenerated Greece, and its people, who have shown themselves so utterly incapable of self-government or of understanding and appreciating parliamentary methods, would have been lauding him to the skies, instead of condemning him. His now feels that despite all his cleverness, his honesty of purpose, and his loyal efforts in behalf of Greece, his forty-seven year's reign has culminated in failure. Possessed of an immense fortune, amassed, not in Greece, but abroad, mainly in the United States, by speculation in American stocks at the time of the Turco-Russian war, under the advice of his friend, the late General Meredith Read, he is anxious to enjoy it somewhere else than in Greece, which has shown the door to his children. How unpleasant his position is in the land of his adoption may be seen in the fact that he has never been able to accord his friendship to any of his subjects, owing to their inordinate jealousy of one another, which would have led to charges of royal favoritism. That is why his social intercourse at Athens has always been restricted to the foreign diplomatic corps and to visitors from abroad. And that, too, is the reason why no court of Europe has ever been quite so accessible to foreigners, especially to Americans, as that of Greece.

CEYLON THE GORGEOUS

THE ISLE FROM WHICH COMES THE FINE TEA.

Engineering Feats of Early Singhalese Have Excited Wonder Through Succeeding Ages.

The Singhalese were taught this noble science by the Brahmins who came over with Vijaya; indeed one of these is named in the fourth century before Christ as contemporary with the construction of the earliest tanks, those remarkable artificial lakes, before described, and which were so important a factor in the island's ancient irrigation system. These lakes, or tanks, were formed by connecting the hills with gigantic embankments. These and the great works in stone, vestiges of which, like the ruins of the tanks, still remain to excite the wonder and admiration of modern engineers and architects, should have been constructed with such simple and primitive means and implements, adds to the splendor of the achievements; the earth for the embankments was carried in baskets, and stones were quarried by wedging. Such vast blocks as the great tablet at Pollanarua, a picture of which has been presented in these columns, were not moved by mechanical apparatus, as is like material to-day, but by manual power, aided by ropes and rollers.

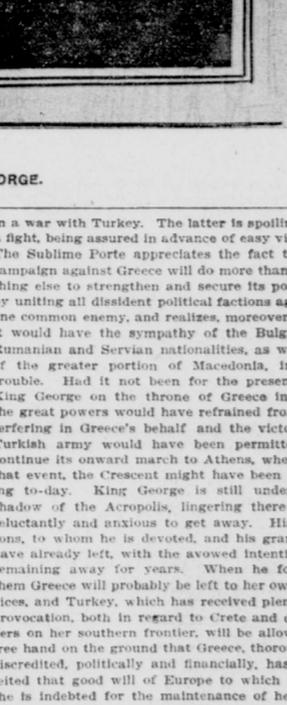
The Singhalese appear to have not understood military engineering, and their walled towns and fortifications, so frequently mentioned in the ancient chronicles, must have been earthworks. Turnour enumerates them as "strongholds in the midst of forests, and those upon steep hills, and the fastnesses surrounded by water." Even down to the capture of Kandy by the British the passes of the hill country were defended by the thick plantations of formidable thorny trees.

Of bridges, says Turnour, Ceylon had none until the thirteenth century, and that were of timber like the Pont Sublime at Rome. Later, stone pillars, in pairs, on which rested the roadway of stone, were used by the difficulty of forcing it forward by pressure from behind.

That civil engineering was known is shown by the examples in the stone dams which they drew across rivers. They were accustomed to dig, with incredible toil, infinitely increased by the imperiousness of the sun, similar to the method of moulding in front of the blocks of stone so that each course was retained in position, not alone by the weight of the stones, but by the regular forward by pressure from behind.

That civil engineering was known is shown by the examples in the stone dams which they drew across rivers. They were accustomed to dig, with incredible toil, infinitely increased by the imperiousness of the sun, similar to the method of moulding in front of the blocks of stone so that each course was retained in position, not alone by the weight of the stones, but by the regular forward by pressure from behind.

Nor were the early Singhalese without a knowledge—somewhat crude, it is true—of the fine arts.



KING GEORGE.

THAT "MATERIAL" IS JUST AS "RIDICULOUS" TO-DAY

These were bought by condemnation. For sixteen sites bought at private sale the city paid \$1,624,477, while the assessed value was only \$788,190. The Bureau of Municipal Research issued a statement on the city budget for 1910—the amount of money which it will cost the taxpayers to run the city government during the coming year—in which it is estimated that the high water mark of \$15,000,000 reached last year, will be increased by many millions of dollars. The requests of the various city departments for the tentative budget are nearly all in, and they total approximately \$18,000,000. This contains one item of \$50,000,000 for interest alone on the city debt.

"The record of past extravagance," mused Busy Man. "It shows graphically what we pay for the privilege and pleasure of being governed by Tammany Hall. Any persons of importance die?"

"Bishop G. W. McCloskey, of Kentucky, the oldest Catholic Bishop in the country, died in Louisville. Professor W. T. Smith, dean of the Dartmouth Medical School, died in Hanover, N. H. Edward Marjoribanks, second Baron Tweedmouth, who was First Lord of the Admiralty in the Liberal administration, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld Harrison Brown, for thirty-four years Colonel Michael J. O'Brien, president of the Southern Express Company, died in this city. John N. A. Griswold, former president of the Illinois Central Railroad, died at Newport. James David Smille, N. A. artist and engraver, died in this city. John W. Castles, president of the Union Trust Company, at No. 80 Broadway, committed suicide, following a nervous breakdown. The Rev. Philip Auld