ted shoulder, sprained ankle and many bruises.

The charge against Motorman Madden and Conductor Kelly is manslaughter. They will be arraigned for a hearing in the District Court to-morrow morning. They were released on bail this evening, Madden's bail being placed at $5,000 and Kelly's at $2,500.

One of the gray horses which drew the carriage was so badly hurt that it was shot by Secret Service Agent Taylor.

FINISH OF THE TRIP.

GREAT BARRINGTON, Mass., Sept. 3.—The accident to President Roosevelt at Pittsfield caused some disorder in the arrangements of the cattle fair which he was to have addressed to-day. President Roosevelt's train appeared here at half past 12, a quarter of an hour late, and he stepped out and asked the people not to cheer or make any demonstration. The cheers, however, were not altogether suppressed.

BRIDGEPORT, Conn., Sept. 3.—President Roosevelt ended his New England tour here this evening and after being the city's guest for two hours departed for his home in Oyster Bay, upon his yacht Sylph. The reception accorded the President was most enthusiastic.

The President arrived at 3 o'clock. Immediately after he was greeted by a citizens' reception committee of which Denis Mulvihill, the stoker Mayor, was chairman. The President, Secretary Cortelyou and Mayor Mulvihill were escorted to a landau drawn by four black horses. With a mounted police escort and followed by a procession of carriages, military and civic organizations the President was driven about the city.

A feature of the reception was a guard of honor composed of 3,000 workingmen, who were stationed along the line of march to insure the President's safety. At Seaside Park the President was scheduled to deliver an address. He expressed his gratitude for the hearty greeting given him and asked to be excused from making a formal speech because of the accident.

A marine escort composed of a variety of handsomely decorated craft followed the President's yacht out of the harbor soon after 5 o'clock. All of the steam craft and the factories and locomotives joined in a whistle salute, while numerous cannon boomed a farewell as the Sylph headed for Oyster Bay.

THE PRESIDENT AT OYSTER BAY.

OYSTER BAY, Sept. 3.—The Sylph, with President and Mrs. Roosevelt and Secretary Cortelyou on board, came in from Bridgeport at half past 8 o'clock to-night. Mrs. Roosevelt had left Oyster Bay for Bridgeport before the news of the accident reached here.

The President's face was not as badly swollen when he arrived here, Dr. Lung said, as it had been earlier in the day. He walked very briskly beside Mrs. Roosevelt from the launch up the pier to the carriage.

Mrs. Cortelyou, who had heard in the village the story that an accident had happened, was at the pier. She took Mr. Cortelyou in charge and had instructions from the President to take him to their summer home at Hempstead and under no account to let him come back to work until he had entirely recovered from his shaking up to-day.

It is understood that the President will not alter his determination to go to Chattanooga on Friday. The only probable change of plans is that Assistant Secretary Loeb will take the place of Secretary Cortelyou.

CRAIG WAS A GRENADIER.

Served in Chinese Gordon Relief Party —A Giant in Stature.

WASHINGTON, Sept. 3.—Detective Craig, the Secret Service officer who was killed, was selected for his post near the President because of his athletic prowess, coolness and courage. After the assassinaton of President McKinley it was decided to detail a man to guard President Roosevelt and who was to stay near him all the time.

During all the time the President was in Washington Craig was his shadow. The President at first resented the idea of having a detective near him all the time, and often gave the Secret Service man worry and anxiety by leaving the White House unknown to his guard. Later he became accustomed to his "shadow" and expressed a warm regard for him.

Craig was formerly a member of the Queen's Grenadiers. Several years ago he gave exhibitions with Duncan Ross and gained many victories over that famous swordsman. Craig was 6 feet 2 inches tall, athletic, broad shouldered and smooth faced, and weighed over 200 pounds.

HOLYOKE, Mass., Sept. 3.—William Craig has two brothers here, Hugh Craig, former instructor in singing in the public schools, and foreman George Craig of the Buchanan and Bolts wire shop.

For twelve years William Craig was a member of the Queen's bodyguard. After his service there he enlisted to go to the rescue of Gen. "Chinese" Gordon under Kitchener. The party was gone three years, crossing the African desert and suffering much. When it reached Khartoum it found Gordon murdered.

For eight years Craig was in charge of the British Army gymnasium and during that time was recognized as the leading broadswordsman of the army. He could cut a sheep though with one stroke of the sword.

For participation in the Egyptian campaign for the rescue of Gordon a medal was given him.

Coming to America, Craig was for some time instructor in the Armour Institute in Chicago, where his mother, over 80, still lives. In 1899 Craig was appointed to the Secret Service police and assigned to the White House service.

LONDON ON ROOSEVELT.

News of His Accident Takes First Place in the Papers There.

Special Cable Despatch to THE SUN.

LONDON, Sept. 4.—The news that President Roosevelt had been in an accident immediately ousted the other occurrences of the day from the bulletins of the newspapers. Universal satisfaction was expressed that he escaped. A leading Tory paper says that there are few public men in any country who are less likely than Mr. Roosevelt to suffer from the after effects of shock.

It is unusual to find a prominent English journal editorially discussing such an accident, which happily did not become of worldwide moment, but the *Standard*, which is a Government organ, devotes its leading editorial this morning to the matter. It observes that next to the German Emperor President Roosevelt is the most versatile of living rulers, and, like the Kaiser, he unites with mental vigor great bodily energy. It adds that with Tennyson's "Ulysses" he holds that not to shine in prosty nearly the worst fault a man can commit. Cowardice he regards as an unpardonable sin. Next to that come indolence and self-indulgence.

Mrs. Roosevelt Notified From Washington.

WASHINGTON, Sept. 3.—An account of the accident that befell the President's coaching party was received by Col. B. F. Montgomery, in charge of the White House telegraph system, shortly after it occurred. He at once sent a despatch to Mrs. Roosevelt at Oyster Bay, informing her of the accident and of the President's escape from serious injury. Later the following despatch was received from Secretary Cortelyou and forwarded to Mrs. Roosevelt:

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

GEORGE B. CORTELYOU,
Secretary to the President.

SHORE DEFENCES WIN AGAIN.

FLEET TRIES A SECOND TIME TO GET BY THE SOUND FORTS.

Gen. MacArthur Says Enemy's Ships Were Wiped Out—Kearsarge, Massachusetts, Alabama and Indiana Engage Forts Wright and Michie—Heavy Firing.

DESPATCH BOAT AVENEL, OFF FISHER'S ISLAND, Sept. 3.—The Red fleet of the Auranians under their alert Admiral, Higginson, made a second attempt this morning to force the passage of the Race and get by the strong forts that defend the eastern entrance of Long Island Sound.

Perhaps if it were possible to hold any communication with the four battleships that made the daring dash past the great guns of Forts Wright and Michie it might be recorded that the Admiral and his officers think they succeeded in their object and regard the victory as theirs. But to the observer not intimately connected with the naval service and uninfluenced, except by what he saw of the battle that was so splendid in its sham, there can be but the single opinion that the day was with the shore defences.

Gen. MacArthur, under whose immediate command the soldiers are working, came out in his yacht to see the finish of the fight, and as he turned back toward New London after the fleet had withdrawn he stopped long enough to reply to the hail of the Avenel that he regarded the victory as complete.

To us to whom the spectacular appeals and who are not concerned with scientific calculations of points won or lost, but only with the general result, it was a great show. We do not worry about the infinite and intricate details of preparation and action. We care not whether every man is in the proper uniform, whether every gun acts properly, whether all the thousand and one minor affairs pursue the correct course. But we do note with satisfaction and joy the magnificent sweep and play of the whole picturesque fight, the majestic forward movement of the great ships, the flutter of their beautiful flags in the fresh breeze, the gleam of their white wall sides and the roar of the guns of fleet and forts.

It was a little after 3 o'clock this morning when the watch on the Avenel heard the clank of the anchor cable aboard the Kearsarge and knew that the flagship was getting her anchor. At the same time the single letter P flashed from the signal lights of the flagship and was repeated by all the others. Then slowly the top light of the signal winked a few times and all went out together. On the Massachusetts, Alabama and Indiana the clank of the cable was heard and we knew that all four ships were going.

The searchlight at Fort Wright detected the changed position of the Kearsarge almost as soon as she started. The word of alarm must have been instantly telegraphed to every light which had the ships in range, for before the Kearsarge had swung entirely to her new course the beams of all the seven lights from Napatree Point to Fort Terry were concentrated upon the ships, and, as one of the sailor men on the Avenel said, it was as light as if there was an arc light on the next corner.

Slowly the ships started. One by one they swung off to the eastward, following the Kearsarge.

It soon became apparent to those on the Avenel that the eastward movement of the battleships was only a blind. The Kearsarge turned more and more to the north and as the others followed her lead it developed gradually that an attempt was to be made to pass Fort Wright.

It soon became apparent that in planning the movement Admiral Higginson had had the advantage of an intimate knowledge of the location of the guns in Fort Wright. He kept well up to the north, almost as if he intended to try to get through the shallow passage into Fisher's Island Sound. But he was only protecting his ships from the big guns he was seeking to attack by keeping so close under the bluff eastern shore of the island that it was impossible to reach him from the fort.

Off Wilderness Point the Kearsarge swung to the southward to round the point, and this opened out the fort and brought the Red Admiral within range of the guns that were waiting for him. As his three fellows in the desperate attempt followed his lead it was seen that all their turret guns were trained to starboard ready for business and the crews were standing by.

It seemed that almost before the Kearsarge was well clear of Wilderness Point the fort opened. It was then eight minutes past 5 o'clock. The Kearsarge was still not in such a position that the Admiral thought it would be advantageous to begin firing, for it was not until three minutes had elapsed that, at 5:11, the flagship broke out her battleflags and opened with the starboard battery, firing the regular blanks in the secondary battery and one-pounder sub-calibre in the great guns.

The battleflags of the Massachusetts, Alabama and Indiana caught the breeze almost the instant that those of the flagship did, and as they floated out on the northwest wind the gunners in the forts saw them and began to deliver a terrific fire.

Hard behind the flagship came the Massachusetts and the Alabama. At 5:14 they rounded the point almost together, and opened with their entire starboard batteries. For some time the guns of Fort Terry, down on Plum Island, had been whanging away, and there was speculation among us as to what they thought they were shooting at, and if by any chance some of the Red fleet had undertaken to make a diversion in that direction, while the main attack was delivered on Fort Wright.

Now there came a few puffs from Fort Michie on Great Gull Island, and it became clear that they thought they could be of some assistance to the gunners on Fisher's Island. But it is doubtful if they get any credit from the arbitrators for their well-intended but very long-ranged work.

The Indiana was two minutes behind the Alabama in rounding Wilderness Point and coming into action. Before they swung into position where their guns were available all the ships had trained their turret guns to starboard. The speed cones, hauled clear up the signal yards, indicated that all the big fighters were steaming at full speed, which meant, of course, the full speed indicated in the orders of the Admiral. They were making somewhat better than ten knots, a speed which will no doubt cut a large figure in the reckoning of the averages and the valuation of the shots that were fired at and by them.

The range at which they opened was somewhat less than 2,500 yards, and this was steadily cut down as they approached Race Rock light.

First the mortar battery of the fort delivered a rapid fire, but the decreasing range soon brought the ships within the minimum range of the mortars and they ceased firing. Then, as the battleships reached Race Rock, they swung outside of it and turned to the northward toward Hay Harbor. Here again they came beyond the minimum range of the mortars and the battery reopened with salvos that resounded across the water almost like the report of a single gun of giant size. The firing by the ships had slackened noticeably, and now it became unsteady.

At the beginning the Massachusetts and Alabama had fired much faster than the others, and all the time the Massachusetts maintained the fire most steadily of the four battleships. But as she turned round Race Rock the Kearsarge spurted, and for a few moments she covered herself with her own smoke, firing with tremendous rapidity. This turn began at 5:26, and throughout it both ships and shore batteries delivered a very heavy fire.

As the ships ranged along the west side of the island they drew into very short range. It could not have been much more than 1,000 yards, and at times it looked to be less than half that. It was so short that the mortars of the fort were useless against the ships, but it brought them well within the fire of the small, rapid-fire rifles which were cut loose with great vigor.

Still, the Massachusetts was maintaining her heavy and sustained fire, but the Indiana was noticeably slow with her guns, and the Kearsarge was firing in spurts, at times with great rapidity and again very slowly. The Massachusetts and Indiana were listed heavily to starboard under the weight of their 13-inch guns, but the Alabama and the Kearsarge stood up like the traditional church.

At 5:53 the Kearsarge put her helm to starboard and swung out to turn back on her course. The big guns of the fort were useless against her in the position she then held, but a small battery that had been posted close to the shore was firing away as gayly all the time as if it would not have been chased away at the first sound in a real engagement.

Along the hill back of the fort stood a crowd of soldiers, and the men on the few stray yachts and other boats lying within range were all gazing at the spectacle. The steam yacht Kanawha, that is doing duty as the special despatch boat of Gen. MacArthur, was out with the General and Col. Barry, his chief of staff, and some other officers watching the engagement.

As the ships completed the turn in Hay Harbor the Massachusetts went rapidly to the head of the column. The Kearsarge had already opened with her port battery and for a minute she was blanketed by the Massachusetts, which was now firing with great rapidity. Back over their line went the four battleships, firing in the old way, the Massachusetts very fast, the Alabama with her, the Kearsarge in spurts and the Indiana apparently when she could.

All the time the fort pounded away, and as the ships drew outside of Race Rock again the mortars began once more. It was twelve minutes past 6 o'clock when his turn was made and the attacking fleet swept back into the Race.

During this passage of the Race the fire of both fort and ships was fitful, as if each side thought it had won and was only replying to the occasional lingering shots of the enemy. It was half past 6 when the Kearsarge was clear of the Race and bore away to the eastward, headed for Block Island. The battleflags came down, and in single column the fighters steamed for a rest in their advanced base.

Gen. MacArthur had been following closely. Now the Kanawha turned and started back for New London. As the Avenel came up both yachts stopped and the General was asked how he regarded the action and what he thought of the result. In reply Col. Barry shouted through the megaphone:

"We regard the result as very favorable."

"Do you make any estimate of the damage to the enemy?" he was asked.

"They were wiped out," he replied. Then the General steamed on to find out how many of the battleships had been blown up by mines or such things before ever they fired a gun.

NEW LONDON, Sept. 3.—The following official report of the engagement was posted this morning at Gen. MacArthur's headquarters:

FORT TRUMBULL, 10 A. M.

At 5:10 A. M., the Alabama, Kearsarge, Massachusetts and Indiana were reported moving to Fort Wright at 6,500 yards' range and were at once engaged by all guns at fort, assisted by Fort Michie, the fire commander of which fort later claimed putting the Kearsarge and Indiana out of action.

The ships continued to approach Wright, got well within the lowest range at which the mortars can be used, being subjected to murderous fire of all big caliber rapid-fire and small caliber guns.

The fleet passed along the front of the forts. They fell in column, rounding in to Fisher's Island Sound to take batteries in reverse. At 6:40 A. M. the fire commander at Fort Wright claims destruction of all four battleships, which had been continuously under fire of the fort since 5:13 A. M. The fleet was then passing in column southward in direction of base. It was reported just north of Block Island. At 7:30 and 9:25 A. M. the four battleships are reported off New Harbor. The report of fire commander at Fort Wright is as follows:

PROSPECT HILL, Sept. 3, 1902.

9:10 A. M.—Fire Commander Fort H. G. Wright reports first ship, Kearsarge, put out of action at 5:20 A. M. The second ship, Massachusetts, put out of action at 5:29 A. M. The third, Alabama, at 5:39. The fourth ship, Indiana, put out of action at 5:35 A. M. All ships were repeatedly fired upon by all guns at short range, 3,000 to 4,000 yards, and could have been declared out of action several times over. Indiana was also put out of action at 6:37 by fire from Fort Michie.

DAVIS,
Commanding New London Station.

THE TAKING OF PROSPECT HILL.

As the ships neared Fisher's Island they opened their 6-pounders upon the signal station on Prospect Hill. Their plan was to destroy the station and they kept up such a hot fire that there was no doubt about its destruction. For five minutes the fire was so hot that the signal men were forced to leave the station and, accompanied by Col. Davis, the artillery commander, they sought shelter under the side of the hill. The fleet sent a landing party to the north side of the island and succeeded in putting several hundred men ashore.

The next report from Fort Wright showed that the signal station on Prospect Hill was in the hands of the enemy. The Auranians took the signal station in reverse and later cut the cable connecting Fisher's Island with the mainland. The umpires declared the signal office and headquarters to be out of action. They took charge of the instruments and prevented the sending of any message to the other forts.

The landing party at Prospect Hill say that by reason of the number of points acquired by the battleships in their first bombardment of the forts they scored a victory and silenced the shore batteries. This is denied by the fire commanders of both Fort Wright and Fort Michie, who say that from the time the enemy started through the Race at a range of over 6,000 yards, they poured an accurate fire of heavy shell into the sides of the Auranian vessels. The 12-inch guns worked beautifully and for nearly two hours hurled thousand-pound shells at the ships with terrible effect.

The absence of rapid-fire guns on shore accounts for the disabling of the Prospect Hill signal station.

ATTACK ON FORT RODMAN.

Admiral Coghlan's Squadron Engages the Shore Batteries.

NEWPORT, R. I., Sept. 3.—Three ships of the hostile fleet, assisted by a number of smaller craft, to-day engaged the batteries of Fort Rodman, defending New Bedford, and kept it up for an hour and a half. When the shore batteries and ships ceased firing, shortly after noon, the people of the squadron were satisfied that they had put up a pretty good fight, but they did not know whether they had won or been whipped.

The naval force was composed of the armored cruiser Brooklyn, the protected cruiser Olympia, the monitor Puritan, the cruiser Montgomery, the cruiser yacht Mayflower, the gunboats Gloucester and Peoria, the yacht Aileen and the tug Leyden. Rear Admiral Joseph B. Coghlan was in command, with the Brooklyn as his flagship.

The squadron got under way after dark last night and proceeded to off the Vineyard Haven lightship, near Cuttyhunk, where anchors were let go at 1 o'clock this morning. The contingent of Massachusetts Naval Militia which had been stationed ashore at Gay Head, was brought off to the Olympia on the tug Nina at 5 o'clock.

After breakfast the commanding officers of the squadron went over to the Brooklyn, where the plans for the attack on Fort Rodman were finally arranged. The conference was over at 10 o'clock, and half an hour later the ships got under way, heading for New Bedford.

As the ships came into Buzzards Bay, the battleflags fluttered to the masthead and bugles and gongs sounded general quarters. The ships had already been cleared, guardrails being drawn and all impediments removed. Admiral Coghlan had given verbal instructions to his captains and the battle was fought without any important order by signal from the flagship.

At 10:45 the ships came into action. They were then 11,000 yards from the fort which bore away on the port bow. This is the extreme effective range of the disappearing guns ashore. The Puritan led off in the attack, but the Olympia reserved her fire until she was 9,000 yards, or four and a half miles, from Fort Rodman. This was at 11:02 o'clock. The order to fire with the 8-inch gun was promptly obeyed. The Montgomery and her consorts crawled up under the shelter of the western shore and fired over it at the fort, which could not send its shells with any effect in their direction. The Aileen, manned by New York Naval Militiamen, popped away with her 1-pounders like a good fellow, but she was soon ordered to get out beyond the line of large vessels.

The Montgomery, the Mayflower and the Gloucester kept up quite a racket and were hardly visible through the smoke their batteries made.

The Puritan, the Olympia and the Brooklyn fired slowly and deliberately, the first named with her twelves and the others with their eights. At 11:05 the range was 8,000 yards. Here the 5-inch guns of the Olympia came into play.

Down went the range to 5,000 yards and Capt. Lyon of the Olympia gave the order "Fire with the 6-pounders." Whang! Whang! Whang! they went viciously and loudly. The roar was deafening. The Puritan and the Brooklyn joined in with their 6-pounders and the little fellows hugging the shore caught the inspiration and banged away with a will.

At 11:32 the order was "Full speed ahead." The firing immediately became lively at 4,000 yards. The Olympia ploughed along under a thick pall of smoke and the Brooklyn began to make herself heard. The roar from her was terrific. The fort was less than two miles away, but still the ships went on. When the range was 2,700 yards the Brooklyn stopped and began backing at full speed. The Olympia and the Puritan began to back also, and the Peoria and the Leyden, wondering what was the matter, switched out of their places as scouts and moved farther away from shore.

It was not long, however, before the three heavy fellows resumed their forward course and approached within one mile of the fort.

At 12:11 all the ships ceased firing and the Montgomery, the Gloucester and the Mayflower drew out from shore. At 12:15 the fort fired its last shot and the battle of New Bedford was over.

CAN'T CATCH LIEUT. SNELL.

He Is Still Sending Messages to the Army From Block Island Station.

NEW LONDON, Sept. 3.—A report received by Gen. Greely to-night is that the signal station on Beacon Hill has been recaptured by the Signal Corps men. This station was captured by the marines when Rear Admiral Higginson first took Block Island and established his base there. At that time Lieut. Snell, of the Connecticut Signal Service, escaped with one private. Since that time he has been roaming about the island, chased from one end to the other. Several hundred marines have been patrolling Block Island in all directions trying to take Lieut. Snell a prisoner, and thus end the signal work by flag and heliograph, which Lieut. Snell has performed ever since the enemy landed.

Lieut. Snell is an electrician for the Hartford Railway Company, and his daring work from Block Island has caused much amusement among the officers here, who say that he is being chased night and day. Late this afternoon he appeared on top of Beacon Hill and before the eyes of the marines established a heliograph station there and sent signals to the station at Point Judith. The marines came after him on the trot, but by the time they reached the hill he had fled and could not be found. Later the marines returned to their camp and he again appeared on the hill and sent messages to the mainland, telling of the movements of the fleet.

TRADES UNION CONGRESS.

American Delegate Says If Miners Are Beaten Now They Will Renew Fight Later.

Special Cable Despatch to THE SUN.

LONDON, Sept. 3.—The Trades Congress resumed its sessions to-day. Delegates Dolan and Blackman, from the United States, appeared and were welcomed. Mr. Dolan made a speech to the delegates, in which he said the workingmen in America were ahead of the British in regard to the eight-hour day. The miners generally had obtained the shorter day and were earning more money than when they worked nine hours. The English workman, he said, were ahead of their American colleagues in the matter of electing representatives of labor to Parliament.

Referring to the coal strike Mr. Dolan said: "Whether this contest, which is very bitter, will end in victory for the workers or the mine owners I am not prepared to say. If the men lose, however, it will not do so much injury to their union as many people think. If they lose this strike they will rebuild their union and strive again to obtain their rights."

PASSENGERS WERE IN A PANIC

Steamship Scot Outrides the South African Gale and Reaches Port.

Special Cable Despatch to THE SUN.

CAPE TOWN, Sept. 3.—The Union-Castle Line's mail steamship Scot, whose non-arrival here on time caused some anxiety on account of the severe gale which wrecked many vessels in Algoa Bay, has reached port safely. She had a hard time of it, though. Two hundred and fifty native deck passengers, terrified by the storm, broke into panic and had to be driven below and strongly guarded. The steamship Briton of the same line, which was reported ashore, arrived at Natal yesterday.

CORNER IN EGYPTIAN CORN.

Merchants Do Not Expect a Good Crop Next Season.

Special Cable Despatch to THE SUN.

CAIRO, Sept. 3.—There have been further and apparently valuable discoveries of coal beds at Rosario, in the Soudan.

The corn merchants at Assonan have formed a trust. The very slow rise of the Nile augurs a bad harvest next season. The corn merchants are, therefore, buying up all corn and other cereals on the market, with the expectation of realizing large profits.

NEW YORKERS HURT IN ENGLAND

Mr. and Mrs. Pogson Run Down by Trolley Car While Bicycle Riding.

Special Cable Despatch to THE SUN.

MANCHESTER, Sept. 3.—Arthur Pogson and wife of New York, while riding a tandem bicycle here yesterday, were run down by an electric car. Mrs. Pogson was thrown on her head and is suffering from concussion of the brain. She also had one of her wrists fractured. Mr. Pogson's head was cut.

Death of Lord Connemara.

Special Cable Despatch to THE SUN.

LONDON, Sept. 3.—Lord Connemara is dead. He was born in 1827 and was created a baron for distinguished service as Under Secretary of Foreign Affairs for ten years. He was the fifth son of the Earl of Mayo. He was a member of Parliament for King's Lynn from 1868 until he was appointed Governor of Madras in 1887, which post he held for four years. He was the author of a work on parliamentary precedents.

To Reduce Suez Canal Rates.

Special Cable Despatch to THE SUN.

PARIS, Sept. 3.—The directors of the Suez Canal Company have decided to reduce the rate for transit through the canal after Jan. 1 50 centimes a ton.

JEROME IN A NEW CRUSADE.

CITIZENS' UNION BEHIND HIM AND THE POLICE TO BE HIT.

Reilly Raid Is Only the First of a Series Intended, It Is Said, to Show the Failure of the Low Administration to Curb Vice—Union Supplies Funds for Them.

Persons familiar with the inner workings of the present city administration saw yesterday in the raid by District Attorney Jerome on the Reilly Association's clubhouse in East Eighty-eighth street and the subsequent arrest of Police Captain Creedon's wardman, new evidence that the Citizens' Union and Mr. Jerome have decided to cut loose from the fusion forces and expose present conditions in regard to gambling houses, poolrooms and other illegal resorts. This condition, Mr. Jerome declares, is worse than under Tammany's administration and the police are even more actively concerned than they were under Tammany in the operation of the illegal resorts.

When a conference was held some time ago between the officers of the Citizens' Union, Mayor Low and others, the Mayor defined his attitude toward the police force by saying that he was perfectly satisfied with the work done by Commissioner Partridge and did not intend to make any change in the management of the Police Department.

As a result of this statement, it was said yesterday the officers of the Citizens' Union decided that in the future they would have nothing more to do with the Police Department, but would make all their complaints to the District Attorney, and they have done this. The Citizens' Union has all the money it wants and has a corps of detectives at work. Mr. Jerome knows of all the moves that have been made or are contemplated and he is advising and directing the detective staff.

Despite this, Mr. Jerome's attitude toward the Police Commissioner, personally is very friendly. He said yesterday that Col. Partridge had been apprised of the case against the Reilly Association right along.

"There have been many efforts to create ill feeling between the Commissioner and myself, but they have not succeeded," said the District Attorney. "He has helped me in every way he could instead of telling me to mind my own business, as a smaller-minded man might have done. Also, he is hampered to a great extent by the men in the department. In twenty years you could not get the police force in such a condition of honesty that it would not become worse than ever again if left alone for a couple of years."

"Are you going to keep on raiding poolrooms?" Mr. Jerome was asked.

"I will not go hunting for them," he replied, "but if any one brings me information concerning one I will certainly raid it. I mean that I will make no raids unless the police are concerned and I guess all poolrooms are run directly or indirectly through corrupt policemen.

"As far as poolrooms and gambling houses are concerned the winter is not over yet. It is likely to be a hard winter, with the price of coal pretty high."

The prominence of the part the Citizens' Union will take in the anti-gambling crusade contemplated by the District Attorney this winter will depend largely upon how the Board of Estimate acts upon the request of the District Attorney for an increase in his contingent fund. If the board turns down the request Mr. Jerome says he can get plenty of money. The supposition is that the Citizens' Union is the source from which the money will come.

It was intimated yesterday that in future players captured in raids on gambling houses, who are now allowed to go free, may be taken to police stations and used later before the Grand Jury as witnesses against the gambling houses.

The hearings resulting from the raid upon the Reilly club are set down for Sept. 11 before Justice Holbrook of Special Sessions. William E. Reilly, proprietor of the club, who is said to be a bookmaker, gave himself up at the District Attorney's office yesterday. He and Wardman Downes were released under $1,000 bail each, pending the hearing.

Capt. Creedon says that he stands by his report that the club was not doing anything contrary to the law.

LIPPINCOTT HELD IN $10,000.

His Defalcations Will Reach at Least $12,000, It Is Announced.

MONTCLAIR, N. J., Sept. 3.—Thomas C. Lippincott, the cashier of the Montclair Water Company, who was arrested yesterday upon a charge of embezzlement, waived examination in the Montclair police court this morning, to appear before the Grand Jury. In default of $10,000 bail Recorder Henry L. Yost committed him to the county jail in Newark.

The amount of the young man's defalcation, it was announced this morning, would reach $12,000 or more. Edwin G. Adams has been engaged to defend Lippincott.

TO USE ALTERNATING CURRENT.

Baltimore-Washington Road First Line to Be Equipped.

PITTSBURG, Pa., Sept. 3.—What is said to be the first electric railway operated by the alternating current will be installed by the Westinghouse Electric Manufacturing Company.

The railroad will connect Baltimore and Washington and there will be a branch line to Annapolis, a total length of forty-five miles.

Clarence Mackay Sails.

Special Cable Despatch to THE SUN.

LONDON, Sept. 3.—Clarence Mackay sailed from Liverpool for New York on the White Star line steamer Teutonic to-day.

More Fighting in Hayti.

WASHINGTON, Sept. 3.—Capt. McLean, commanding the cruiser Cincinnati, under date of Aug. 28, off Cape Haytien, has reported to the Navy Department that there has been two days fighting about Limbe. He also said that he had seen nothing of Admiral Killick, commanding the Haytian gunboat.

The Weather.

The storm which was on the west Gulf coast joined that in the upper Mississippi Valley and the combination was showing great force over the upper Lake regions and was moving eastward, attended by high winds throughout the Northwest and the upper Lake section.

There was a scant rainfall, but there were several heavy thunderstorms in eastern Minnesota and Michigan. Several local showers occurred in the Southern States, principally in Mississippi, Alabama and Tennessee.

There was an area of high pressure, with a decided fall of temperature and a cold wave moving down over Montana. The temperature at Havre, Mon., touched the freezing point in the morning and a heavy frost was reported in Montana and North Dakota.

In this city the day was cloudy and slightly cooler; wind fresh easterly; average humidity, 56 per cent.; barometer, corrected to read to sea level, at 8 A. M., 30.08; 3 P. M., 30.06.

The temperature as recorded by the official thermometer, and also by THE SUN'S thermometer at the street level, is shown in the annexed table:

	Official		Sun's		Official		Sun's
	1902.	1901.	1902.		1902.	1901.	1902.
9 A. M.	71°	72°	71°	6 P. M.	78°	73°	75°
12 M.	76°	75°	75°	9 P. M.	72°	69°	72°
3 P. M.	76°	77°	76°	12 Mid.	71°	68°	72°

WASHINGTON FORECAST FOR TO-DAY AND TO-MORROW.

For eastern New York and eastern Pennsylvania, showers to-day, followed by clearing and cooler; fresh south to west winds; fair to-morrow.

For New England, showers to-day; fair and cooler to-morrow; fresh south winds, shifting to west.

For the District of Columbia, Maryland and Delaware, clearing and cooler to-day; fair to-morrow; light to fresh west winds.

For New Jersey, showers to-day, followed by clearing, cooler in northwest portions; fair to-morrow; fresh south to west winds.

Events in Society and Other Matters of Interest to Women

are more fully and intelligently handled by THE SUN and EVENING SUN than by other daily mediums.—Adv.

DR. EDWARD EGGLESTON DEAD.

The Author of "The Hoosier Schoolmaster" Dies at His Home in Lake George.

GLENS FALLS, N. Y., Sept. 3.—Dr. Edward Eggleston, well known for many years as a writer of fiction and history, died early this morning of a stroke of apoplexy in his home, Owl's Nest, on Durham Bay, Lake George. Dr. Eggleston's health for years has been poor, and latterly it has been feebler than common, although his condition was not regarded as serious until he was stricken with the final illness last night. He would have been 66 years old had he lived until Dec. 13, having been born in Vevay, Ind., in 1836.

Dr. Eggleston's first work to bring him fame was "The Hoosier Schoolmaster," published in 1871. The incentive to writing this book was a paragraph in Taine's "Art in Netherlands," wherein the French writer says men should write of places and people with which they are familiar, because then each writer becomes a specialist and his books are worth a respectful reading. Dr. Eggleston was raised among the scenes and people depicted in "The Hoosier Schoolmaster," and no man knew better than he the life, aspirations and quaint dialect of the early Indiana settlers. The book had an immediate success, for, in addition to delicate humor, it was marked by a sympathy with the subject which won all who read it.

Prior to making this hit Dr. Eggleston had been a Methodist preacher. His father died when he was 9 years old, and, handicapped by ill health from boyhood, he was thrown upon his own resources for such education as he got. It was in 1856 that he became a Methodist preacher, riding a four weeks' circuit in Indiana and working always up to the limit of his strength. His health gave way and he went to Minnesota, where he held several pastorates and was general agent for the Bible Society.

His first literary work began in 1866 with sketches for the *Little Corporal*, a children's paper published at Evanston, Ill., of which he afterward became associate editor. Subsequently he became editor of the *Sunday School Teacher*, published in Chicago, and he gained a reputation as a speaker at Sunday-school conventions. In 1870 he succeeded Theodore Tilton as editor of the *Independent* and came to New York to live. He afterward was editor of *Hearth and Home*, and from 1874 to 1879 held the pastorate of the Church of Christian Endeavor in Brooklyn. Later he retired to his picturesque home, Owl's Nest, on Lake George, and from that time until his death devoted himself exclusively to literary work. In addition to a number of novels, Mr. Eggleston wrote much on American historical topics.

Mr. Eggleston was a man of striking personal appearance, with a remarkably heavy head of hair and a flowing beard which made him conspicuous in any assemblage in which he might be. His energy and his indomitable will power alone made him capable of turning out the vast amount of work that he accomplished, handicapped as he was during all his life by ill health. He is survived by Mrs. Eggleston and three daughters, Mrs. Elwy Seelye, the historian; Miss Allegra Eggleston, the artist and illustrator of some of her father's works, and Mrs. Watson of Brooklyn. Dr. George Cary Eggleston of New York, a brother, also survives.

NELLA BAKER GOODWIN DEAD.

She Was the Actor's Second Wife and Got a Divorce From Him in 1898.

Mrs. Nella Baker Goodwin, who was the second wife of Nat C. Goodwin, the actor, died on Tuesday at her home, 337 West 101st street. She was a Buffalo girl who married an oil dealer named Pease from whom she obtained a divorce after a few months. Then she met Nat Goodwin and they were married in October, 1888. Goodwin's first wife, Eliza Wethersby, had died some time before.

One child, a son was born to Mr. and Mrs. Goodwin. He died in a few months and Goodwin and his wife went to reside at 226 West End avenue where they had many quarrels, one of which resulted in Goodwin leaving the house to reside at the Lambs Club. While his wife still lived in West End avenue he rented the house and sent her a notice to surrender possession. She barricaded the doors and held the fort for several weeks while Goodwin was trying to get her out.

Then she sued in the Supreme Court for a separation and alimony. Justice Truax granted her a decree and the counsel in the case brought about a settlement by which she agreed to release all claims for support on condition that Goodwin pay her $15,000. Goodwin paid over the money. In San Francisco he made the acquaintance of Maxine Elliott and he engaged her to take the place of Blanche Walsh, although he had previously engaged Miss Walsh as leading woman for his Australian tour.

Then Maxine Elliott sued her husband for divorce and Goodwin brought an action in the San Francisco courts against his wife. She defended the suit and won and in January, 1898, in New York got a verdict of divorce with $75 a week alimony.

Mrs. Goodwin's funeral services will be held at her late residence at 7 o'clock to-night and the body will be shipped to Buffalo for burial.

Obituary Notes.

Francis Larkin, Sr., died at his home in Emwillon place, Ossining, yesterday, in the eighty-third year of his age. Mr. Larkin was admitted to the bar in 1847. For many years he was a leading lawyer of Westchester county. He was remarkably successful as a jury lawyer and was counsel for the defence in many capital cases. He was a Trustee and President of the village of Sing Sing, a justice of the peace, and in 1881 was a Supervisor. He was a strong War Democrat, but he was the Republican candidate for Congress in 1884. He continued in active practice until the present year. He was the first president of the Westchester County Bar Association. Mr. Larkin is survived by his wife and six children, three sons and three daughters. The sons are Col. Francis Larkin, Jr., of Ossining; John Larkin, of the law firm of Stedman & Larkin, New York, and Adrian H. Larkin of Nutley, N. J., of the firm of Butler, Notman, Joline & Mynderse of New York. Adrian H. Joline of this firm married Mr. Larkin's daughter Mary.

Bernard Janin Sage, one of the counsel in the defence of Jefferson Davis, died in New Orleans on Tuesday night, aged 82. He was a native of New Haven, Conn., and went to New Orleans when a young man and began the practice of law. During the Civil War he was sent as an agent of the Confederate Government to England. After the war he moved to Washington, D. C., where he practised before the United States Supreme Court. He was the author of "The Republic of Republics" and other books supporting the Southern view of the relations of the States to the Federal Government.

Col. Frederic Martin died suddenly of apoplexy at Cranford, N. J., on Tuesday night. He was a member of Gen. Butler's staff at New Orleans, and during the General's campaigns with the Army of the James. He acted as Military Mayor of Richmond during the period immediately after the surrender of the Southern capital in 1865. Col. Martin was superintendent of the Brooklyn Elevated Railroad for a number of years, and later occupied a place in the New York Custom House.

Dr. Reuben Morris Sutphen, who was a practising physician in Newark for fifty-five years, died on Tuesday, at the residence of his son, Dr. Theron Y. Sutphen, in Short Hills. He was born near Princeton, April 25, 1819, and received his early education there. He took his degree in medicine from the University of New York in 1847. Dr. Sutphen for many years had been an elder in the South Park Presbyterian Church. His widow, daughter and son survive him.

Robert Forsyth Little, of 116 West Seventy-sixth street, a lawyer, is dead at Monticello, N. Y. Mr. Little was born in this city in 1844 and was admitted to the bar in 1868, one year after his graduation from Princeton. He was a member of the Bar Association, the Princeton Club, and the West Side Republican Club, and was deacon of the Collegiate Church. His widow, Mrs. Julia Whiton Little, one son