

GEN. JOSEPH B. CARR DEAD

Troy Mourns the Death of a Distinguished Citizen.

BRAVE SOLDIER AND ABLE CIVILIAN

Three Times He Was Elected to the Responsible Position of Secretary of State of New-York.

TROY, N. Y., Feb. 24.—The flags upon the City Hall and the State Armory in this city are at half mast in recognition of the death of Major General Joseph B. Carr of Troy.

Gen. Carr died at his home on Fifth Avenue at 10 o'clock this morning, after an illness of long standing, though he was confined to his bed only about six weeks. A cancer, which had its inception in the cheek and which later spread to the jaw and throat, was the cause of death. Gen. Carr was operated upon several times for the removal of the cancer at St. Luke's Hospital, New-York. Just before he took to his bed the General went to New-York to undergo another operation, but the sur-



Major Gen. Joseph B. Carr.

geon refused to operate, as the cancer's growth had extended to vital organs, and death under the knife would probably have resulted.

The General returned to this city knowing that his death warrant had practically been signed, but he met the issue with such courage that even his friends were unable from his bearing to learn that he had been obliged to give up hope. A few days after this the grip, which later developed into pleurisy, attacked the patient, and assisted the cancer in causing death. For two weeks Gen. Carr lay at the point of death, but his strong constitution fought away the ravages of disease until this morning. Death came peacefully, and the end was quiet.

Although death was generally expected, the news was in the nature of a shock, for Gen. Carr was one of Troy's best-known citizens, and commanded the respect of every one. He was prominent not only in the city's business and social life, but had attained State and National recognition in military and political matters. He had held many positions of responsibility and trust, and in none had he ever been found wanting. His sturdy, upright character and manliness were everywhere recognized, and the city had always been proud that he was one of her citizens.

Major Gen. Joseph B. Carr was born in Albany, Aug. 15, 1828. His parents came from Ireland in 1824, and settled in the capital city. Being persons of moderate means, the lad received what education could be had at the district schools, and at an early age he was apprenticed to a cigarmaker. He was alert and energetic, and it was not many years before he was a manufacturer of cigars. He was thus engaged when the civil war of the rebellion broke out, and he went to the front.

From early manhood he displayed a strong taste for the military, and his career in the militia was an enviable one. The Republican Guards of Troy, to which city Mr. Carr had removed some years previous, was the first step in his military life. Mr. Carr in 1849 offered himself as a candidate for a position in the ranks, and for a year carried a musket. By his conduct and efficiency, he won the commission of Second Lieutenant. From that time forward his progress was rapid. On July 10, 1859, he was made commandant of the Twenty-fourth Regiment, New-York State Militia, which he retained until the breaking out of the war. Col. Carr was one of the first to offer his services to his country, and on May 10, 1861, he was elected Colonel of the Second New-York Volunteers, and on the 18th of the same month left Troy at the head of his command for Fort Monroe, reaching there on the 24th and being the first, it is said, to encamp on Virginia soil. Col. Carr participated in the battle of Big Bethel, shortly afterward.

Before he had yet won his star, Col. Carr was placed in command of the celebrated "Jersey Brigade," and led that organization throughout the historical engagements of the Orchard and Malvern Hill. On the 7th of September, 1862, on the personal recommendation of Gen. Hooker, "for gallant and meritorious services in the field," Col. Carr was promoted by President Lincoln to the position of Brigadier General of Volunteers. At Bristow Station—one of the hardest-fought battles of the war—his gallantry was conspicuous, and he earned for himself the sobriquet of "the hero of Bristow."

He was engaged at Bull Run and Chantilly, and at Fredericksburg and Chancellorsville his gallantry was so marked that special mention of him was made in the reports. At the battles of Brandy Station and Kelly's Ford, he commanded a division, adding to his laurels. Subsequently he served with equal credit in the Army of the James, and at the surrender of Lee was transferred to City Point, which post was commanded by him for some time. On June 1, 1865, President Johnson commissioned him Major General by brevet for gallant and meritorious service during the war.

Soon after the war Gen. Carr returned to Troy, and started a large establishment for the manufacture of chains, a work that he had since been engaged in. In 1879 he was nominated by the Republicans for Secretary of State, his majority over Allan C. Beach, Democrat, being 1,875. In 1881 his plurality for the same office was 133,022 over W. A. Purcell. In 1883 Gen. Carr was re-elected for the third time by a plurality of 16,583, and had the distinction of running 30,000 ahead of his ticket, the Democrats electing the other four State officers by an average of 15,000.

It was this set of State officers which had, as the State Board of Canvassers, to pass upon the returns for Presidential Electors. The result was very close, and Gen. Carr was asked what he intended to do. He replied: "If Mr. Cleveland has a plurality, large or small, he will get it. The same is true of the other candidates; no matter whether friend or foe, with me he is to have justice."

In 1885 Gen. Carr went on the Republican ticket again, this time for Lieutenant Governor, but was defeated with the rest of the ticket. Gen. Carr was brought up a Roman Catholic, but when about middle age, he went into the Masonic fraternity, and was advanced to the highest orders, including the Knights Templar degree. When he ran for office some fanatics raised a cry against him that he was a deserter from his Church, and his enemies even went so far as to get out insulting posters and have them stuck up on fences. These were printed in black, with a large red cross in the centre. Gen. Carr was most liberal in his religious views, but, because of these politico-religious attacks, many votes were lost to him when he last ran for public office. After his retirement from public life he lived quietly. He submitted to several painful operations for removal of cancer from the cheek, which disease finally caused his death.

At the time the State militia was reorganized by the retiring of the superfluous officers of divisions and forming the guard

into five brigades, Gen. Carr was in command of the Third Division. This included all the military organizations of the State in the territory extending from Spuyten Duyvil to Canada and from the Hudson to Syracuse.

THE OBITUARY RECORD.

Frank L. Dubois.

Medical Inspector Frank L. Dubois of the United States Navy, stationed at the navy yard at Portsmouth, N. H., died suddenly yesterday from the effects of an apoplectic shock. He was fifty-seven years old.

He was appointed from Pennsylvania, entered the navy as Assistant Surgeon on May 22, 1862, was promoted to Passed Assistant Surgeon Oct. 30, 1865, made Surgeon Feb. 20, 1870, and Medical Inspector Sept. 12, 1888. His first duty was at the Washington Navy Yard, from June to September, 1862. While there he volunteered for extra duty with the army, after the second battle of Bull Run, and was present at the battle of Chantilly, narrowly escaping capture.

He next did service on the steamer Tioga, on blockade duty. The crew contracted yellow fever, and Dr. Dubois nearly died from it. On his recovery he went to the Mississippi squadron, where he remained until the close of the war. He went to Panama in 1866 in charge of medical stores. He was on the storeship Fredonia, which was wrecked by an earthquake and tidal wave at Arica in 1868, Dr. Dubois being one of the five persons saved from the wreck.

He afterward was stationed at the naval hospital in Chelsea; was on the Dictator and hospital ship Pawnee, at Key West, from 1871 to 1874; was on the steamer Michigan on the great lakes from 1874 to 1877; was on the European station from 1877 to 1881; was a member of the Examining Board from 1881 to 1884; was on the Galena from 1884 to 1887; was at Portsmouth Yard from 1888 to 1891; was on the European station from 1891 to 1894, and was ordered to the Portsmouth Yard about three months ago. He leaves a wife, one son, and one daughter.

John P. Zane.

John P. Zane, one of the best-known men in Northern Pennsylvania, died at his home, on Congress Street, Bradford, Saturday. He was born in Bridgeport, N. J., in 1826. His ancestors were among the pioneers of New-Jersey. He caught the gold fever in 1851 and went to California by way of the isthmus. His life on the coast at this period was a stirring one.

He was a member of the Vigilantes when John W. Geary, afterward Mayor of San Francisco, and Governor of Pennsylvania, was the grand organizer. Mr. Zane was a delegate from California to the Republican National Convention that nominated Abraham Lincoln for President, and in July, 1861, Lincoln appointed him Appraiser of the Port of San Francisco. Soon after assuming his official duties he ascertained that the French importers of wine were sending cargoes of wine into this country falsely labeled, and cheating the Government out of thousands of dollars. He promptly put a stop to this and raised a storm of opposition from the importers. They charged that Mr. Zane used wines belonging to the Government to influence voters in the Legislature, and wanted him removed.

Mr. Zane's reply to this charge greatly amused the President. It was that the Appraiser was required by law to sample all wines invoiced. Not being a judge of wine himself, he delegated that duty to some one else, and he knew of no one so capable of judging as the members of the Legislature. Lincoln declined to remove him.

Mr. Zane received the first charter for a street railway granted by the California Legislature, and built the first street railway in San Francisco. He came East in the interests of the road, and at that time the oil business attracted his attention. He was well pleased with it, and has since been an oil producer. He went to Bradford in 1877.

Mrs. Marion Beck Bathgate.

Mrs. Marion Beck Bathgate, who was buried in Woodlawn yesterday, was an owner of the great Beck Bathgate estate, in the upper section of the city. The Becks were dry goods merchants and purchased an immense tract of land. The founder of the Bathgate fortunes was a farmer who worked for Gouverneur Morris and accepted a large piece of the latter's property in lieu of wages. The two families were united in marriage, and the estates were consolidated. Most of the Bathgate estate is now included in Crotona Park. The city is endeavoring to acquire two additional acres of this estate and the heirs are resisting proceedings in condemnation because the city, if successful, will take a portion of the old family mansion.

John Steele Tuttle.

John Steele Tuttle, a retired hide and leather merchant, died Saturday at his home, 50 West Twenty-fifth Street, after an illness of only two days. He was born in Windham, Greene County, this State, Aug. 15, 1811. When a young man he came to this city and engaged in the hide and leather business in Gold Street with Jacob Van Wagnen, who is still living. For a number of years Mr. Tuttle lived in Stapleton, S. I., and was a Vestryman of the Protestant Episcopal Church there. When he removed to this city he was identified with Trinity Church. Mr. Tuttle was a member of the Fleetwood Driving Club. His brother, George W. Tuttle of Bath, N. Y., and a daughter, Mrs. John Stout, survive him.

OBITUARY NOTES.

Philip Collins, known by politicians throughout Pennsylvania as "Phil" Collins, died at his home, in Ebensburg, Sunday night, aged seventy-four years. He was noted as a railroad contractor, having been associated with his brother, Thomas Collins of Bellefonte, in the construction of railroads for the Pennsylvania Railroad Company and other companies. The celebrated Sand Patch Tunnel, near Cumberland, was one of their greatest and most successful undertakings, many prominent contractors having lost fortunes in attempts to build it. Both "Phil" and "Tom," as they were familiarly known, lost their great fortunes in the Brazilian Government railroad contract enterprise, which utterly collapsed as a result of the Government's failure to raise the money. They were not long in recovering much of their lost ground, however, Philip dying in comfortable circumstances, and his brother now being regarded as a very wealthy man.

—Major William H. H. Comstock of New-London, Conn., died yesterday at the age of seventy-six. He was a direct descendant of John Comstock, who came to this country in 1635 and settled in Connecticut. Major Comstock was for many years a Director of the New-London City National Bank. He served as Paymaster General of the State under Gov. Bissell in 1847. He represented East Lyme in the State Legislature in 1848, and was elected to the Senate in 1854, being one of the six senior Senators selected to serve as members of the corporation of Yale College. He was Postmaster of East Lyme under Presidents Fillmore and Lincoln.

—Samuel Dana Horton of Ohio, a prominent bimetallicist, died Saturday at the Garfield Hospital, Washington, of Bright's disease. He was fifty-two years old and was born at Pomeroy, Ohio. He was a delegate to the Paris Monetary Conference.

—Gen. Oscar W. Sterl, Colonel of the One Hundred and Fourth Ohio Regiment in the war, died suddenly at his home, in Rutland, Vt., Saturday.

—Charles W. Foster died Saturday at his home in Red Bank, N. J. He was a humorous writer and contributed to several New-York weekly papers.