

AUSTIN CORBIN DEAD

Thrown Out of His Carriage at Newport, N. H.

LIVES ABOUT SEVEN HOURS

Suffers Severely a Portion of the
Time from His Injuries.

LEG BROKEN AND HEAD BADLY CUT

His Scalp Laid Bare with Two Great

Gashes and His Lips and Chin

Frightfully Lacerated.

JOHN STOKES, HIS COACHMAN, DEAD

Corbin Edgell, His Nephew, and Dr.

Kunzler, a Guest, Seriously Hurt—

The Family Witness Accident.

NEWPORT, N. H., June 4.—Austin Corbin died here this evening at 9:42 o'clock of injuries received by being thrown from a carriage.

John Stokes, the coachman, also received fatal injuries, and died at 6 o'clock.

Corbin Edgell, nephew of Mr. Corbin, and Dr. Paul Kunzler, the other occupants of the carriage, were injured severely. Mr. Edgell's right leg is broken in two places between the knee and ankle. Dr. Kunzler has a broken arm and a sprained ankle.

The accident took place at 3 o'clock this afternoon, when the party started from Mr. Corbin's country house on a fishing trip. They rode in an open carriage drawn by a pair of horses which the coachman, Stokes, was driving.

Just as they were moving out of the yard, the horses, which were being driven without blinders for the first time, shied, and all the occupants were thrown down an embankment against a stone wall.

Members of Mr. Corbin's family and guests at the house who were seated on the piazza saw the accident, and all hurried to the assistance of the unfortunates. With the help of the farm hands, they conveyed them to the house, and as quickly as possible doctors were summoned from Newport Village and from Claremont.

Mr. Corbin's injuries seemed to be very severe. The doctors found, for one thing, that he had a compound fracture of the right leg above and below the knee, and they quickly reached the conclusion that it would be necessary to amputate the leg. The operation was not performed, however, it being the desire of the family that it should be deferred until physicians from New-York and Boston should arrive.

Messages were sent to Dr. Bull of New-York and Dr. Cilley of Boston to come to Newport with all possible speed. Dr. Cilley arrived here on a special train just before Mr. Corbin's death.

It is supposed that the injuries that caused Mr. Corbin's death were those of which the outward marks were two great cuts in his forehead. On the front of his head there was a cut fully four inches long, which laid bare his scalp; on the right side of the head was another cut three inches long. Mr. Corbin's face also was cut and torn, particularly his chin and lips.

He was conscious when taken from the ground, and retained consciousness for a long time.

Everything possible was done to alleviate his suffering, but his injuries were of such a nature that necessarily he experienced a great deal of pain.

Mr. Corbin's son, Austin Corbin, Jr., came on a special train from Boston, which arrived here at 11 o'clock. All the other members of Mr. Corbin's family, with the exception of George S. Edgell, his son-in-law, who is in the West, were present at the deathbed.

MR. CORBIN'S CAREER.

The Very Embodiment of Energy Throughout His Life.

Austin Corbin was born in Newport, N. H., July 11, 1827. He was of old New-England ancestry and was a Yankee of the Yankees in mental and physical make-up.

His father was a farmer, who was many times elected to the Legislature of New Hampshire. The elder Corbin was not a rich man, and his son started in life with the usual endowment of Yankee boys—abundance of brains and courage. After receiving a moderate amount of schooling, he taught a country school himself and tamed some "terrors" in the teaching. He studied law with Chief Justice Cushing, of New Hampshire, and Gov. Metcalf, of Rhode Island, and finished the course at the Harvard Law School, where he received his degree in 1849. He practiced while at home, but in 1851 removed to Davenport, Iowa, where he remained until 1865.

Though successful as a lawyer, Mr. Corbin did not practice long. He became a partner in 1854 in the banking firm of Macklot & Corbin, which was the only concern of the kind in Davenport which did not suspend payment in the financial panic of 1857. Corbin organized the first National bank, which began business under the National Currency act of 1863. The bank was successful, and Mr. Corbin was enabled in 1865 to come to New-York with a considerable fortune. Here he founded the Corbin Banking Company, and acquired interest after interest until he became one of the leading financiers in the community.

One distinctive and most creditable thing about Mr. Corbin was the fact that he was

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always a builder. Property that he handled invariably became better. Thus the rejuvenated Long Island Railroad was the work of Corbin, and to him New-York owes almost all that is good at Coney Island.

Mr. Corbin first visited Coney Island in 1873. His infant son was ill, and the physician had ordered him to the seaside. The Corbin family put up at the only respectable hotel, which was at the west end. Mr. Corbin, being anxious about his boy, spent much time on Coney Island, which then had a very bad name. The east end was a desert waste; the west end was given over to the revels of the worst of characters.

Mr. Corbin one day set out to explore the east end. He found a deep creek running where the Brighton Beach Hotel now stands, but took off his boots and stockings and waded. Beyond he found miles of sand dunes, lapped by whitecaps and swept by sea breezes.

Mr. Corbin made up his mind he had found a site for a great hotel, and, after talking the matter over with a few friends, set a Coney Island man at work to buy the necessary property by the acre. He offered this man a large amount of stock for his trouble, but the Coney Islander was too shrewd, and preferred a small sum of ready money.

When Corbin's Manhattan Beach project was fairly unmasked he was generally pronounced mad, but when the Manhattan and Oriental Hotels arose, people changed their minds, and the two achieved a popularity which has grown constantly.

Mr. Corbin went at the ocean as at every other antagonist. He made no flimsy preparations against the wrath of the unruly Atlantic, but put a solid bulkhead along the shoreline that so far has been respected. Damage from storms at Manhattan Beach is almost unknown, save in the case of the Marine Railway.

Mr. Corbin loved Manhattan Beach, and during the Summer days of great crowds went there very frequently watching his servants and seeing that everything was going properly.

"Why don't I retire?" he said one time, in answer to the question of one who accused him of working harder than any three of his clerks. "I don't care to retire. This is my pleasure. I like to see the machine run, to help to run it, and to feel that I am steering it. It pleases me beyond anything else that it is going well. If some one took me in the finest conveyances on a trip around the world, looking upon the most wonderful sights, it would only bore me. This work is my pleasure."

Mr. Corbin was very particular about the reputation of his beach, and one of the few occasions on which he ever offered to bet was when a gentleman told him that gambling was going on at Manhattan. He grew quite excited and offered to stake any sum that the speaker was in error. When informed that children daily gamboled on the beach, he subsided but did not seem to consider it a joke.

Immediately following his success with Coney Island, Mr. Corbin turned his attention to Long Island, and the Long Island Railroad, which at that time was in the hands of several different companies, all insolvent.

Long Island at that time was an almost unknown territory to others than natives. In spite of its beauty and healthfulness and availability for sustaining a large population, it was standing still. Its roads were disgraceful, and its railroads a laughing stock.

Corbin quietly secured control of all the various little railroads and united them, making at the same time a comprehensive plan by which the island was to be developed as a territory of homes, hotels, and clubs. Under his wise management the development of Long Island was very rapid, and great and beautiful towns arose in places that a little while ago were waste.

Mr. Corbin's latest public achievement was the rehabilitation of the Reading Railroad of Pennsylvania. This, like the Long Island Railroad, seemed in a hopeless condition when he assumed the Presidency. He built it up steadily from the time of his first taking hold, and finally assured success.

Mr. Corbin was tall, raw-boned, broad-chested, athletic. He was extremely active, always under a pressure of great nervous energy, never able to sit still. He was impetuous and brusque in manner, but not unjust, and he made the fortunes of many of those about him. He married, in 1853, Miss Hannah M. Wheeler, by whom he had several children. His eldest daughter married M. Champollion, a grandson of the famous Egyptologist. Two younger daughters have been prominent in society here.

Mr. Corbin had a beautiful home on Long Island, and another in New-Hampshire, besides his town houses. His New-Hampshire property consisted of 25,000 acres around Newport, all mountain and valley. This last property is the greatest and best-stocked game preserve on the continent.

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