man and woman able to do so took part. When all had been safely quartered on the train which came to their assistance the minister addressed

the passengers in this way: "Let us give thanks to God that all of our lives have been spared," and then there was a profound silence, and for a few minutes the min-

George S. Wood, of the Colonial Theatre, Chicago, was a passenger in car B of the train.

I want to say to the credit of the women that they acted nobly," said Mr. Wood. "There was no crying and no hysterics by the three women on the train and a girl whose name ! did not learn. I managed to get the women fixed up, giving one of them my overcoat. I felt pretty sorry for them, because they were in their night clothing, and when the accident occurred their wearing apparel was strewn in every direction.

"The experience of rolling down that embankment was simply awful. I did not know if we were going down the side of a mountain or what had happened. I was asleep and it appeared to me an age before that car finally struck bottom. It landed with terrific force, breaking into splinters, and how any of us escaped death is a mystery. Really, I am surprised that I am alive to tell the tale."

Vice-President Pryer, of the Wabash Railroad, was a passenger on the train. Mr. Pryer was going to St. Louis. He escaped uninjured.

TRACK TORN UP FOR 300 YARDS.

travelling when they left the rails was terrific. There is a curve about where the first rail they remained upright until they reached the bottom. The first two cars overturned and slid completely and had its top crushed in.

The telegraph lines were torn down when the and, with nothing to hold them, the rails spread. train left the track and communication with railroad headquarters was delayed for nearly an hour. As soon as possible Mr. Long, superintendent of the Pittsburg division, sent a relief train from Johnstown to the scene of the accident, carrying physicians and supplies.

The Chicago and New York special, eastbound, arrived on the scene soon after the accident occurred, and the crew and passengers turned out and gave their attention to caring for the injured.

Harrisburg, Penn., Feb. 23.-Congressman Dawes, of Ohio, who was on his way to Chicago in the second sleeper of the Pennsylvania eighteen-hour flyer, wrecked near Johnstown last night, reached Harrisburg shortly before noon Mr. Dawes was suffering considerable pain and discomfort when he arrived here, and was placed on a chair and taken to the baggage room, where he waited for a train to Washing-

"I was asleep and was awakened by a loud noise," he said. "There was a crash, glass flew in every direction, and I realized that the car in which I was riding was falling. I felt the cold air, and suddenly something heavy fell on I crawled through an opening, and then became unconscious. When I regained consciousness I was feeling rather sore and was tied up with bandages about the head."

Mr. Dawes wore only pajamas until he reached Altoona, where he was dressed and placed in a berth and sent to Harrisburg.

Mrs. Paul J. Franciola and her daughter returned East on the same train with Mr. Dawes. They were on their way to Tacoma from Jersey City, but will postpone their journey, as Mrs. Franciola is suffering from contusions of the head and hody

## THE OFFICIAL STATEMENT.

Pittsburg, Feb. 23 .- A statement given out from the dispatcher's office of the Pennsylvania Railroad in this city gives the following account of the accident to the Pennsylvania special:

Railroad in this city gives the following account of the accident to the Pennsylvania special:

The train consisted of an Atlantit type engine and four cars. J. T. Smail was the onginer and M. W. Forbes was the conduction of the M. W. W. Forbes was the conduction of the M. W. W. Forbes was the conduction of the M. W. W. Forbes w

vania Railroad here to-day with reference to the accident to the eighteen-hour New York-Chicago flyer last night says:

According to the best advices received by the management at this time, the accident was

Humphreys' Seventy-Seven Cures Colds and

How to escape catching Grip. Don't get "run down." Eat nourishing food.

Take plenty of sleep. Avoid draughts and excesses. Shun alcohol.

Above all take "Seventy-seven."

Dr. Humphreys' Famous "Seventy-seven" breaks up and cures Grip, Coughs, Colds, Bronchitis, Hoarseness, Laryngitis, Catarrh, Influenza, Cold in Head, Sore Throat and Quinsy.

"77" fits the vest pocket.

NONE KILLED ON FLYER. caused by a brake hanger on the rear truck of the tender of the engine breaking while the train was near the middle of the curve, about three-quarters of a mile west of Mineral Point. A thorough investigation is now being made by the officials of the company now at the scene of the wreck.

the officials of the company now at the scene of the wreck.

The two sleepers and observation car slipped down the embankment until they lay on their sides at the edge of the Conemaugh. The river at this point is very shallow.

Forty passengers went to Pittsburg, and four-teen came East. Eleven passengers got off at Altoona, one going to the hotel and the others to the Altoona Hospital. There were four women on the train.

### STEEL TIES BLAMED.

### Officials Scout Theory, However-Wreck on Experimental Track.

By Telegraph to The Tribune. Johnstown, Penn., Feb. 23.-Despite the most rigid investigation by railroad officials from Pittsburg, Altoona and Conemaugh, no definite decision has yet been reached as to the cause of the wreck at Mineral Point last midnight, when the Pennsylvania Special plunged into the Conemaugh River. That the threescore passengers are still living is considered one of the miracles of railroading.

Experienced employes here say that the wreck was caused by the steel ties that are in use as an experiment on that section of the road. These ties begin within one rail length of the place where the flyer left the track. They gave way under the sudden pulling and dragging as the cars were jolted over the roadbed, and are today twisted masses of iron that look like the roots of certain trees. After walking over the Every rail for about three hundred yards was entire distance covered by the Limited before torn up. The four Pullman coaches tore down the engineer stopped his huge mogul, your corover the bank. The speed at which they were respondent can state that every steel tie is twisted two or three times.

These steel ties have never been usd in this was loosened. The cars did not overturn going section before this year, and they are already down the steep hill. There were no trees or being roundly criticised by trainmen. The bolts obstructions in the way to hinder them, and that held the rails were torn out in almost every case. These ties are ten by three inches, the narrow portion being the section to which the along on their sides. The third turned over rail is fastened. The remainder of the beam is imbedded in ballast. The bolts were sheared,

> The mercury was below zero last night and the temperature would have a great effect on the steel, if any defect whatever existed. The fact that there is a curve at Mineral Point is to be added to the list of possible causes of the wreck, as the sharpest angle comes near the point where the engine was stopped. There the line veers a little to the right and toward the river just above where the Pullmans are. Here in Johnstown the Pennsylvania Company is being criticised for testing the new steel rails on a grade and a curved road. Others go further and say the McCrea road should not have steel ties anywhere.

where.
The site selected for this two mile "tryout" of
the steel contrivance is on a down grade from
the top of the Allegheny Mountains, is always
within fifty feet of the Conemaugh and has
five curves within its limits.
Pittsburg officials laughed at this theory as
to the cause of the wreck, and repeatedly said
the cause was made known at first, the dropping of a brake beam under the tender. Charles
Hoover, of Greensburg, and Michael Burke of Hoover, of Greensburg, and Michael Burke, of Franklin, brakemen, were arrested to-day for looting the wrecked cars. They had hundreds of dollars' worth of jewelry and trinkets.

## MR. BUSSE WELL KNOWN.

### May Be Candidate for Mayor of Chicago-Others Injured.

Chicago, Feb. 23.-Postmaster F. A. Busse, who was injured in the wreck near Johnstown, is the leading Republican candidate for Mayor of Chi-cago. He will probably receive a large majority of the votes at the Republican primary election which is to take place on Monday. Members of Mr. Busse's family started to-day for the scene of the wreck.

A. R. Urion is the manager of the legal department of Armour & Co., and is prominent in the affairs of that corporation.

Frank L. Brown, one of the men injured in the Pennsylvania wreck, is president of Brown, Wilson & Co., financial agents, of No. 111 Broadway, this city. Members of his firm received a telegram from Mr. Brown, saying he was not seriously injured and would continue on his way to Chicago

## BLOCK SYSTEM'S WORKINGS.

Commerce Commission Charges Wrecks to Laxity of Operation.

Commission to-day sent to the Senate an exhaustive report concerning the investigations made of the workings of the block system to prevent railroad accidents. The commission recommends the passage of a bill which it submitted a year ago that ould compel all railroads to adopt the system but suggests that the time for compliance with compulsory features be extended three or four years. The report estimates that it would take from one year to three years for all roads to become equipped with the block system, the difference in time depending on the time required to train operators and for manufacturers to supply the apparatus needed.

pending on the time required to train operators and for manufacturers to supply the apparatus needed.

Whether a law is passed at the present session or not, the commission asks that it be authorized to make an official investigation of all train accidents. Reference is made to the investigation of the recent wreeks on the Southern and the Baltimore & Ohio railroads, both of which have the block system. Although these investigations are not complete, the commission says the wreeks cannot be charged to failure of the block system, but rather to laxity of operation.

There are now 48,742 miles of railroads operating trains under the block system, of which 6,827 are automatically operated and 41,946 controlled by manual apparatus. The report deals with methods employed, kinds of apparatus in use, the merits of different methods and devices, the economy of the block system and its value as a safeguard for lives and property. No effort is made, however, to decide which is the best of the various kinds of apparatus, nor does the commission urge that the automatic systems be demanded at this time.

## F. H. HUBBARD NOT IN WRECK.

Frank H. Hubbard, who was reported to have been injured in the wreck of the Pennsylvania



For Misses

New spring styles in dresses, suits and wraps in distinctive designs, materials and colorings; every garment, from the simplest to the most and Children elaborate, characterized by individuality in style, fit and making.

Spring Suits and Dresses

Spring millinery, representing the newest ideas from the foreign fashion centres and embracing many exclusive designs, offered in a profusion of styles, at prices to suit the individual purse.

Spring Millinery

Also, complete assortments of gloves, shoes, hosiery, lingerie and all the accessories of juvenile dress.

In every; department, goods and novelties not to be found elsewhere.

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ONSIDER what the Edison Phonograph means in your home. It is like an additional member of the family - one who is never tired of doing its part toward amusing the rest.

It is not limited to a few simple stunts. It can talk (and you must not will talk); t will reproduce singing and instrutal music with all the dash, swing and resonance of an actual brass band,

That is what the Edison Phonograph means in hundreds of homes. It would mean it in yours if you would but go to a dealer's and listen to it. You would take it home that very night.

### National Phonograph Company 75 Lakeside Ave., Orange, N. J.

Dealers with established stores wanted to sell Edison Phonographs in every town not covered.

## LINCOLN TRUST COMPANY MADISON SQUARE, NEW YORK

BROADWAY & LISPENARD ST. BROADWAY & 72d ST.

Merchants of standing and responsibility are invited to inquire into the advantages offered by this institution for their accounts. Checks payable at any office by arrangement. BOOKLET "THE RESPONSIBILITIES OF DIRECTORS," ON REQUEST.

the wreck. He said it was probable that the man injured had a card of his.

## THINKS RAILS SPREAD ON CURVE.

A. E. Virtz, who was Pullman conductor of the Pennsylvania train that went into the Conemaugh River on Friday night, reached his home at No. 184 Lexington avenue, Jersey City, yesterday afternoon. He showed no signs of hav-

ing been hurt.

Virtz said he thought the accident was caused by the spreading of the rails on a curve. He said it was a left curve and that the cars went to the right when they jumped the track.

### Washington, Feb. 23.-The Interstate Commerce WABASH OFFICIAL IN ANOTHER'S SHOE. [By Telegraph to The Tribune,] Columbus, Ohio, Feb. 23.—E. P. Pryor, fourth

vice-president of the Wabash, and G. H. Hamilton of Chicago, both of whom were in the Johnstown wreck, passed through Columbus to-day. Mr. Pryor, when asked as to his experiences, pointed to

his apparel:

"I have on trousers belonging to some other unfortunate," said he, "This left shoe is mine, but the other is also the property of another. These socks are not the ones I took off last night, but they are the first I grabbed when the wreck occurred."

Mr. Pryor says the shock deprived him of the proper of speech for several hours. Mr. Pryor says the shock deprived him of the power of speech for several hours.

The National Tradesman Bank held that the statute of limitations prevented recovery of the amount received previous to six years before the suit was brought, and also that the indebtedness of the company to the bank at the time of the company to the bank at the time of the company bankruptey, amounting to about \$5,000, should be set off or subtracted from any sums which the court might find to be due from the bank to the bankrupt estate.

The court held that the statute of limitations did not apply, but that the amounts paid by the company and received previous to six years before the suit was brought, and also that the indebtedness of the company to the bank at the time of the company bank to the bank to be due from the bank to the bankrupt estate.

The National Tradesman Bank held that the statute of limitations prevented recovery of the amount received previous to six years before the suit was brought, and also that the indebtedness of the company to the bank at the time of the company bank to the bank to be due from the bank to the bankrupt estate.

The court held that the statute of limitations of the company and received previous to six years before the suit was brought, and also that the indebtedness of the company to the bank at the time of the company bank to the bank at the time of the company bank to the bank rupted and the previous to six years before the suit was brought, and also that the indebtedness of the company to the bank at the time of the company bank to the bank at the time of the company bank to the bank to be due from the bank to the bank \$175,000, suits for which have already been brought against several banks and bankers of this and other cities of the country. The suits are for money received by the banks beyond the ordinary rate of discount as a bonus for lending money.

This bonus in most cases was 2 per cent on the

### S. KNEITEL, Ladies' Tailor 8 EAST 30TH ST. NEAR 5TH AVE. WE HAVE JUST RECEIVED ANOTHER SHIPMENT OF THE LATEST

### PARIS MODELS FOR SPRING- AND SUMMER SMART AND GRACEFUL

We invite all ladies interested in high class, exclu-ve and original designs to call and inspect them. Now is the time to ORDER YOUR EASTER GOWN and avoid the rush which will soon begin.

WE HAVE DECIDED TO OFFER FOR ONE
MORE WEEK ONLY OUR HANDSOMA TAILORED
COSTUMES TO ORDER, SILK LINED, and copied
from our imported models, at greatly

## Reduced Prices.

personal indebtedness of E. S. Wheeler, president of the company, who failed personally in business for about \$1,250,000 in 1887. Mr. Wheeler immediately after his failure formed

the E. S. Wheeler Company, and the money was borrowed largely from the banks which were his personal creditors,
The National Tradesman Bank held that the

## COLER CRITICISES GRAND JURY.

Borough President Coler, in a statement made yesterday, criticised the presentment of the February grand jury in Brooklyn, which was handed in on Thursday after an investigation of the man-At Druggiets, 25 cents or mailed.

Eumphreys' Homeo. Medicine Co., Cor, William and House yesterday, and said he had not been in the work of the Fermisylvating face of each loan in addition to the regular 6 per says the jury made no investigation and accuses it face of each loan in the work of the Bureau of Highways. Mr. Coler says the jury made no investigation and accuses it of misstating the facts in its presentment.

# B. Altman & Co.

### FITTINGS FOR SUMMER COTTAGES

INEXPENSIVE DRAPERIES AND DRAPERY MATERIALS, RUGS, AND OTHER FLOOR COVERINGS, LINENS AND FANCY ARTICLES.

LACE CURTAINS AND CURTAIN MATERIALS, IN RUF-FLED MUSLIN AND BOBBINET, NOTTINGHAM AND FRENCH TAMBOUR NETS: WHITE, ECRU AND COLORED MADRAS: CLUNY AND RENAISSANCE LACES.

DRAPERY FABRICS. INCLUDING PRINTED MATERIALS. PLAIN DENIMS, MONK'S CLOTH, COTTON AND LINEN TAFFETA, ETC.

PORTIERES, BED COVERLETS, SCREENS AND PORCH SHADES

SUMMER HOMES FITTED THROUGHOUT OR IN PART, WITH APPROPRIATE DECORA-TIONS, AT VERY REASONABLE EXPENSE. SUGGESTIONS AND ESTIMATES SUBMITTED.

FURNITURE SLIP COVERS AND WINDOW SHADES MADE TO ORDER AT SHORT NOTICE AND MODERATE COST.

### BLACK DRESS SILKS

NEW SHIPMENTS OF BLACK DRESS SILKS HAVE BEEN RE CEIVED, INCLUDING A COMPLETE RANGE OF STAPLE SILKS, AND A NUMBER OF ATTRACTIVE NOVELTIES.

ON MONDAY, FEBRUARY 25TH

### 2,000 YARDS OF BLACK DRESS TAFFETAS

DOUBLE-WIDTH (431/2 INCHES WIDE), ORDINARILY \$2.25 PER YARD, WILL BE PLACED ON SALE AT

\$1.48 PER YARD.

### WOMEN'S UNDERGARMENTS

COMPLETE OUTFITS, TRIMMED WITH LACE AND EMBROIDERY. TOGETHER WITH VARIED ASSORTMENTS OF THE POPULAR GRADES,

INCLUDING NIGHT ROBES, CHEMISES AND PRINCESSE SLIPS. COMBINATION GARMENTS AND LONG PETTICOATS; BOUDOIR AND BREAKFAST JACKETS. BRIDAL SETS, TRIMMED WITH FINE LACES AND EMBROIDERIES.

> IN WORKROOMS CONNECTED WITH THIS DEPARTMENT, TROUSSEAUX WILL BE MADE TO ORDER IN EXCLUSIVE STYLES. INITIALS, MONOGRAMS AND CRESTS EMBROIDERED.

## COLORED DRESS GOODS

ON MONDAY, FEBRUARY 25TH, THERE WILL BE PLACED ON SALE

4,000 YARDS OF ENGLISH MOHAIRS,

IN PLAIN COLORS, FANCY MIXTURES AND STRIPED EFFECTS, ORDINARILY \$1.00 AND \$1.50,

AT 58c. PER YARD.

# WOMEN'S BOOTS and HALF-SHOES

IN THE LATEST MODELS FOR PRACTICAL OR DRESS WEAR

COLONIAL TIES MADE OF VARIOUS LEATHERS: WHITE BUCKSKIN AND CANVAS PUMPS; SLIP-PERS FOR EVENING DRESS.

MISSES' AND CHILDREN'S SHOES AND OXFORDS.

# B. Altman & Co.

INVITE SPECIAL ATTENTION TO THEIR SELECTIONS OF MOTOR GARMENTS FOR MEN AND WOMEN.

CONSISTING OF MEN'S COATS, CRAVENETTE GAR-MENTS, CAPS AND WOOL VESTS; WOMEN'S COATS, MOTOR CAPS, HOODS AND HATS; AUTOMOBILE VEILS IN SERVICEABLE AND DELICATE COLORINGS. MEN'S AND WOMEN'S GLOVES AND GOGGLES.

STEAMER RUGS, AUTOMOBILE AND CARRIAGE ROBES.

LEATHER ARTICLES FOR AUTOMOBILE, TRAIN OR STEAMER TRAVEL, INCLUDING LUNCHEON HAMPERS, BAGS AND SUIT CASES, DRESSING AND WRITING CASES, HAT BOXES. AUTOMOBILE AND TRAVELING CLOCKS, LEATHER CUSHIONS. DRINKING CUPS AND FLASKS, NECESSAIRE CASES, ETC.

Fifth Avenue, 34th and 35th Streets, New York