speed and ran by the home signal, which stood at 'danger,' 4,500 feet beyond the first signal. Train No. 9 was standing 450 feet beyond the danger signal, which was disregarded.

"In addition Engineer Schroeder ran by the flagman of train No. 9, who was standing midway between the cautionary and danger signal and who had, as an extra precaution owing to the fog, lighted a fusee, which was burning in full view as the engineer passed.

"A thorough inspection of the block signals develops they were in perfect condition."

BRIDE OF THREE MONTHS IS KILLED ON HONEYMOON.

Sheriff Julius Harburger was notified to-day that a deputy sheriff's shield had been found in the wreck. From the number on the shield it was discovered it belonged to William H. Wall, a passenger on the train, who was removed after the accident to the Elmira Hospital, not seriously injured.

One of the most pathetic incidents in the disaster is the death of Mrs. Lillian Reynolds of No. 211 Spencer street, Brooklyn, who was on her honeymoon. She was married secretly three months ago. George Reynolds, the husband, and his bride were glove workers in the Kaiser Knitting Mills at No. 240 Broadway, Brooklyn. They fell in love with one another as soon as they met. Their courtship, although laid in the sombre, unromantic setting of a factory, was full of happiness for them. The young couple, both about twenty-six years old, decided to marry without letting any one in on the secret.

Early in April, they slipped over to the City Clerk's Office and procured a license. They were married the same day, by the Rev. Father Thomas Duhig, pastor of the Church of St. John the Baptist. Their marriage was not known until a few weeks ago, when Jerry Doyle, the bride's brother, learned it accidentally. Mr. and Mrs. Reynolds decided to go on their honeymoon, Tuesday. They were given a rousing send-off by many friends at the station. In a few hours word was received in Brooklyn that the bride was dead. She died in her husband's arms.

Dr. Mary G. McKee, a Newark physician, was injured and removed to the Elmira Hospital. She lived at No. 459 High street, Newark.

Theodore Case of No. 923 Bedford avenue, Williamsburg, received a telegram last evening from his son, Arthur D. Case, who was with his wife on the wrecked train. It stated that both were safe and practically uninjured.

Morris Eysmann, his brother Henry and Julius S. Anton, a cousin, are among the injured. They all live at No. 217 Beacon avenue, Jersey City, and left home Wednesday night for a few days' trip to Niagara Falls. As soon as he recovered from the shock Morris Eysmann telegraphed his parents: "I am safe and think Henry and Julius are also." Eysmann added that he had been slightly injured and was going to the Corning Hospital.

The Mrs. Nellie Schandel, reported among the injured, is believed to be Mrs. Nellie Douglass of Ferguson street, Newark, who started Wednesday for Canada to look for her husband, who left her several weeks ago.

Mrs. Lucy Settoducato of No. 123 Baxter street was well known for her work among the poor of her neighborhood. A requiem mass was sung for her this morning in the Church of the Most Precious Blood.

Charles Brandles of No. 12 Folsom place, Brooklyn, was a director in the Ariston Electrical Company and the J. Wilckes Co., both of No. 135 William street.

George Laird was a tinsmith at No. 198 Tenth street, Brooklyn. He was on a vacation with his daughter-in-law and her two children.

GIRL TELLS OF HER ESCAPE FROM DEATH.

John Zimmer jr., whose father and mother were killed, formerly was a reporter on a New York morning newspaper. His father was a wealthy furniture dealer in Scranton. The son now has a big shoe store there. Edith A. Hess, who was killed, is a member of a wealthy German family of Scranton.

Henri Falco is an artist of No. 643 Carlton avenue, Brooklyn. He and his sister, Marie, were on the wrecked passenger train. Henri was slightly hurt, but Miss Falco escaped. She said today:

"I imagine many were killed in their sleep. I had been awake for some time before the crash and when it came our car was crumpled up into a mass of wreckage before I realized what had happened. The car seemed to tremble after the shock. I occupied a lower berth, my brother the upper. I saw that his berth had fallen partly from the wall and he was pinned in it, and that it was gradually settling on him. He was unconscious and I could not reach him. My knee was pinned in, but I managed to get it loose and look out a window.

"I saw two men and called to them. The window was broken and there was jagged glass, but I did not think about that. The men helped me out and I reached the ground by stepping on one man's shoulders and balancing myself with his hand. Women who had got outside by this time were screaming and were answered by screams from the wreckage, the cries extending almost the entire length of the train."

She was trying to find her brother when rescuers came bringing him out, only slightly injured.

Up to yesterday the Delaware, Lackawanna and Western had had only one accident in which passengers were killed since 1899. About six months ago two members of Vogel's Minstrel troupe were killed in a collision near Binghamton. In the 1899 accident only one man was killed.

DEAD AND DYING ROBBED AS THEY LAY IN FIELDS.

Police Admit Bodies Were Despoiled Amid General Horror of Scenes Following Wreck—Stories of How Many Met Death.

CORNING, N. Y., July 5.—With twenty-two bodies remaining unidentified and with many of the injured in an extremely dangerous condition, the horror of yesterday's rear end collision on the Lackawanna Railroad continues to grow. Many of the bodies whose identity has not been learned will probably never be recognized, so terribly mutilated are they. The death list to-day was forty-one. In addition Nellie Schandel of Newark, N. J., and James Griffith were declared by doctors to be dying and six others were not expected to recover.

The wreck was the worst in the history of the road whose boast previously was that only two passengers had been killed on it since 1900. The road officials blame Engineer Schroeder. He was in the cab of train No. 11 which crashed through the standing Buffalo limited. The company officials say that the semaphore a mile distant was at "danger;" that the block in which the limited was stalled was also set against No. 11 and that a flagman from the limited tried to stop Schroeder half a mile from the scene of the disaster.

Schroeder says that the distant signal was at clear and that he saw no flagman. He insists that the fog which had welled in from the Chemung River was so dense that it was almost impossible to see the track a train's length ahead.

The police admitted to-day that bodies of the dead and dying were robbed as they lay in the open fields beside the tracks. Coroner Smith has detailed fifteen special officers to aid Deputy-Sheriff Sullivan in protecting the property of the victims which was picked up from the wreckage and stored near the temporary morgue.

STEEL CARS PROTECTED, WOODEN CRUSHED.

The story of the wreck, like others which have recently preceded it, was one of steel cars as havens of refuge and wooden cars as death traps. None of the dead were in the steel cars. The great solid train cut through the wooden day coach and Pullman like a knife through cheese but the steel Pullman cars and the steel day coaches held fast. They were bent out of shape with the terrific force of the blow, but they held intact and their occupants were injured, not killed.

Representatives of the State Public Service Commission and of the Interstate Commerce Commission are on the ground personally investigating the wreck. All of the survivors agree that there was little warning. The great limited was standing quietly on the rails while the crew of the freight that had stalled it were trying to get it onto the side track so that the road to Buffalo might be cleared. Train No. 11, running more than 60 miles an hour, crashed into it so suddenly that some of the passengers who had been standing on the rear platform did not have time to jump and were crushed to death even as they tried.

The wreck took place on a curve that ends a stretch of ten miles of straight track, which is a favorite point for engineers to make up lost time, and No. 11 was no exception to this rule.

The fact that news of the disaster had not been generally circulated yesterday on account of the holiday undoubtedly accounts for the large number of unidentified dead. Comparatively few friends and relatives of supposed victims have arrived in town. The scenes at the various improvised morgues, however, are heartrending with anxious husbands and fathers seeking word of missing loved ones and passing from stretcher to stretcher.

The most pathetic case perhaps was that of William R. Laird of Buffalo, whose entire family, consisting of his father, his wife, five-year-old daughter and two-year-old son, were blotted out by the catastrophe. Mr. Laird, who is employed in a Buffalo printing establishment, left that city last night knowing only that his father, George Laird, had been killed. He had received no information of the fate of the other members of his family and visited the local morgues with a prayer on his lips that he had not been left entirely alone. At the first place visited he found his little boy and girl laid out side by side on a single stretcher and covered by the winding sheet. At the second morgue he found the body of his wife beside that of his aged father. The family had taken advantage of holiday excursion rates for a reunion in Buffalo. It was George Laird's first railroad trip in sixty years.

Another body was identified shortly before eleven o'clock to-day. It proved to be that of Mrs. Bemar Catto, No. 60 Spring street, Morristown, N. J.

William Schroeder, engineer of the express train that crashed into the passenger train, is at his home at Elmira under the care of physicians.

THE IDENTIFIED DEAD.

ARMSTRONG, WILLIAM M., No. 1020 Park avenue, Hoboken, N. J.
ARMSTRONG, Mrs. WILLIAM M.
BRANDES, CHARLES, No. 138 William street, New York City.
CATTO, Mrs BEMAR, Morristown, N. J.
DYAK, HERMAN, Newark, N. J.
ERWIN, Mrs. C. R., Chicago.
FRIEDMAN, SARAH, New York.
HESS, Mrs. EDITH A., Scranton, Pa.
IVEY, Dr. ELLIS VANDERBILCH, of Bellevue Hospital, New York; home, Suffolk, Va.
JONES, Mrs. ANNA HILL, Scranton, Pa.
LAIRD, GEORGE, No. 198 Tenth street, Brooklyn, N. Y.
LAIRD, MABEL, aged five years, No. 198 Tenth street, Brooklyn, N. Y.
LAIRD, PHILIP, aged two years, No. 198 Tenth street, Brooklyn, N. Y.
LAIRD, Mrs. WILLIAM R., No. 198 Tenth street, Brooklyn, N. Y.
LOWARY, EVELYN, colored, No. 104 Oak street, Newark, N. J.
NOVAK, ANTONIO, Scranton, Pa.
NELSON, ANTON, Grove street, Jersey City.
PRATT, F. C., No. 16 Hunt avenue, Buffalo; travelling salesman.
PATOUSKI, M., immigrant, ticketed to Buffalo.
PRAVELOWSKI, EUGINA F., Russia.
REYNOLDS, Mrs. LILLIAN, No. 211 Spencer street, Brooklyn, N. Y.
SETTEDUCATI, Mrs. Lucy, No. 123 Baxter street, New York City.
SMITH, JAMES, colored, Pullman porter, Newark, N. J.
SCHULTS, ERNEST, Buffalo.
TAIT, JOHN B., No. 818 Fifty-fourth street, Brooklyn, N. Y.
ZIMMER, JOHN, Scranton, Pa.
ZIMMER, Mrs. JOHN, Scranton, Pa.

THE INJURED.

At the Elmira Hospital:

Miss Mary Brennes, No. 495 High street, Newark, N. J., probably mortally injured.

William H. Wall, Twenty-seventh street, New York City, slightly injured.

Mrs. Mary McKee, No. 459 High street, Newark, N. J., slightly hurt.

Lincoln Greene, No. 28 St. James place, Buffalo, slightly injured.

Harry L. Falco, No. 643 Carlton avenue, Brooklyn, N. Y., minor injuries.

Miss Marie Falco, No. 643 Carlton avenue, Brooklyn, N. Y., injuries slight.

Mr. and Mrs. Feinderros and child, Iowa, all slightly hurt.

Mrs. E. Moehler, New York City, injuries not mortal.

Mrs. E. T. Perrine, Yonkers, painful but not mortal injuries.

At the Corning Hospital:

Robert J. Anderson, No. 226 Plane street, Newark, N. J., not seriously injured.

Wolf Adams, New York City, injuries slight.

Mr. and Mrs. A. D. Case, No. 923 Bedford avenue, Brooklyn, N. Y., not seriously injured.

Dr. George Lotterhoss, interne at Bellevue Hospital, discharged from hospital and at Corning Hotel.

David Cohen, Scranton, Pa., not seriously injured.

Morris Eysmann, No. 217 Beacon avenue, Jersey City, N. J., not seriously injured.

James Griffin, No. 167 Lafayette street, Newark, N. J., cannot survive.

MacHunsley, fireman of express train, Elmira, slightly injured.

Herman Hant, Elmira, seriously hurt.

Emma B. Hawkins, Brooklyn, slightly hurt.

A. S. Ingelhalf, No. 102 Normal avenue, Buffalo, slight injuries.

Edna Keisler, Elmira, slightly injured.

Charles Lorenzo, No. 222 Eighth avenue, New York City, injuries slight.

William Nessrole, No. 148 Eighth avenue, Brooklyn, N. Y., injuries not serious.

Mr. and Mrs. E. D. Neter, No. 1303 Findlay avenue, New York City, slightly injured.

Gertrude Peterson, New York City, injuries slight.

Ethel E. Reynolds, Brooklyn, discharged from hospital and at hotel.

Frank Roswaldt, Elmira, slight injuries.

George Roswaldt, Elmira, minor injuries.

Nellie Schandel, No. 107 Ferguson street, Newark, N. J., cannot survive.

William Schulis, Buffalo, discharged from hospital and at home of friend.

Michael Schustl, No. 123 Baxter street, New York City, only slightly hurt.

F. C. Staniland, No. 824 Flatbush avenue, Brooklyn, slightly hurt.

Bernard Strauss, Elmira, severe muscle injuries, will recover.

M. H. Taylor, Elmira, slightly hurt.

Thomas R. Windlake, Lindebrook, L. I., slightly hurt.

Frank Walters, No. 268 North Park street, East Orange, N. J., injuries dressed and started for home.

Catherine Jasson of Brooklyn, badly hurt.

Taken to Buffalo:

Mr. and Mrs. Martin T. Fleming, Buffalo.

Daniel Ihass, No. 420 East Eighty-sixth street, New York, badly bruised about hips and legs.

Joseph Kute, No. 338 East Sixteenth street, New York, badly bruised about hips and legs and probably will lose sight of one eye.

Frank Wilston, New York.

Mr. and Mrs. Benjamin Babst, Jersey City Heights, N. J.

J. F. Waterman, New York City.

Leon G. Jones, Talladega, Ala.

William E. Flaherty, Buffalo.

Mr. and Mrs. J. McKee, New York City.

Fred Miner, Cypress Hills, Brooklyn, N. Y.

THE UNIDENTIFIED DEAD.

Woman, with gold pin marked F. J. A. 1909; band ring marked L. B.

Woman, with gold pendant on chain, amethyst setting and three pearl pendants.

Large negress, about 45 years of age, wearing blouse dress, earrings and ring on one hand.

Girl, about three years, white dress.

Man of 35 or 40 years, black hair, striped suit and diamond stick pin.

Woman, blue dress and band ring.

Baby, with pink dress, blue ribbon on right wrist, heart-shaped locket.

Woman, about twenty, wearing gold locket on neck; gold pin, bearing "S. J. A., 1909;" gold signet ring; wore ring with two green stones; heavy black hair.

Man, twenty years, with brown hair; blue and white tie; gold finger ring, with three red stones.

Man, thirty years, with red mustache, brown hair; bank pass book bearing name Marion Grybrewski; black and white striped suit; evidently Polish.

Man, thirty-five, with light brown hair; finger ring with red stones.

Woman, twenty to twenty-five, brown hair; gold neck chain with pearl pendant; heavy gold bracelet; diamond ring on left hand with cluster of many diamonds with two red stones on right hand.

Man, thirty to thirty-five years, dark hair, stockily built, gold signet ring with initials "P. J."

Woman, twenty to twenty-five years, heavy dark red hair, five front teeth in upper jaw heavily gold filled, diamond earrings, five finger rings on left hand and one on right hand.

Man, thirty years, brown hair, small dark brown mustache, heavy gold ring with inscription badly worn "M. G. to F. P., '91."

HEAVY FOG HID THE STALLED TRAIN.

The excursion crowd on the limited, bound for Niagara Falls, was so large, two engines had been put on. Jack Dennison was at the throttle of the first. A heavy fog had begun creeping up from the Chemung River, and covered a large part of the valley about 5 o'clock when Dennison saw by the semaphore that something was wrong ahead.

Conductor Horace Staple ran up the track and saw a freight train had pulled a drawhead and was stalled. Dennison went forward with his engine detached to nose the freight up a siding and leave the Buffalo track clear. Suddenly between the puffs of the straining locomotives could be heard the hum of an approaching train.

A few of the passengers of the limited who had dressed and gone out to the track to see what was wrong were strolling, smoking, but most of the scores aboard the limited were asleep.

The next that those on the ground knew, the glare of a headlight cut through the fog. Almost before they could scramble, tumble or roll down the embankment out of the way, there was a crash as the big locomotive of the express, with the momentum of ten heavily loaded cars behind it, cut through the limited. The curve on which the collision occurred ends a stretch of ten miles of straight track, and the express, as all trains do, was going at topmost speed, estimated at sixty-five miles an hour.

Instantly the day coaches parted in the middle, and the 100 tons of steel locomotive crumpled up the steel Pullman and threw it off the track and came to a stop in the midst of the wreckage, with the green carpet of the Pullman draped about its pilot. It was then 5.25, and less than half an hour after the limited had been stopped by the freight. Forty-one had been killed or so injured they soon died, and more than that number lay injured in the wreckage, many of them pinned beneath the timbes and twisted steel.

ENGINEER SAYS HE SAW NO SIGNAL.

Engineer William Schroeder of Buffalo, at the throttle of the express train, jumped before the crash came. With a badly wrenched shoulder and many cuts and bruises, he sat on a fence near the wreck in a daze. He claims he saw no flagman and the fog prevented his reading the signals set against his train.

The first he saw of the limited, he said, was the tail lights only a short distance away as he rounded the curve.

Trainmen, on the other hand, say a flagman had been sent half a mile back, a semaphore was set at danger and that the limited was given every protection.

An official statement issued last night declares that Patrick Lane, the flagman of the limited, had been sent back along the track for a distance of half a mile immediately after the limited was stopped. The semaphore, 150 yards in the rear and just at the head of the curve, had both arms set at "Danger," while the signal standard a mile further away had one arm set at "Caution," the statement continues. Survivors have been found who substantiate at least part of this declaration.

The express train was scheduled to run thirty minutes behind the limited, and the latter had been standing for that length of time when the other's electric headlight suddenly bored its way through the fog.

HOW YOUNG BELLEVUE DOCTOR MET DEATH.

Dr. Ellis Vanderslice Ivey died at Corning Hospital under dramatic circumstances. He is a native of Suffolk, Va., and both a bachelor of arts and master of arts from the University of Virginia, taking his doctor's degree at the University of Pennsylvania two years ago in the same class with Dr. George Lotterhos of Crystal Springs, Miss. For the past year both men have been internes at Bellevue Hospital, Ivey having made all arrangements to leave there July 17 to go into partnership at Newport News with his uncle, Dr. George Vanderslice. Ivey and Lotterhos were on their way for a farewell outing together at Niagara Falls.

Just before they started Lotterhos suggested that they be sure to carry with them some mark of identification, and Ivey's last action at the Bellevue dormitory was to put a packet of letters bearing his name into his pocket.

When Ivey reached Corning Hospital a piece of his skull the size of one's hand had been torn away. Dr. Swain told him that his condition was grave.

"Oh, I'll get by," he replied with a smile on his twitching lips.

Dr. Swain again told him that his chances were slim, and when Ivey repeated that he would "get by" Swain changed his tactics.

"The only chance you have," he said, "is to go onto the operating table at once."

Ivey was silent a moment, then the smile came back.

"It's too late," he said. "I was wrong; I'm not going to make it."

"SAVE THE WOMEN AND NEVER MIND ME."

William [illegible] Wall of No. 1420 Stebbins avenue, the Bronx, was in the upper berth, No. 6, in the Esthonia, when the collision awakened him. He is a heavy man and the plunge from the berth broke his left shoulder.

"I had gone to sleep in my union suit," he said, "and when I got to my feet and found that something was wrong with my arm I buttoned it up inside my suit and set out to see what I could do. And I found plenty.

"The tangle of wreckage that had been the rear of our car was a wonderful thing to see. Legs and arms and bodies were sticking out from it like the pieces of timbers that were all around them.

"I don't think any one of us was particularly excited, and while there was no one giving orders we worked together as if we had rehearsed. It was a couple of hours before I found time to look up my clothes."

Wall said when he and others reached Dr. Ivey the latter said: "Don't mind me, but get the women out."

Wall, who is a detective in the employ of R. H. Macy & Co., stayed at St. Joseph's Hospital, Elmira, long enough to have his shoulder set. Then he caught the Lackawanna Limited and went on to Niagara Falls, whither he had been bound.

In Fletcher's undertaking rooms side by side lie the bodies of Mr. and Mrs. Charles Brandles of New York. They were married yesterday and were on their honeymoon. The bride of a day was killed outright. Her young husband died from injuries after he had told his story and cried frantically for his bride. Mrs. Lillian Reynolds of Brooklyn, who was killed, was also a bride.

REPORT VICTIM'S WIFE AS DEAD, BUT SHE IS IN HER BROOKLYN HOME.

Reports from the Corning train wreck that Charles Brandes, a wealthy manufacturer of electrical appliances, with offices at No. 135 William street, and his "bride" had been killed, brought both shock and amazement to the Brandes home at No. 12 Folsom place, Brooklyn. Brandes lived at that address with his wife and four children, and Mrs. Brandes declared, after reading the reports from Corning, that there must be some mistake.

Mr. Brandes was a director of the Ariston Electrical Company and one of the J. Wilkes Electrical Company. He left his home, Wednesday, to go to Buffalo on business.

"My husband," said Mrs. Brandes in her Brooklyn home, "made frequent trips on business, and there was nothing unusual about his going on Wednesday. I feel this report about his being accompanied by a bride must be a dreadful mistake. His name must have been confused with the name of some other man. He has always been what a husband and a father should be. I have never had the least cause to suspect him."

A friend of the family went to Corning to-day to identify the body and unravel the mystery concerning the identity of the woman reported as Mr. Brandes' "bride."

ONLY FOUR ARE SAVED FROM ONE CAR, SAYS ONE OF THE SURVIVORS.

George F. Walters of No. 268 North Park street, East Orange and Miss Rosalie Gussner of Willow street, Bloomfield, who were riding in the second to the last coach of the wrecked Delaware, Lackawanna & Western flyer, which was wrecked at Gibson's Narrows, yesterday morning returned to their homes to-day, somewhat shaken up by their experience, but unhurt beyond a few bruises.

They were both awake at the time of the collision, to which fact, in great part, they probably owe their escape. Only four persons in the car got out with their lives according to Walters.

"There did not seem to be any fog, so far as I could see," declared Walters. "There was only a heavy mist. When the crash came I reached up and grabbed hold of the luggage rack. I got hold of Miss Gussner at the same time and helped her to crawl through a window and crawled through after her. I was bruised some, but she was hardly hurt at all. When we got outside I heard someone crying in the car, so I went back and brought out a woman and her baby. The woman was shaken up considerably, but the baby wasn't hurt a bit. We were the only four saved from that car. I had to crawl over bodies to get in and out of it.

"The only thing that prevented more damage being done, was the attaching of an extra coach at Binghamton. This car served to hold up the locomotive as it smashed into us, and prevented it from ploughing farthr into the other cars that contained more people."

Clerk Stricken With Paralysis.

C. Fred Schott, who has spent fifty of his seventy-six years as a clerk in the office of Wessel, Duval & Co. on Pier 32 at the foot of Sedgwick street, Brooklyn, was overcome by a stroke of paralysis in front of the Kings County Court-House this afternoon. He was carried into the Court-House, whence an ambulance from the Holy Family Hospital took him away to a cot. Physicians do not believe he will recover.

Brooklyn Bank Doubles Stock.

ALBANY, July 5.—Supt. Van Tuyl of the State Banking Department, has approved an application of the Citizens' Trust Company of Brooklyn for permission to increase its capital stock from $500,000 to $1,000,000. This company recently absorbed the Broadway Bank of Brooklyn. Nathan S. Jonas is president and James H. Conroy secretary.

Supt. Van Tuyl also approved an increase of the capital stock of the Oyster Bay Bank from $25,000 to $50,000.

First Picture Taken Together Of the Democratic Candidates

This photograph of Woodrow Wilson and Thomas R. Marshall was taken in Indianapolis April, 1911, when Mr. Wilson was in the Indiana capital to attend the "Democratic achievement banquet."

CONVICT SCAMPERS UP PIER OF BRIDGE AS BULLETS WHINE

Climbs 135-Foot Tower of Queensboro Span as Guards Rain Missiles About Him.

Dave Lewis, a negro prisoner in the penitentiary on Blackwell's Island, in the East River, matched strong chances of quick death against his liberty early to-day when he climbed like a cat up the face of the steel central pier of the Queensborough Bridge, bullets from the revolvers of the prison guards below him flattening above his head each perilous second.

Lewis, who says he is a preacher when he is not in stripes, was convicted by Judge Mulqueen in General Sessions to eleven months in the penitentiary for presenting fake accident claims to the Metropolitan Street Railway. He had only entered on the first leg of his "bit" when he made his sensational attempt at escape to-day. At eight o'clock the guards lined up Lewis with about thirty other prisoners for the march to the stone quarry, where they "make little ones out of the big ones." The march leads under the lofty shadow of the Queensboro Bridge's central span, which rests on the island in the middle of the river.

Directly under the bridge span and standing against the steel latticed piers is a tool box. As the procession of striped prisoners passed this box Lewis managed to slip out of line, dive into the box and let the cover down on his head without being detected.

STARTS TO CLAMBER UP 135-FOOT PIER.

There, in the cramped quarters, he made a quick shift of clothing. Off went the striped jacket and trousers. He was wearing beneath the garb of shame a coat and trousers of his own secret devising. The coat was made of three towels—not a sartorial masterpiece, to be sure, but at least it was not striped. The trousers were cut out of blankets; they looked like the mackinaws of the Canadian lumbermen. A little cap, fashioned out of two stocks, displaced the striped headpiece Lewis wore.

The change was made in a minute, the procession of convicts continuing, meanwhile, toward the quarry, with Lewis's absence still undiscovered. The negro peeped out of the tool box, saw the distant backs of the armed guards, then leaped out and began to make the 135-foot climb on the intricate steel ladder of the bridge tower. The criss-cross of steel laths, bolted from rib to rib, gave the scrambling prisoner foot and hand holds.

He had climbed perhaps about fifty feet when there was a shout on the Island below him. He looked down and saw the guards coming on the run from the quarry, their revolvers flickering in the sunlight.

Furiously the negro dug his feet into the interstices of the lattice and clawed his way upward. A shot sounded from below and the ping of a bullet sent an answering ring from the steel below his feet. Then another shot—another and again another. The high whine of bullets sounded in his ears. Still he pressed upward.

EVEN A JAILBIRD MUST HAVE A FLY.

The guards defended their marksmanship afterward by saying that they were really not trying to hit Lewis; they only wanted to frighten him. They didn't do either. Lewis reached the top of the pier and wormed him way through the tangle of cables and girders until he stood on the central footpath. Nobody on the bridge had seen him come up the pier, but Policemen Flood and McAdam of the East Sixty-seventh street station, who were going on post on the bridge, heard the firing below, saw the scarecrow shape wriggle up from below and started to run in the direction of Williamsburg Plaza.

The two policemen gave chase, but Lewis was fleet of foot and he was desperate. Several times the policemen fired at the flying figure as they continued to chase him. Finally, when almost at the entrance to the plaza, they caught the fugitive.

"Well, every bird must have his fly—even a jailbird," was the way Lewis greeted his captors.

He was back on the stone pile by 10 o'clock—and wearing stripes.

WALL STREET

The course of stock market prices today was altogether downward. A brief display of strength at the outset was followed by a selling movement which increased in force as the session advanced. At the end the list was ranging around the lowest of the day with many active issues showing net losses of nearly 3 points.

The weakened condition of the market was due chiefly to the reactionary tendency of Copper. During the morning period Copper was subjected to severe selling pressure and this form of liquidation induced selling in other quarters. Steel with a drop of 70 was another extremely weak feature. Reading, Union Pacific, St. Paul and Northern Pacific also yielded easily to liquidation.

Very little rallying power was in evidence at the finish, prices closing at bottom figures.

The Closing Prices.

To-day's highest, lowest and last prices of stocks and of net changes, as compared with Wednesday's final figures, are as follows:

	High.	Low.	Last.	Net Change.
Amal. Copper	84⅝	82⅝	83	— 2⅞
Am. Car & Found.	38⅝	38½	38⅝	— ⅝
Am. Can	35	34	34	— ⅝
Am. Can, pf	117⅝	116⅝	116⅝	— ⅝
Am. Locomotive	44⅝	43⅝	43⅝	— ⅝
Am. Smelt. & Ref.	86	83⅝	83⅝	— 2⅞
Am. Sugar	131	130⅝	130⅝	+ ⅝
Am. T. & T. Co.	145⅝	145⅝	145⅝	— ⅝
Anaconda Mining	42⅝	41⅝	41⅝	— 1⅛
At., Top. & San Fe	108⅝	108⅝	108⅝	+ ⅝
Balt. & Ohio	108⅝	108⅝	108⅝	+ ⅝
Brklyn Rap. Transit	93⅝	92⅝	93⅝	+ ⅝
Cent. Leather	27⅝	27	27	— ⅝
Can. Pacific	267⅝	266⅝	267⅝	+ ⅝
Ches. & Ohio	87	86⅝	86⅝	— ⅝
Chi. Mil. & St. P.	105⅝	105	105	— ⅝
Consol. Gas	143⅝	143⅝	143⅝	— ⅝
Del. Sec. Corp.	38⅝	38⅝	38⅝	— ⅝
Erie	35⅝	34	35	— ⅝
Gen. Electric	170⅝	170⅝	170⅝	— ⅝
Gt. Nor., pf	130⅝	130⅝	130⅝	— ⅝
Inter. Met.	21⅝	21⅝	21⅝	— ⅝
Ill. Cent.	129	128⅝	128⅝	— ⅝
Kan. City South.	25⅝	25⅝	25⅝	
Lehigh Valley	176⅝	176⅝	176⅝	— 1⅝
Louis. & Nash.	161⅝	160	160	— 1
Mo. Pacific	37⅝	36⅝	36⅝	— ⅝
Nor. & West.	115⅝	115	115	— ⅝
North Am.	83⅝	83	83	— ⅝
N. Y. Cent.	117⅝	117⅝	117⅝	+ ⅝
North. Pacific	123⅝	122	122⅝	— ⅝
Ont. & West.	34	33⅝	33⅝	— ⅝
Pennsylvania	124⅝	124	124	— ⅝
Pressed Steel	36	36	36	— ⅝
Reading	167⅝	165⅝	165⅝	— 1⅝
Rock Island	27	25	25	— ⅝
Rock Island, pf	51	51	51	
South. Pac.	105⅝	104	104⅝	— ⅝
South. Railway	29	28⅝	28⅝	— ⅝
South. Railway, pf	79	78⅝	78⅝	+ ⅝
Union Pacific	160⅝	160	160	— 1⅝
U. S. Steel	71⅝	69⅝	69⅝	— 1⅝
U. S. Steel, pf	112⅝	112⅝	112⅝	+ ⅝
Utah Copper	65⅝	62⅝	62⅝	— ⅝
Wabash, pf	27⅝	26⅝	26⅝	— ⅝
West. U. & M.	77⅝	76⅝	76⅝	— ⅝

*Ex. dividend. +Advance. —Decline.

FORT ERIE ENTRIES.

FIRST RACE—Two-year-olds; selling; $500 added; five and one-half furlongs.—*Fly by Night, 98; Rapus, 103; Brum, 106; Chinook, 109; Black Eyed Susan, 100; *Riesling, 110; Fisherman, 112.

SECOND RACE—Three-year-olds and up; selling; $500 added; five and one-half furlongs.—Ray Pleasure, 95; Elma, 97; Little Pal, 101; Maltine, 103; Lady Ethel, 103; Edith F., 103; *Ceremonious, 104; Garillon, 104; Camel, 106; Schiff, 110; Suffragist, 110; Judy Andrews, 110; Also eligible—Elnar, 106; Goldmine, 107; Cousin Puss, 105.

THIRD RACE—Two-year-olds; $600 added; five and one-half furlongs.—Ruskin, 101; Ethelburg, 101; Cock of the Walk, 103; Bunch of Keys, 103; Leo Chaney, 101; The Widow Moon, 104; *Sandvale, 101; *Rockview, 115; *Belmont entry.

FOURTH RACE—Stakes; three-year-olds and up; selling; $1,500 added; six furlongs.—Calibh, 95; Chief Wed, 102; Springboard, 103; Lord S., 105; Moscan, 106; *Hamilton, 105; *Hubert, 107; Prettybabe, 108; Helen Barbee, 112; Ben Loyal, 112; Crowded.

FIFTH RACE—Three-year-olds and up; handicap; $650 added; six furlongs.—Cy Lad, 90; Sir Jasmine, 91; Blaze, 92; Chief, 93; King Commoner, 110; Lawson Wiggins, 112; Wintergreen, 114.

SIXTH RACE—Three-year-olds and up; handicap; $700 added; one and one-sixteenth miles.—Light of My Life, 94; Brig, 95; Onana, 103; Cliff Edge, 105; Kate, 107; Fred, 95; John Furlong, 107; Bob R., 110; The Manager, 119 (Purse entry.

RACE—Three-year-olds and up; selling; $500 added; five and one-half furlongs.—Lomit, 102; Venera Strome, 103; Tom Holland, 104; Kate Bird, 109; Kate R., 109; Toybov, 109; Nina Nick, 110; Misty Fox, 112; Chapultepec, 112; Sidewhisk, 110; George S. Davis, 110; Kind Lecome, 107.

FIRST RACE—Three-year-olds and up; selling; $500 added; six and one-eighth miles.—Rag, 94; Zino, 101; Scarlet, 102; Grasia, 103; Sillic, 104; Lord Kim, 107; Rebourne, 108; Col. Ashmead, 108; Blackford, 108; Rose, 110; Capt. Seaman, 111; Dangerous March, 112.

Apprentice allowance of 5 pounds claimed.

Track fast.

CANDY
PENNY A POUND PROFIT
(Trade Mark.)
WEEK-END COMBINATIONS
FRIDAYS AND SATURDAYS ONLY, 99c
COMBINATION No. 4 consists of a pound box of each of the following: Peanut Brittle, Special Assorted Chocolates, San Blas Cocoanut Kisses, a tin of Midget Stick Candy, also a half-pound box each of the following: Italian Style Cream Chocolates, Milk Chocolate Covered Maraschino Cherries. ALL FOR 99c