THE WOUNDED IMPROVING.

NO MORE DEATHS FROM THE ATLANTIC CITY RAILROAD WRECK.

TWO OF THE VICTIMS IN THE HOSPITAL NOT EXPECTED TO RECOVER—A SEARCHING INVESTIGATION INTO THE CAUSES OF THE DISASTER TO BE MADE.

Atlantic City, N. J., Aug. 2.—Up to this evening there had been no further deaths among the victims of Thursday's railroad collision lying at the sanitarium. On the contrary, there was a marked improvement in the condition of all except two or three. Mrs. Faunce Fralinger, of Philadelphia, whose leg was amputated, and for whom no hope was entertained, was much better to-day, and now has a chance for life. Miss Brannin, of Millville, and Frank Morele, are hovering between life and death, with small prospects of living.

As was requested by some of the wounded, the chimes in the adjacent Church of the Ascension this morning played "Nearer, My God, to Thee," and, as the sweet strains of the familiar hymn pealed out, the maimed and wounded men and women listened reverently to the air. Some were deeply moved, and Mrs. Fralinger shed tears, as the hymn recalled memories of other times and places, where she had heard it when it lacked the dread significance it had this morning.

Coroner McLaughlin is thoroughly in earnest in his determination to sift the accident to the bottom and to fix the blame for it where it belongs. He has issued subpoenas for twenty-five or thirty witnesses, and he proposes that any of these whose testimony is material to the developments of the facts shall come before the jury. He said this afternoon that he expected the inquest to consume two or three days, but that he will take a month for it if it should be necessary to a full inquiry. The most important witnesses will be called to-morrow. Among these will be George Houser, the signal-tower man, who gave the right of way to the excursion train and the danger-signal to the Reading express, and who is now under $500 bail to answer for his appearance; John Greiner, engineer of the excursion train; Hallihan, the fireman of the Reading train, and Superintendents Deice and Dayton, of the Reading and West Jersey railroads. The inquest will be conducted in Odd Fellows' Hall, and it is expected that a large crowd will be present to hear the testimony.

Coroner McLaughlin this afternoon sorted and labelled by name the property of the people killed in the wreck. In the collection are a dozen watches, some battered out of all shape and others uninjured; lockets, rings and about $300 in money. These articles will be returned to the relatives of the dead upon proper identification. The fund started by hotel guests and cottagers for the victims of the accident was swelled to-day to over $400 by further contributions.

The City Council holds its regular meeting to-morrow night, and some notice will probably be taken of the accident, and its causes, and a resolution of sympathy and condolence passed for those who suffered by it.

A big accident of any kind nearly always brings out the curious fact that people are constantly disappearing and leaving no trace behind them. Since Thursday the Atlantic City authorities have received a number of inquiries for missing people whom their relatives feared might have gone to Atlantic City and been killed or hurt in the wreck. In nearly every case none of the dead and injured bore the slightest resemblance to the persons sought.

BRIDGETON BURIES ITS DEAD.

FUNERALS OF ELEVEN VICTIMS OF THE ATLANTIC CITY DISASTER TAKE PLACE.

Bridgeton, N. J., Aug. 2 (Special).—Thousands of persons from Bridgeton and its neighborhood attended the funerals to-day of eleven of the victims of Thursday's disaster near Atlantic City. The day was a beautiful one, and beyond the stifling heat everything in nature was looking at its best. The different orders of Red Men and other secret fraternities whose members were among the dead attended the funerals in the regalia of their lodges. The funeral sermons were preached at some houses over husband and wife, over husband and daughter, and at one sad home over three bodies. This was the gloomiest Sunday ever passed in the history of this city, and it will be a long time before the city regains its usual hum of business activity. Those whose friends and relatives are injured and are lying in the hospital in Atlantic City are in the agonies of suspense.

All over Cumberland County to-day special prayers were offered and special sermons preached. Some of the sermons preached in this city were as follows: The Rev. W. D. Stultz, afternoon, "Our City's Sorrow and Its Lesson"; the Rev. N. J. Wright, evening, "God in Providence, or Divine Providence in Its Relation to Human Events"; the Rev. C. H. Barnes, morning, "Divine Comfort," and evening, "Lesson from the Great Disaster"; the Rev. G. E. Hancock, evening, "The Railroad Disaster and Lessons Drawn from It"; the Rev. C. C. Tilley, morning, "The Voice of God in Sorrow," and evening, "Ready Always to Meet God"; the Rev. E. W. Stone, morning, "Testing the Power of the World to Come," and evening, "Our Baptism of Sorrow"; the Rev. J. L. Roe, morning, "Can God's Providences Be Explained?" and evening, "What Should Be Done in Time of Danger."

The business men of Bridgeton will observe to-morrow as memorial day. Every store will be closed in order to allow every one to attend the remainder of the funerals, nearly all of which will be held to-morrow. The prostrations from grief are numerous. Hundreds of curious people from South Jersey went to the scene of the accident to-day and brought home all kinds of souvenirs of the disaster.

FUNERAL OF EDWARD FARR.

THOUSANDS OF PEOPLE ATTEND THE SERVICES OVER THE DEAD ENGINEER IN CAMDEN.

Camden, N. J., Aug. 2 (Special).—The funeral of Edward Farr, who met death beneath his engine in the Atlantic City disaster, took place to-day, services being held at the home of his brother, No. 739 Mount Vernon-st. The dead engineer had hundreds of friends in this city, having lived here many years and being well known in church and lodge circles. There was a throng of nearly 5,000 people around the little house in which the body lay, and a steady stream of friends passed through the house to view the body. The services were conducted by the Rev. J. H. Sowden and the Rev. J. H. Sauer. They spoke of the dead engineer's Christian life and lovable qualities. Mr. Sowden also said that so far as could be learned Farr had lost his life in the strict performance of duty and was killed at his post. There were 2,000 people at the cemetery. The widow, who had to be carried to and from the carriage behind the hearse, gave way completely when the body was lowered into the grave, and her hysterical cries were distressing to hear.

DIAMOND MATCH COMPANY ENJOINED.

ACCUSED OF ILL-TREATING THE MATCHES OF A RIVAL CONCERN.

Detroit, Mich., Aug. 2.—The Diamond Match Company was enjoined yesterday by Judge Donovan in the Circuit Court from unjust and oppressive interference with the business of the Improved Match Company of Detroit until the latter's suit for $150,000 damages against the Diamond Company is decided. Among the sensational charges brought by the Improved Company is that of buying and tampering with the complainant's matches by breaking, steaming and otherwise injuring and destroying the quality of the same and again placing them on the market; also the intimidation of customers of the Improved Company to secure the discontinuance of their purchases. Officers of the Diamond Match Company here refuse to talk of the suit.

THE PETROLEUM MARKET.

While there was no change in the price of refined petroleum the last week, the price of crude declined materially owing to the activity in field work. The sensational development of the week was the striking of a new well in the Bullman district, near Wick, Tyler County, Penn. This is pronounced the most important discovery in that territory for many months, and it may turn out that another large pool has been found. There are energetic operations in Wetzel County, W. Va., where the Kanawha Company is putting a new lining in its test well on the Launtz farm.

The partial returns of the pipe lines from July 1 to 29 (charters to the 30th inclusive) are as follows:

	Total bbls.	Daily Av.	July, '95.
Runs	2,037,553	70,950	69,061
Deliveries	2,164,549	74,637	71,787
Excess runs	473,604	16,313	*2,127
Charters	2,261,397	76,379	61,420

* Excess deliveries.

Refined petroleum closed at 6.65c per gallon in barrels and 4.15c in bulk in New-York. Philadelphia prices were on a basis 5 points lower. Foreign quotations were: London, 5s.@5 7-16d per imperial gallon; Antwerp, 17½ francs per 100 kilos, and Bremen, 6.35 marks per 50 kilos.

Law Schools.

NEW-YORK LAW SCHOOL. Day School, 120 Broadway. Evening School, Cooper Union. "Twight Method" of Instruction. LL. B. in two years. Graduate course, one year. High standards. GEORGE CHASE, Dean.

Teachers.

HERMAN DRISLER, A. M., LL. B., COLUMBIA, 9 EAST 46TH-ST.—PRIVATE INSTRUCTION during Summer. Successful experience in preparing students for College. Classics, Mathematics, French and German.

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New Publications.

THE NATION'S HONOR Must Be Preserved.

For President,

WILLIAM McKINLEY, OF OHIO.

For Vice-President,

GARRET A HOBART, OF NEW-JERSEY.

PRESIDENTIAL CAMPAIGN.

HARPER'S WEEKLY, AUGUST 1 TO NOVEMBER 7, INCLUSIVE, WILL BE MAILED ON RECEIPT OF ONE DOLLAR.

"It would be a good thing for Eastern people to send copies of this campaign edition of HARPER'S WEEKLY to all their friends in the West and South, particularly in those States termed doubtful."

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Instruction.

For Both Sexes.—City.

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PACKARD'S BUSINESS COLLEGE AND SCHOOL OF STENOGRAPHY Will reopen on Tuesday, September 1st, 1896. Call or send for prospectus. S. S. PACKARD, President. 101, 103, 105 East 23d-st.

THE MISSES ELY'S SCHOOL FOR GIRLS, RIVERSIDE DRIVE, 85th and 86th Streets, New York.

For Boys and Young Men.—City.

PREPARATION for the COLUMBIA SCHOOL of MINES. The regular summer session of the WOODBRIDGE SCHOOL, 417 Madison Ave., begins August 17th.

For Young Ladies.—City.

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VAN NORMAN INST., 278, 280, 282 WEST 71ST-ST., entrance No. 280. (Founded 1857.) Mme. Van Norman, Prin. Mrs. J. L. Matthews, Vice-Prin.

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THE BROOKLYN HEIGHTS SEMINARY, 138-140 Montague St., Brooklyn, N. Y. Boarding and Day School for Girls. 46th year opens September 24th. College preparation. Terms $700. For circulars address the Seminary. CLARA R. COLTON, ISABELLA HUBBARD, KATHARINE S. WOODWARD. } Principals.

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INGLESIDE—A SCHOOL FOR GIRLS. NEW-MILFORD, LITCHFIELD CO., CONN. Opens Tuesday, October 6th, 1896. Post Graduate Course. Mrs. WM. D. BLACK, Patroness.

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MISS BAIRD'S INSTITUTE FOR GIRLS, Norwalk, Conn.—24th year. Primary, Academic and College Preparatory courses. Music, Art, and the Languages. Careful attention to morals and manners. New buildings, steam heat, gymnasium.

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Railroads.

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STATIONS foot of Destrosses and Cortlandt Streets. Effect June 28, 1896.

9.00 A. M. FAST LINE.—Parlor Car to Pittsburg.

10.00 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment, Sleeping, Dining, Smoking, and Observation Cars. Arrives Chicago 9 A. M., Cleveland 4.30 A. M., Cincinnati 6.40 A. M., Indianapolis 8.00 A. M., Louisville 11.50 A. M., St. Louis 4.00 P. M., and Toledo 8.30 A. M.

2.00 P. M. CHICAGO AND ST. LOUIS EXPRESS.—Sleeping and Dining Cars to St. Louis, Louisville and Chicago. Arrive Cincinnati 10.45 A. M., St. Louis 7.28 P. M., Chicago 5.15 P. M.

6.00 P. M. WESTERN EXPRESS.—Sleeping and Dining Cars to Chicago and Cleveland. Arrives Cleveland 11.25 A. M., Chicago 9 P. M. next day.

7.45 P. M. SOUTH-WESTERN EXPRESS.—Sleeping and Dining Cars to Cincinnati and St. Louis. Arrives Cincinnati 6 P. M., Indianapolis 10.15 P. M., St. Louis 7 A. M. second morning.

8.00 P. M. PACIFIC EXPRESS.—Pullman Sleeping Car to Pittsburg. Connects for Chicago daily and Cleveland and Toledo except Saturday.

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6.20, 7.30, 8, 8.30, 9, 9.30 (10 Penn's Limited), 10.10 (Dining Car), 11 A. M., 12, 1, 2.10, 3, 4, 4.30, 4.30 (Dining Car), 5.20 (Dining Car), 6 (Dining Car), 7.50, 8, 9 P. M., 12.15 night. Sundays, 6.15, 8.30, 9, 6.30 (10 Limited), 10, 11 A. M., 2 (Dining Car), 4, 4.30 (Dining Car), 5.20 (Dining Car), 6 (Dining Car), 7.45, 8, 9 P. M., 12.15 night.

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3:30 P. M. (Sundays only), for Mauch Chunk and Hazleton, and all intermediate stations.

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5:15 P. M. daily, for Easton and intermediate stations. Chair-car to Easton.

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Additional local trains daily, except Sunday, for BOUND BROOK and intermediate points, leave as follows: 8:00 A. M., 9:00 A. M., 2:30 P. M., 4:20 P. M. and 6:30 P. M.

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8:00 A. M.—BINGHAMTON MAIL. Stops at principal stations.

10:00 A. M.—(Cafe Car), BUFFALO, SCRANTON, BINGHAMTON, UTICA, RICHFIELD SPRINGS, SYRACUSE and OSWEGO EXPRESS. Pullman Buffet Parlor Cars connect at Buffalo with train for Chicago and points west.

1:00 P. M.—Cafe Car), SCRANTON, WILKESBARRE and ELMIRA EXPRESS. Pullman Buffet Parlor Cars.

4:00 P. M.—SCRANTON, WILKESBARRE and PLYMOUTH EXPRESS. Pullman Buffet Parlor Cars.

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Through trains leave New-York, foot of Chambers-st., as follows, and five minutes earlier from West 23d-st.:

9:00 A. M.—Vestibuled Express Daily for Waverly, Binghamton, Elmira, Buffalo, Bradford, Jamestown, Meadville and the West. Arrive Buffalo 7.50 P. M. Parlor car to Buffalo.

2:00 P. M.—Vestibuled Limited fast mail Daily, solid train for Chicago, via Chautauqua Lake, arrives Cleveland 7.40 A. M., Chicago 5 P. M. Sleepers to Chicago, Cleveland and Cincinnati. Dining Car.

7:30 P. M.—Buffalo and Cleveland Vestibuled Express Daily, arrives Buffalo 7.15 A. M., Bradford 7.15 A. M., Jamestown 8.35 A. M., Cleveland 1.15 P. M. Sleepers to Buffalo and Cleveland, making direct connections for Detroit, Chicago and the West.

8:45 P. M.—Via Chautauqua Lake and Niagara Falls Daily. Solid train to Chicago. Sleepers to Buffalo, Chicago and Cincinnati. Dining Car.

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