

carred for by a physician. Mr. and Mrs. Tindell stayed at the executive mansion until this evening...

IDENTIFIED BY A BADGE.

A reporter at the wreck found on the coat of a dead man, who was so badly burned that his features were obliterated, a Masonic emblem...

Mrs. R. M. Huselton and daughter, of Pittsburg, escaped without serious injury, although Miss Huselton received a painful wound on the arm...

MANY ESCAPED WITHOUT CLOTHES.

Miss Hilma Erickson, of New-York, escaped almost naked. She was asleep in her berth when the explosion occurred...

Miss Gardner, of New-York, escaped to a shanty near the scene of the wreck with nothing of her clothing left save a shawl of nightgown...

The lifeless body of the engineer, with the head almost severed from the body, was found lying over an embankment...

Further up, lying on the tracks, was the body of Mr. Robert G. Douchette, of Philadelphia. She was thrown clear of the wreck...

Few of the passengers who escaped had any clothing to speak of. Most of them had been in their berths at the time of the explosion...

When daylight broke upon Market-st. this morning the pedestrians on the capital city's principal thoroughfare presented a grotesque appearance...

The explosion upset a lamp in the home of T. P. Martin, No. 10 16th-st., this city, starting a fire that destroyed three houses...

The scene of the wreck when daylight broke was a gruesome one. Splintered and smouldering cars and twisted iron were piled high on the four tracks...

The fire in the two last Pullman cars was extinguished about 7:30 o'clock this morning. The contents of these, where it is believed a number of bodies were, were so completely burned that it was not possible to tell whether there were any human remains there or not...

It is unofficially estimated that the financial loss will amount to fully \$300,000. This includes \$15,000 for cash, jewelry and other personal effects of the passengers that were destroyed...

The scene of the wreck was visited by probably more than fifty thousand persons. There were at least five thousand constantly at the place. They came from Lancaster and from all the small towns within fifty miles...

W. B. McCaleb, superintendent of the Philadelphia division, whose offices are in this city, said he was unable as yet to fix any responsibility for the accident. A thorough investigation, he said, is now being made by his men...

BY TELEGRAPH TO THE TRIBUNE. Pittsburg, May 11.—Victor Lee Crabb, who was killed in the wreck, was the son-in-law of Robert Pitcairn, resident assistant to President A. J. Cassatt of the Pennsylvania Railroad...

Mr. Rosenstock is a thickset, muscular man graduated from the University of Wooster. Immediately afterward he came to Pittsburg, and became connected with the Carbon Steel Company...

Philadelphia, May 11.—Jacob L. Silberman was senior member of the firm of Silberman, Walter & Co., wholesale clothing merchants of this city.

STORIES OF SURVIVORS.

Men Who Escaped Tell of the Horrors of the Wreck.

Harrisburg, Penn., May 11.—"The first intimation I had of the wreck," said John B. Reynolds, of Pittsburg, a newspaper man, who was going home from New-York, and escaped with slight injuries...

"Just then there was a terrific explosion. As I dropped to the ground a missile struck and knocked me down. I don't know how long I lay there, but when I recovered my senses I crawled across the embankment on the other side...

"I never want to witness such a sight as that which followed the collision. Women were screaming, children were crying, and strong men were wandering about dazed and helpless. The tracks were strewn in all directions with half-naked men and women, some of whom were dead and others seriously injured..."

"I owe my life to the fact that I was unable to secure a lower berth at Philadelphia. I decided to sit up all night and had fallen into slumber when the train reached Middletown. A terrific crash and an immediate explosion awakened me and I found myself turning over and over as my coach turned a complete somersault..."

"When we came to a standstill I saw above me an open window and made an attempt to gain it. I found my hand caught in a suit case handle, and while trying to extricate it a second terrific explosion occurred and the door at the end of the car was burst open. Draining the suit case from which I was unable to loosen my hold, I crawled over bodies and wreckage through to the open door..."

"Half-naked women stood shivering about and the least wounded of the men had not the wherewithal to clothe themselves. So I distributed all of my clothing, of which I had a full suit case, among them. My only injury is a blood blister on the little finger of my right hand..."

Paul Dinke, of Pittsburg, said he was awake when the train came to a stop. "I had just given my shoes to the porter for shining," said he. "The next instant I was jammed into the forward end of the car. I recollect several seconds seemed to pass between the collision and the heavy explosion. The collision itself did no damage to the sleeping cars. All would have been well had it not been for the explosion..."

"I heard two women scream, 'Save me!' and the flash followed. The floor was driven into the car. Trying to get out of the car I was everywhere impeded by the loose curtains of the berths. I don't know how I reached the ground. I know I didn't get out of the door or window, but just found myself on the rails..."

NEW-YORKERS IN WRECK.

Four Sufferers Return to City—One Sends Word to Relatives.

With hair singed and many bruises on his body, Charles Rosenstock, a member of the firm of Rosenstock & Cohn, arrived at his home, No. 217 East 115th-st., yesterday afternoon, the first of the survivors of the railroad wreck at Harrisburg to reach this city...

"Shortly after I left Jersey City last night," he told a reporter, "I went from the place I had chosen in the second car several cars to the rear. I was awakened in the night by being thrown from my berth to the floor. A porter rushed through, calling: 'This way out!' I started after him, clothed only in my pajamas. Suddenly the doorway before me was filled with flame. I could not run through it in my bare feet, and sprang toward the opening. At that instant the first explosion occurred. The next I knew I felt myself rolling down a steep embankment, a distance I afterward learned of forty feet. Then I plunged into the water of the Susquehanna River. As I struck out and arose to the surface the second great explosion occurred. I ducked in time to escape a rain of iron and wood. I stayed in the water until all the explosions were over..."

"The cars burned like a volcano, and so fiercely that the rescuers, as they arrived, were unable to do scarcely anything toward saving those pinned in the wreck. Living people were roasted to death before our eyes. I remember one man especially who crawled through a window, but could not get his foot loose. He was burned to a crisp while I looked at him. "One thing I wish to mention especially—the conduct of the people of Steelton. They acted finely. They gave their best linen for bandages, and even broke open the stores to get clothes for the victims..."

Mr. Rosenstock is a thickset, muscular man graduated from the University of Wooster. Immediately afterward he came to Pittsburg, and became connected with the Carbon Steel Company...

Philadelphia, May 11.—Jacob L. Silberman was senior member of the firm of Silberman, Walter & Co., wholesale clothing merchants of this city.

His bruises and burns, though numerous, are not considered dangerous by the doctors. When he reached home he was dressed in borrowed clothes...

Hysterical and with her scalp cut straight across her head, Mrs. Bertha Pickler, of No. 121 St. Nicholas-ave., and her two small children, who were in the Harrisburg wreck, reached this city at 9:30 o'clock last night. They were met at the ferry by Mr. Pickler, and are now under medical care...

Mrs. Pickler and her two sons, Lawrence and Jerome, seven and five years old respectively, were asleep in a lower berth in car No. 3. She was awakened by a fearful blow on the head from a piece of the upper berth. The man occupying the upper berth climbed out of the wreckage, and taking one of the children, assisted Mrs. Pickler and the other through an upper window in the car. He left them as soon as this was done to go back to aid others. Clad only in her nightgown, and the children wearing only their pajamas, Mrs. Pickler wandered along the railroad track for an hour and a half. Twice the sparks from the burning wreckage set her nightgown alight, and she had to roll in the sand along the track to put it out. Finally she met two flagmen, who took her and the children to a small flaghouse, where she stayed with such attendance as the men could give some clothing for her and the children, and giving them transportation and \$2, put them aboard a train for this city. The night across Mrs. Pickler's seat were two children, and until her arrival at home it received no medical attention. The wound will have to be reopened...

William Klein, a New-Yorker, who was reported missing, sent a message to his brother in this city yesterday, saying he was in the hospital at Harrisburg. He said he was burned, but did not say how badly. He wanted clothes and his private physician. As soon as Mr. Klein's message reached his home in this city, his brother, Harry Klein, started for Harrisburg. His private physician also went to Pennsylvania to take charge of him. William Klein is the attorney of many prominent theatrical people.

L. E. BURT AND DAUGHTER ESCAPE.

Pennsylvania Yardmaster at New-Brunswick Had Been Hurt in Recent Wreck.

New-Brunswick, N. J., May 11 (Special).—Mrs. J. E. Stanley, of Somerset-st., and her father, Lloyd E. Burt, yardmaster of the Pennsylvania Railroad here, who were in the Pennsylvania Railroad wreck at Harrisburg, reached home here at 2 o'clock this afternoon. They were on their way to Cass City, Mich., to attend the funeral of Mrs. Henry Burt, a sister of Mr. Burt. They were in the first Pullman, the third car from the engine. In describing the accident Mrs. Stanley said:

"I was thrown out of the top berth and into one end of the car, and out of the lower berth, I had nothing on but a skirt and underclothing and my feet were badly cut by the glass. The porter had just opened the door of the Pullman for Harrisburg when the collision occurred and the fact that the door was open is all that saved our lives. We managed to get out of the door soon after the car caught fire. The car was half way down the river bank. Such a sight cannot be described. Little children burned to death and frantic parents trying to find them. Men and women wandering around almost naked. If there were more dead there, I think, than will ever be known..."

Mr. Burt, who was badly hurt in a wreck some months ago, when his ribs were crushed in, had this to say about the wreck:

"On getting to the end of the car we jumped across from the platform of the car to the tracks, which had been torn off by the explosion, and from there to the clinders. I was barefooted and had nothing on but a pair of pajamas. My feet were badly cut by the clinders and glass, but my daughter, having her stockings on, did not suffer as much as I did. Our car was all in flames, and we were mighty lucky to get off as well as we did..."

FRANK T. LLOYD HELPS OTHERS.

Camden's Prosecutor Loses Watch and Much Clothing, but Saves Pocketbook.

Camden, N. J., May 11 (Special).—Escaping by almost a miracle, with a few superficial cuts, Frank T. Lloyd, Prosecutor of the Pleas, of this city, reached his office about noon, and went at once to Atlantic City to greet his wife and daughter, who are there. Mr. Lloyd was still suffering from the shock of the wreck when he reached Camden. He said that he was either thrown out of his berth or jumped out on the floor. He hardly put on his underclothes and trousers and stood dazed, debating which way to go. While he was in his position there came an explosion, followed by a series of explosions, and Mr. Lloyd's face, head and arm were cut with the flying glass. He crawled out through the drawing room and thence on the back platform. He then got out on the ground, and saw that an awful wreck had occurred. Three of the cars were upset and had fallen down an embankment, where they were blazing...

Mr. Lloyd remained on the ground, assisting the injured. One pitiful sight was a woman, with a child about ten years old, who was in the same car with him. The woman was hurt internally and cut about the head. The child was clinging to her. The prosecutor also found a negro porter with his hand cut off and hanging by a thread of skin. He fortunately had several handkerchiefs in his trousers with which he bandaged the poor fellow's hand. He then directed the woman and child to nearby farm house, where they were treated. The prosecutor said it was at least an hour before any aid came to him. He had his own injuries treated, he went to Harrisburg, where he was compelled to buy a short coat, waistcoat, shoes and stockings. He had a gold watch, which he highly prized as a family heirloom. As he had saved his trousers he also saved his pocketbook...

SENATORS DISCUSS THE DISASTER.

Mr. Elkins's Bill Regulating Carriage of High Explosives Failed.

Washington, May 11.—Members of the Senate Committee on Interstate Commerce to-day informed the Senate of the railroad disaster at South Harrisburg, Penn., and it was recalled that Senator Elkins, of West Virginia, the chairman of the committee, introduced a bill in February, 1901, prescribing conditions under which high explosives might be carried. Opposition to the bill, because of the effect of the regulations, among them being regulations which would prevent cars containing explosives from stopping in large towns. Senator Elkins introduced the bill as a result of a letter from a night porter at Camden, N. J., who had been on a car loaded with dynamite. The bill required that every shipment of explosives be subject to the Interstate Commerce Commission...

BROTHER GOES FOR H. M. KEASBEY.

Henry M. Keasbey, of Orange, N. J., president of the National Fireproofing Company, a passenger on the train wrecked at Harrisburg, was on his way to a meeting of his corporation at Pittsburg. Soon after the wreck he telegraphed to a brother, R. P. Keasbey, that he was only slightly hurt by burns on the hands. The brother started for Harrisburg to see if the injured man was home. Mr. Keasbey is a brother of E. Q. and George M. Keasbey, lawyers at Newark...

Jersey City Clothier May Be Lost.

Charles Jacobs, who kept a clothing store at No. 44 Newark-ave., Jersey City, is supposed to have been on the wrecked train, as he was going to Pittsburg and thence to Washington. Telegrams sent by his son to his Pittsburg and his Washington addresses have elicited no reply. His relatives fear that he is among the unidentified dead...

MAILMEN ARE ON GOOD BEHAVIOR.

Much Interest Manifest in Vote for Most Popular Letter Carrier.

Interest in the voting contest for the most popular letter carrier in the city, an attraction of the fair for St. Ambrose's Church at the Palm Garden, in East 53d-st., will be centred in the sub-stations until the postmen appear at the fair next Monday night and compare notes. Voting boxes were sent to all the station delegates yesterday, and the members of the association have been instructed to record their votes with them...

Although the president of the association, M. A. Fitzgerald, is getting most of the votes, there are several other candidates in the field, among them names mentioned being George Birnhauser, J. Elkie, T. Kordrey, Charles A. Kirn and Bernard McGee...

The prize at stake is a free trip over the Erie Railroad and Union Pacific to the Lewis and Clark Exposition in Portland, Ore., but the postmen are being urged by interest in the poor of St. Ambrose's parish...

There was an unusually large attendance at the fair last night, the congregation of the St. Ambrose Church and the children of Mary of St. Ambrose being the guests of honor.

Paderewski

visits Aeolian Hall, New York's New Musical Center, and writes another letter of appreciation of The Pianola



Gentlemen, I consider the Metrostyle indispensable to the Pianola and I have indicated my interpretation of several compositions with great interest. Sincerely yours, J. Paderewski, May 10th 1905, New York

I consider the Metrostyle indispensable to the Pianola, and I have indicated my interpretation of several compositions with great interest.

ALTHOUGH M. Paderewski was too ill to give the concluding Recitals of his Tour, he accepted an invitation to call at Aeolian Hall on the eve of sailing for home and hear some recent compositions played by the Pianola. He spoke enthusiastically of the artistic characteristics of the instrument, and upon his return to his hotel sent the above note to the Aeolian Company, which shows that the great Polish artist has not modified his original attitude in regard to the real merit of the Pianola and its most important feature—the Metrostyle.

It is noteworthy that not only Paderewski, but practically all the other recognized authorities, have gone on record as praising the Metrostyle Pianola. It is still more noteworthy that although there are now upwards of forty different Piano-Players on the market, the Pianola is the only one which these distinguished musicians have chosen to endorse and recommend to the public as worthy of serious consideration.

Anyone who contemplates investing the substantial sum represented by a Piano-Player, surely wishes to acquire the best instrument of its type. The Pianola is the standard of its class, its popularity and sales being greater than all other Piano-Players put together. It has in the Metrostyle a feature which Paderewski describes as "indispensable" and which is not even approximated in any other instrument.

The Metrostyle Pianola, \$250 and \$300; purchasable on moderate monthly payments.

THE AEOLIAN COMPANY, Aeolian Hall, near 34th St., New York.

362 Fifth Avenue, near 34th St., New York.

Maimed for Life or Dead

Such is the appalling record of the railroad wreck at Harrisburg to-day. That fate may overtake you or your loved ones at any moment.

Don't Travel or Stay at Home

Unless you have accident insurance that insures. The best and most liberal policies in the world are written by the

Casualty Company of America

Home Office, 52-54 William Street, New York City.

DON'T WAIT

Insure now with us direct or through your own Broker. He knows.

TO ENJOIN BLASTS PERMANENTLY.

West Siders Hope to Put Final Check on Palisade Destruction.

Residents of the West Side, facing the Hudson River, were elated at the news that the blasting of the Palisades, as told in The Tribune yesterday, would have to stop on account of the decision rendered by Judge Van Hook H. Davis. They are now anxious to know what effect the order of the court will have on the present situation.

Clinton De Witt Rogers, the attorney of record in the case, said yesterday that a permanent injunction will now issue, if the plaintiff succeeds in proving a nuisance to exist, which damages his property. "It is gratifying," he said, "to realize that the courts of our State will protect our property against such nuisances, even though their origin is beyond the State line. Under this precedent all other nuisances affecting New-York real property can be enjoined when the parties are before the court."

COLONEL MONROE SPEAKS IN BOSTON.

Discusses Municipal Ownership at Social Science Meeting.

Boston, May 11.—Prominent educators and scientists were present at the opening of the annual convention of the American Social Science Association here to-day. President John Graham Brooks presided. Frank B. Sanborn, of Concord, gave an historical sketch.

The feature of to-night's meeting was an address by Colonel Robert Greer Monroe, of New-York. His topic was "Municipal Ownership." In discussing the question of municipal ownership Colonel Monroe dwelt at considerable length on the conditions in New-York City, where for a time he had charge both of the water supply and the public lighting. He charged that from the very beginning there have been waste, improvidence, inefficiency and more or less dishonesty in the construction, maintenance and operation of New-York's water supply. Colonel Monroe said:

No public official or set of public officials has imposed such a burden upon the community as the distinguished financiers who have consolidated and over-capitalized the public service corporations. Every dollar wasted in the conduct of New-York's water supply, every dollar squandered on the construction of its water works and every dollar stolen from the pockets of the citizens, has had to be met and paid for by the citizens, and has fallen as an extra burden upon the community. It has been directly abstracted from the city treasury.

In closing Colonel Monroe counseled that the people keep municipal ownership near as an ever-ready and available alternative and as the most effective weapon of attack against existing wrongs of public service corporations.

ARTISTS FAIL NAZARETH BENEFIT.

The benefit performance at the Garden Theatre yesterday afternoon for the Nazareth Nursery, in West 15th-st., all but ended disastrously for the artists on the programme to appear. Miss Selma Kronold, Anton Hegner and one or two other musicians were there, however, and others were secured at five minutes' notice, and others precisely the same way as though public funds had been directly abstracted from the city treasury.

MR. CARNEGIE RETIRES.

Bids Farewell to Members of the Iron and Steel Institute.

London, May 11.—The annual meeting of the Iron and Steel Institute opened here this morning. Andrew Carnegie presiding for the last time. The United States was represented by C. T. Purdy and Dr. G. Revay, of New-York; J. B. Miles, of Philadelphia, and H. J. White, of Pittsburg. Mr. Carnegie in his farewell speech said he appreciated the honor of being the first American president of the Institute and introduced his successor, R. A. Hadfield, the vice-president of the Institute.

Mr. Carnegie announced his subscription of \$25,000 to the research fund as a parting gift to the Institute.

H. C. Boynton, of Cambridge, Mass., was awarded the Carnegie scholarship of \$500. The meeting will be continued to-morrow. Among the more important papers to be read is one by James Gayley, of New-York, on "The Application of the Dry Air Blast to the Manufacture of Iron."

R. A. Hadfield, the new president of the Iron and Steel Institute, was formerly master of the Sheffield, and is a director of the Sheffield Gas Company, the Sheffield District Railroad and other companies. He is the inventor of manganese steel.

CARNEGIE OFFERS GIFT.

Radcliffe to Get \$75,000 if Lake Sum Is Raised.

Cambridge, Mass., May 11 (Special).—It has just been announced that Andrew Carnegie has offered to Radcliffe College the sum of \$75,000 for a library building on condition that an equal sum shall be raised among alumni and friends of the college for the endowment of the library. Mr. Carnegie's gift helps along a movement organized some time ago for better library facilities at the Cambridge woman's college. At the annual meeting of the Radcliffe College Alumnae Association, held in June, 1903, a committee of five members was appointed to consider ways and means of securing a new library building.

The Radcliffe library is at present installed in a wooden building adjoining Elizabeth Cary Agassiz House. It contains about 22,000 volumes. The reading rooms seat only about one-quarter of the total number of students in the college, many of whom live at a distance from Cambridge and hence must study in the course of the day in crowded rooms where quiet is out of the question.

That Radcliffe should have an adequately housed working library of its own has always appeared necessary, although, of course, the Harvard library, with upward of six thousand volumes, is at the disposal of advanced students for research work. It is hoped that with Mr. Carnegie's gift in hand, and perhaps other assistance, Radcliffe will have a fireproof structure, spacious, well lighted and well ventilated.

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Orders by mail receive prompt and careful attention. 130 and 132 West 42d Street, and 133 West Forty-first St., New York.

with shelf capacity of at least fifty thousand volumes, with conference and seminar rooms and ample accommodations for the administration.

No definite date has been set on which the \$75,000 for maintenance of the library must be raised. A determined effort, however, will be made by the library committee to secure the money before Commencement, 1905.

UNION OF BLUE AND GRAY.

Northern and Southern Veterans Plan Fraternal Organization.

Washington, May 11.—Veterans of the Union and Confederate forces gathered here to-day for a two days' social and non-political rally. The meeting is intended to be preliminary to a permanent fraternal organization, national in character, of the blue and the gray, and with the idea of holding a reunion and review here in 1906. It is not the purpose of the new organization to interfere in any way with any association of veteran soldiers. The formal exercises began this afternoon at Grand Army of the Republic Hall, and a big rally was held to-night. Among the speakers at the afternoon session were Admiral Schley, Colonel Julian A. Carr of North Carolina; Colonel J. D. Rauhman, General R. B. Snowden, of Tennessee; Colonel F. M. Stewart, of Missouri; General V. Y. Cook, of Arkansas; Major B. P. Dixon, of North Carolina; and Captain J. T. Griffith, of Virginia.

THE SOCIETY WINE POL ROGER & CO. DRY SPECIAL. BRUT SPECIAL 1898. The highest grade of that vintage shipped by Messrs. Pol Roger & Co., is now on sale at the leading Restaurants, Clubs and Wine Merchants in this city. ANTHONY OECHS, Sole Agent for U. S.