

Bellevue, in charge of Superintendent Armstrong.

The fourth car of the train was the smoker. It was the only one to catch fire, but the flames were quickly extinguished by firemen who came from the nearby stations.

The train had made only one stop, at 125th street, and the next one would have been at Wakefield, where the change is made from electricity to steam.

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"We left the Grand Central Station on schedule time. The number of our motor was 3,421. I was sitting in the rear end of the first coach when I felt a shock. I jumped up and grabbed the handle of the automatic brake.

"We were going at the rate of forty or fifty miles an hour. At first fire broke out in the forward end of the first coach, but I got the train crew together and we extinguished the fire with very little damage.

"I was in the smoker playing whist with three friends," said the colonel. "Suddenly there was a great crash. The cards went one way, the board flew in another direction, and I was dashed against the window."

Leonard B. Greene, of White Plains, who was sitting in the smoker playing bridge with three men whom he did not know, was hurled half a car length and jostled out of a window.

As soon as word of the accident was received at the Grand Central offices four special trains were sent out as rapidly as possible. On the fourth train was a corps of doctors from Bellevue Hospital.

Coroner Schwannecke said that he had had an interview with the motorman of the train, who was taken in custody by the police.

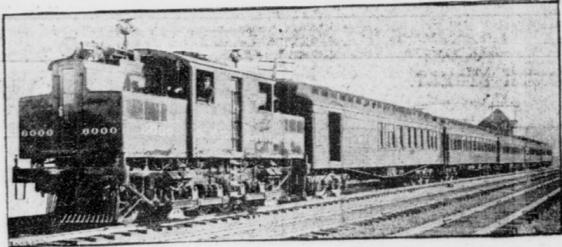
Assistant District Attorney Smythe was at the scene of the wreck and announced early this morning that his office would make a rigid investigation.

All those who were too seriously injured to go to their homes were taken to Fordham Hospital. The police took charge of the bodies of the dead, and had them taken to the morgue.

A substitute train was sent to the scene from the Grand Central Station to take the injured northward to their homes as far as Brewsters, but the tracks had all been torn up and the road was therefore impassable.

Later a train from the north was sent as near to the wreck as possible, and about twenty-five of the less seriously hurt were placed on board. Most of them had been injured in the limbs, and one, a Mrs. Clarke, of White Plains, was on a

ELECTRIC TRAIN OF NEW YORK CENTRAL SIMILAR TO THAT OVERTURNED.



stretcher, and appeared to be in a dangerous condition.

STORIES OF THE PASSENGERS.

Miss Margaret Twomey, one of those injured, said that she could scarcely realize how she escaped death. "The train was running along smoothly," she said, "when suddenly it began to bump. In a moment the car in which I was seated seemed to go up in the air several feet and then turn over. That is the last I remember until I found myself lying in the street."

William T. Snissen, who for thirty years has been an employe of Tiffany & Co., was going to his home with his wife and little child. "I can't tell you anything about the accident," Mr. Snissen said. "It all happened so suddenly. I was carrying home with me a suitcase in which I had \$1,500 in cash and jewelry worth several thousand dollars. I haven't yet discovered a trace of it."

Edward Schumway, who was a passenger in the smoker, said: "I was reading the evening paper and smoking my cigar, when it appeared to me as if the floor of the car rose up in front of us. My only distinct recollection is of seeing some poor fellow's head smacked to a jelly against the side of the car only a foot or so away from me. Then I became unconscious."

Among the passengers on the Harlem train was Colonel Henry C. Henderson, a well known lawyer, who at one time defended Captain Chapman. He is a daily commuter on the Harlem line, and was on his way to his home in White Plains. He had a narrow escape from death.

"I was in the smoker playing whist with three friends," said the colonel. "Suddenly there was a great crash. The cards went one way, the board flew in another direction, and I was dashed against the window."

Edwin Vandervoort, of White Plains, who was a passenger, said that he was sitting on the left side of the aisle when the train left the track. He said he believed his son, Charles E. Vandervoort, was on the train, but did not see him. In searching for his son, whom he had not found up to a late hour last night, Mr. Vandervoort said he saw two young women pinned in by seats. He succeeded in releasing one woman and assisting her through a window, and with the aid of persons from the outside was able to rescue the other woman, whose name is Miss McCormick, of White Plains.

Though badly bruised he refused to go home, and continued to search for his son. J. Kennedy, of White Plains, one of the passengers on the train, who was thrown through a window, but escaped without a scratch, described the wreck in this way:

WORSE THAN TUNNEL HORROR.

"I saw the tunnel wreck, but the Harlem horror to-night far exceeds that. I shall never forget the agonizing cries of the dying and the injured who were pinned down in the overturned, rickety old coaches like rats in a trap and were unable to escape. I saw one woman electrocuted who had been thrown across the live third rail, which had been broken from its stanchions. When the train left the rails and toppled over there seemed to be one great cry of agony from all the passengers, and then the lights went out and everything was in darkness.

"The accident couldn't have occurred at a more inopportune time, as the Harlem Railroad was to have inaugurated its electric service to Mount Vernon to-morrow, and had the third rail equipment laid to the West Mount Vernon station.

A. J. Riddabach, of No. 110 Fourth avenue, who was riding in the smoking car of the wrecked train, said that he felt a severe jolt as the train toppled over. He climbed out of the smoker, and for a short time, the space of perhaps a few seconds, there was hardly a sound to be heard, and then suddenly he heard moans of the suffering in the wrecked cars and the screams of suffering and frightened women. A woman, he said, jumped into one of the cars, hurried to him, looked into his face for a moment, and then threw a satchel which she held into his arms, and before he could prevent her dashed away. There were no marks on the satchel, and as he could not see the woman again he turned it over to the police.

Legard Walker, of the McVickar Gallard Realty Company, of No. 42 Broadway, after the accident said: "I am sure that the train at the time of the accident must have been travelling at the speed of seventy-five miles an hour. I was with a friend, Edward Vandervoort, on our way home to White Plains. We were in the smoking car. Suddenly came the grinding noise of the wreck. We broke the windows of the smoking car and climbed out on the ground. There were a score of persons out walking up and down the track, apparently bewildered. We turned and did what we could to help the injured.

"I saw one man look at the wreck a moment and then rush back toward the cars. He dashed into one of the passenger coaches, just as it toppled and crushed him beneath its weight."

HOW A HERO DIED.

"We saw a heroic sight in one car we entered hoping to aid the injured. We saw a man pinned beneath a heavy seat, haggard and with deep lines of pain marking his face. He called the attention of the rescuers to a young girl pinned down beneath a seat near him. He asked the helpers to save her first. The girl was piled from her place after great difficulty, but before this the man had died. When they turned to help him they found him growing cold."

Mrs. George Liddle, who lives in Webster avenue, at 206th street, saw the accident from a back window.

"The train was going at a terrific rate of speed," she said. "I don't think I ever saw a train going quite so fast."

As soon as the news of the wreck was received at the Grand Central Station last night the officials of the railroad took measures to provide news for the army of reporters who descended on the offices.

Telegraph and telephone wires were strung into one big room and operators installed, and in half an hour a regular news bureau was working. As fast as details came in they were reported, and J. C. Hammond, the road's press representative, gave them out to the newspaper men. Everything possible was done to furnish the news so that the anxiety of friends and relatives of passengers might be allayed.

Early in the evening A. H. Smith gave orders for a special Brewsters local train to be made up, and it left the Grand Central Station at 10:45. There was a big throng in the station waiting for the tracks to be opened sufficiently to let Harlem Division trains through. Many boarded the train when it finally left the station.

Owing to the wreck, the New Haven railroad switched its incoming express trains from the East to the Harlem River branch at New Rochelle and ran them down to 129th street, to connect with the Third avenue elevated line. Passengers on local trains bound to New York were transferred to the Harlem River branch at New Rochelle.

The Central's new motor cars, two of which were on the wrecked train, are constructed wholly of steel. They are of the same type, in most essentials, as the steel cars built for the subway. They contain cane bottomed and bucked seats, like those of the Poughkeepsie local. The cars are lighted by electricity in the electric zone, but also contain kerosene lights, which are used beyond Wakefield. The seats are not as far apart as in the older type of railroad cars, and more passengers can be carried. A feature of the type is the size of the vestibules. The cars are all of the vestibule type with locking

glass doors, hitherto used only on through trains. The electric zone on the Harlem division at Wakefield extends to Wakefield. It was to have been extended to Mount Vernon to-day. It is operated by the multiple unit system, though some trains have been run by electric motor engines. The practice has been to have one or two motor cars on each train, as has been done on the subway, the "L" and the Brooklyn Rapid Transit.

Power is supplied from a huge power house at Wakefield, and reaches the cars by a covered third rail, the connection coming from the bottom of the rail, unlike most systems of the kind, enclosed in wooden cases and running along the tracks at a height of about three feet.

CORONER MAKES STATEMENT.

Shortly after midnight Coroner Schwannecke made a statement, in which he said: "I have taken possession of one of the rails, over which the train passed, and which I shall hold for a technical examination. In my preliminary investigation I found a defect in this rail, which indicated, in my opinion, the place where a big wheel, probably one of the drive wheels of the electric engine hit the rail, at a point almost directly under the Woodlawn road bridge. This rail has an indentation very clearly defined, which shows where some heavy object dropped on it. The theory is that following the dropping of this heavy object upon the rail, it spread, allowing the wheels that passed over this rail later to drop to the ties. One of the witnesses says that while the train was passing at a point almost under the bridge he felt the train rise up off the tracks, and the train seemed to fly through the air. I shall continue my investigation as soon as daylight will permit."

"LOOSE TIRE" OFFICIAL SAYS.

Ira C. McCormick, superintendent of the electrical division of the Central-Hudson, after a careful examination of the tracks and wheels of cars at the scene of the wreck, said early today that in his opinion a loose tire on the first of the two motor cars caused the wreck. He gave it his opinion that the tire got loose and caused the wheel of the motor car to leave the track at a point about 201st or 202d street, and that thereafter the cars dragged along until they overturned. "The loose tire threw the wheels from the track," Mr. McCormick said, "and the other cars following went over."

While the firemen and police were digging the dead and injured out of the wreckage the wrecking crew sent to the scene by the Central-Hudson Railroad Company got to work with derricks, and after several hours got three of the four tracks cleared. The bent up masses of steel were rigged up on flatcars and hauled away, piece by piece, leaving the scene of the wreck by early morning quite free of the remains of coaches.

Pittsburg, Feb. 16.—Miss Annie Moorhead, a scholar in Miss Knox's school at Briarcliff Manor, who died from injuries received in the New York City to-night, is a daughter of John J. Moorhead, Jr., a wealthy iron manufacturer of Allegheny City.

OTHER CENTRAL WRECKS.

Twentieth Century Limited and Park Avenue Tunnel Disasters.

Among the recent disastrous wrecks of the Central probably the worst were that of the Twentieth Century Limited at Mentor, Ohio, on June 21, 1906, and that of the two local trains in the Park avenue tunnel on January 9, 1902. The list stretches back to the birth of the present generation.

As far back as September 2, 1882, the Park avenue tunnel figured in a rear end collision, when a commuters' train from Port Chester was run into and telescoped by the special train from Tarrytown. A score of passengers were killed and injured. This was the result of another wreck, that of the Montreal express, which had broken its axle in the main tunnel, blocking the road and compelling all following trains to feel their way through the dark side or local tunnel.

Again on February 20, 1901, at 86th street, a New Haven local ploughed into a shop train which was bound for the Mount Haven yards. Six were killed, several of them being burned to death, and eight were injured. The engineer of the shop train had hauled up at 84th street, a switch engine in an irresponsible moment ran into the debris of the wreck.

On January 9, 1902, a Harlem local train smashed into the rear end of a New Haven accommodation train, with passengers, in the Park avenue tunnel. Fifteen were killed and thirty-six injured. This was near 56th street, in the morning. The engineer of the local train could not see the signals because of the smoke and steam in the tunnel. This accident was considered a strong argument for electrification.

On May 2, 1902, fast mail No. 3, westbound, ran into a freight at Clyde, N. Y., early in the evening while going at the rate of seventy-five miles an hour. The engineer and firemen were killed and thirteen mail clerks were injured.

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The Government uses three stars to mark good routes: Jameson uses Three Stars to mark good Whiskey.

W. A. Taylor & Co., Agts., 20 West N. Y.

MUTUAL FIGURES OUT

ADMINISTRATION WINS.

Report to Kelsey Shows Complete Rout of Opposition.

The Tribune publishes to-day, for the first time, as the result of the recent Mutual Life election, the confidential report made to Superintendent Kelsey either on Friday night or yesterday morning. These figures, which expert accountants prepared and the Mutual Life's board of election inspectors approved, show an administration victory by nearly 3 to 1. The figures follow:

Table with 2 columns: Item and Amount. Total: 296,000

The preliminary draft of the report, it is said, gave 198,000 to the administration, against the united committee's 64,000 and the third ticket's 3,000, these figures being changed at the eleventh hour. The inspectors observed much reticence regarding the nature of the figures, declaring that they had all agreed that they should remain a secret for the present, at least. The expert accountants were equally uncommunicative, and Mutual Life officials disavowed any knowledge of the contents of the report, the news filtering out through an independent source.

When the figures were submitted, however, to a man who had seen the confidential statements he said: "I cannot imagine from whom your figures were obtained, as there was a general understanding that Mr. Kelsey, or nobody, should give them out. I will only say that the figures you have furnished me are substantially correct."

It is understood that the elimination of "lapped policy" and "duplicate" votes only will qualify these figures in the eyes of the inspectors and that this elimination will not affect the figures materially.

Despite the international committee's protest that the publication of any figures at this juncture must be worse than premature, and whatever motives may or may not have prompted the report, it is asserted confidently that the Mutual Life's board of five inspectors, as well as the firm of expert accountants associated with them in the work, must stand or fall on these approximate totals, especially in view of their publication. The inspectors' totals were received with great interest in insurance circles last night, insurance men expressing especial surprise that the third ticket, launched with so much eclat, and on which, it will be recalled, Governor Hughes was "conscripted," had polled less than 4,000 votes. They saw in this poor showing either a complete repudiation of the persistent report that certain pro-administration interests had "backed" the ticket, or else, and less probably, the dismal discomfiture of such a scheme.

These names compose the administration ticket: John N. Auchincloss, George F. Baker, Hugo Barling, Charles S. Brown, Dumont Clarke, Frederic Cromwell, Cyrus Curtis, Julian T. Davies, Charles H. Dickey, William P. Dixon, H. Hieman Duval, George Gray, Charles R. Henderson, Harlan N. Higginbotham, James N. Jarvis, Augustus D. Julliard, William H. Lambert, Charles Lanier, Sir Hiram S. Maxim, Emory McClintock, William C. McMillan, George Miller, Charles A. Peabody, Emile O. Philipp, Henry Phipps, Alfred M. Shook, Leroy S. Sings, Louis St. Julien, Henry W. Tarr, Benjamin F. Tracy, William H. Truesdale, Hamilton McK. Twombly and Cornelius Vandervelt.

A number of voters, it is said, substituted Vice-President Dexter's name for that of President Peabody. Mr. Vandervelt or Mr. Twombly on the ballots. Mr. Twombly has filed a refusal to serve if elected.

Judge Gray, General Tracy, Mr. Higginbotham and Colonel Shook are the four international policyholders' committee members alleged to have been "scripted" on the ticket. Because of the "mixed" third ticket in the field, it is believed that policyholders cast relatively few split ballots in the Mutual Life election.

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N. Y. LIFE ADMINISTRATION LEADS.

Figures Show That It Is Likely to Win Against Policyholders.

From figures furnished by the New York Life's board of election inspectors, an "analysis" of 187,981 administration mail votes counted up to last night out of a total of about 194,000 mail ballots, has been made. It follows:

Table with 4 columns: Item, Administration, Opposition, Split. Total: 187,981

It is estimated that the inspectors will "deny" 75 per cent of the 8,000 challenged votes. The inspectors counted 15,446 proxies yesterday and expect to count 40,000 a day, beginning to-morrow.

INDORSE PRESIDENT AND HUGHES.

Memorial of New York Republican Clubs Presented to the Senate by Mr. Platt.

[From The Tribune Bureau.] Washington, Feb. 16.—Senator Platt presented to the Senate to-day a memorial containing three resolutions adopted at a recent meeting by the New York League of Republican Clubs. The first resolution indorses President Roosevelt and Governor Hughes for their "intelligent, courageous and progressive policies," and urges the New York delegation in Congress and the New York Assembly to support these policies.

The second resolution urges improved postal and transportation facilities between the United States and the Orient and between the United States and South America. The third resolution urges the creation of a national immigration commission to study the conditions affecting immigration here and abroad.

Mr. Platt requested that the memorial be printed in "The Congressional Record."

EASTMAN JOHNSON SALE.

The paintings of the late Eastman Johnson will be sold at auction by the American Art Association on February 21 and 22. The collection includes 100 pieces.

You can shop by Telephone and avoid the busy streets and crowded cars. Have you a Telephone? Rates are low. NEW YORK TELEPHONE CO., 16 Day Street.

RIDGELY'S FINANCIAL FORECASTS. Two weeks ago, when U. S. was below 170, Reading below 120, Copper 15 etc. we urged the purchase of those and other stocks. Thursday night, Feb. 7, we cautioned subscribers that a reaction was probable, and Saturday, Feb. 9th, we stated that a stock should again be bought Monday morning. We do not say that the market is going straight up, but we do say that the bull side is now the proper side if you use judgment as to what and when to buy. Certain stocks are booked for big advances within the next few months. Our Daily Letter, \$5 per month, gives details. Sample back numbers free.

A. N. RIDGELY, 20 BROAD ST., N. Y.

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Fitted, complete, with Fitzwilliam girths, stirrup leathers and stirrup irons. Men's Saddles, \$27.50, \$40, \$55. Cross Side Saddles, from \$30. Ladies' Astride Saddles, \$75. Weymouth Bridles, from \$7.50. Pelham Bridles, from \$6.50.

The Cross Harness Rooms are more fully stocked than ever before with the finest grade of English Harness, at very reasonable prices.

Cross English Leggings

Moulded to the calf—the standard with riders and sportsmen in England and America—easily put on and off. Cross Hider Leggings, \$4. New Cross Spring Leggings, \$5. Unusually trim—riding boot appearance. Cross Celebrated Pigskin Leggings, \$6.50.

Cross Fitted English Suit Cases

With Special Fittings for \$94. Extra deep—solid sole leather, saddle sewn—besides carrying toilet articles, leave room for clothing. Silver plate or sterling fittings—brushes, bottles, mirror and portfolio. Appropriate for gifts.

Full assortments of Cross Kit Bags, Suit Cases, Ladies' Dressing Bags and all traveling requisites.

Cross Trunks

Best made and lightest trunks in the world—with Cross finish and attention to details. Cross Dress Trunks for ladies, from \$21.50. Cross Continental Trunks for men, from \$26.50. Cross Cab Trunks for men, from \$18.50. Cross English Leather Trunks, from \$41.50.

Cross Latest Ladies' Shopping Bags

New two-handle effects, green or black English Morocco, silk lined, made of one piece, open wide, accessible, capacious. Two sizes, \$6.75 and \$7.75.

Cross Novelties

English Leather Photo Frames—largest sizes, oval or square openings—green, red, purple or pigskin, \$9.50. Smaller Photo Frames, from \$1.75. Cross Chatelaine Bags, for lady travelers, from \$1.75. Cross English Purses, from \$2.50. Cross Crushable Kid Belts for ladies, with gold-plated buckles, from \$3.50. Cross Silk Web Belts for ladies, all fashionable colors, from \$4.50.

Ladies' heavy Cross Mousquetaire Gloves

Finest long gloves from our workshops in England—smart in cut and fit—outwear any other glove made. 16-button, white, \$4. 12-button, white, \$3. Tan, \$3.25; black, \$3.50. Cross 12-button Chamouis Gloves, \$2.25.

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The "THEMODIST"

Another exclusive feature added to those which already separate the

PIANOLA and PIANOLA PIANO

From the host of imitations which have followed them.

THE matter of choosing a piano is apt to be, for the unmusical, a difficult task. Unable to bring a trained musical perception to bear on the problem, a name or mere prejudice is too often allowed to influence the selection.

In considering the Pianola or Pianola Piano, however, the task is simpler. These instruments possess certain vital and exclusive features, to appreciate which one does not require special musical training, and which clearly distinguish them from the imitations which their pronounced success has inspired.

The "THEMODIST" Is The Latest Step

in the development of the Pianola, and its extreme importance is at once recognized when its function is understood.

The need of some method by which the theme or air of a composition could be "brought out" or accented, in contrast to the accompaniment, has always been recognized in all Piano-players. This need is precisely what the Themodist supplies, and in a completely satisfactory and artistic manner.

The addition of this latest feature, like the Metrostyle, is exclusive in the Pianola and Pianola Piano, and serves to emphasize still more sharply the superiority of these instruments over all others.

The point cannot be too strongly made—that the Metrostyle and the Themodist are to be found only in the Pianola and Pianola Piano, and that these instruments are sold in Manhattan only at AEOLIAN HALL.

Your present Piano or Piano-player will be taken in exchange at a fair valuation.

The AEOLIAN CO., Aeolian Hall, 362 Fifth Avenue, near 34th Street, New York.