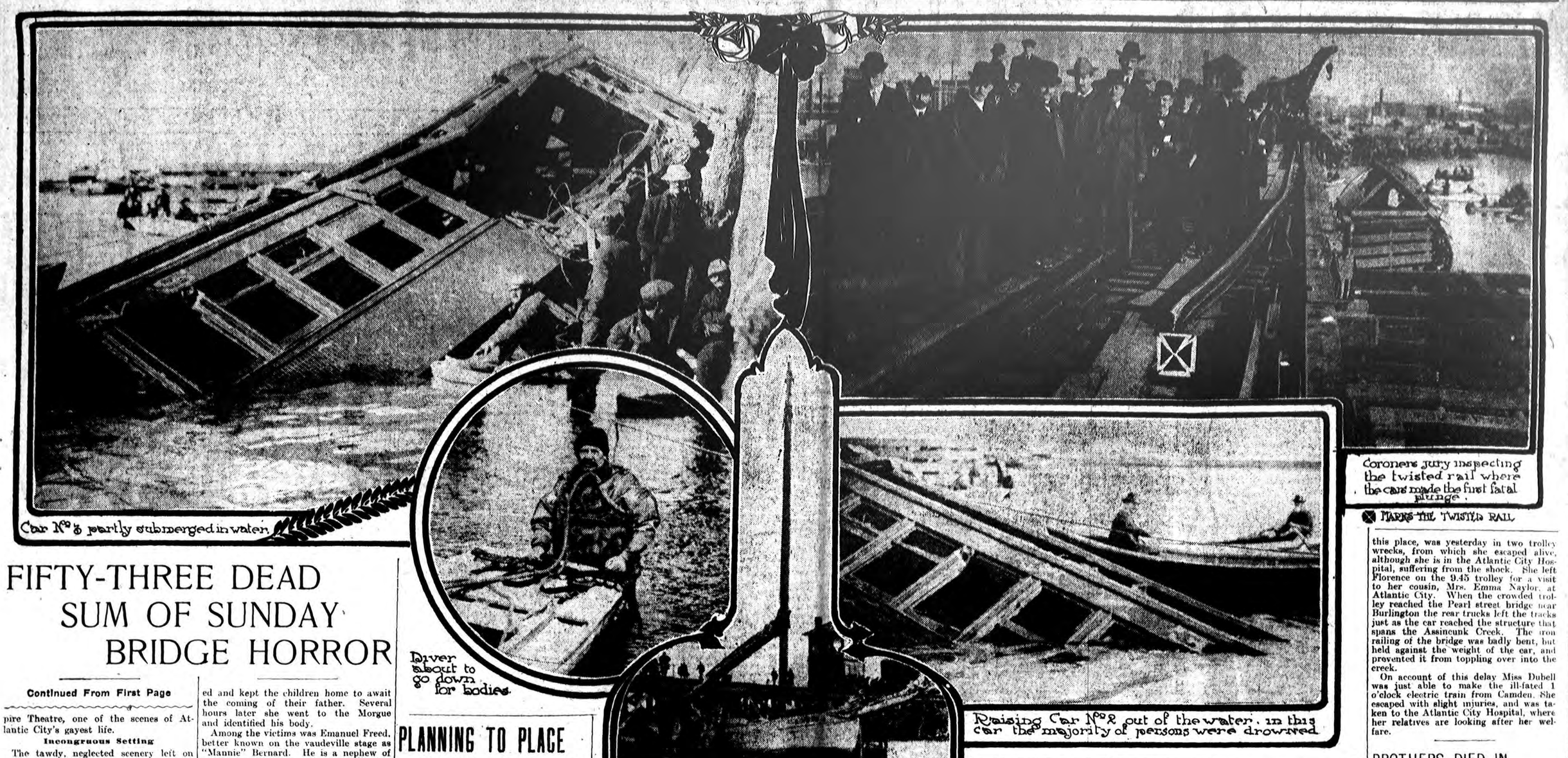

Car No. 3 partly submerged in water

Coroners jury inspecting the twisted rail where the cars made the first fatal plunge

✕ MARKS THE TWISTED RAIL

Diver about to go down for bodies

Raising Car No. 2 out of the water. in this car the majority of persons were drowned

Fishing Yacht "Sinbad" that drawbridge opened for

FIFTY-THREE DEAD SUM OF SUNDAY BRIDGE HORROR

Continued From First Page

pire Theatre, one of the scenes of Atlantic City's gayest life.

Incongruous Setting

The tawdy, neglected scenery left on the stage made an incongruous setting for the scene on the ground floor of the theatre, from which the seats had all been removed. Scores of bodies were laid side by side in two long rows, and through the narrow aisle left between the rows of sheet-covered forms the relatives and friends of the victims and the throngs of the morbidly curious filed in a continuous stream from the time the door was opened at nine o'clock this morning until the three remaining unidentified bodies were sent away to local undertakers' establishments tonight.

There was no more pitable experience than that of Samuel McElroy, of 2029 Green street, whose family was literally wiped out by the disaster. The bodies of his wife and their five-year-old son and daughter Olivia lay side by side in the theatre building. The body of their three-year-old son Joseph is being carried to and fro by the tide in the Thoroughfare. McElroy was in Atlantic City on Sunday and had expected his wife and two children on the electric train leaving Philadelphia at eleven o'clock. Some circumstance led Mrs. McElroy to leave on the one o'clock train instead. He was at the station when the news of the disaster was brought in. He hurried to the drawbridge, but there was no sign of his dear ones.

Wandered About Streets

Buoyed by the hope that they might not have taken the train, McElroy went to Philadelphia to find that his wife and children went on the ill-starred train. He hurried back to Atlantic City last night, but the Morgue was closed to the public, and McElroy was denied admission. All night he wandered about the streets, and when the police admitted the public to the theatre at 9 o'clock this morning, McElroy was one of the first to burst into the auditorium. When he saw the long rows of white figures, he faltered. Half dazed he turned to one of the Coroner's officials.

"My little girl wore a gray coat and red mitts," he stammered. The official raised the upper portion of the sheet on the second body from the door. McElroy caught a glimpse of streaming golden curls.

"My God, that's she," he cried and swooned in the arms of the Coroner's man.

When he recovered he was shown the body of the woman lying beside the little girl. It was his wife. Again he succumbed under the strain and was taken from the Morgue. When asked by the police where he lived, McElroy said "I don't know. I don't know. I used to live at 2029 Green street, but I can't bear to go back there again. I guess it doesn't make much difference where I go. My whole family is wiped out."

Pathetic Scene

Pathetic, indeed, was the identification of the bodies of Dr. Alvin L. Hudders, a prominent physician of Lyceum avenue and Mitchell street, Roxborough, and Mrs. Catherine Hudders, his wife. The bodies were identified by their four daughters, who hurried here this morning, after reading of the wreck.

Upon the body of Mrs. Hudders were found diamonds and other jewels valued at over $4000. With her husband she was coming down here to look at a cottage on Pacific avenue, which they had planned to purchase for their summer home. Dr. Hudders is one of the leading physicians of Roxborough and recently purchased a new and palatial home.

Miss Martha Heisch, of 1403 North Twenty-ninth street, Philadelphia, one of the victims, was to have been married in two weeks to Armand Alexis Tadesco, of New York. Together they had planned to spend Sunday at the seashore. The young woman's sister identified her body at the morgue today, but could not locate the body of her sister's fiance. It is probably in the Thoroughfare.

Mrs. Walter Scott, wife of the motorman of the train, has been driven insane by the tragedy and physicians fear that she may never regain her reason. Scott had planned to spend Sunday afternoon with his wife and two children at their home, 704 North Michigan avenue, as it was his afternoon off. Shortly before the news of the tragedy reached here, Mrs. Scott received a telegram from her husband, which read: "Don't let the children go to Sunday school, I will have two hours off this afternoon and you know how badly I want to see them. God bless them. Walter."

Mrs. Scott did as her husband requested and kept the children home to await the coming of their father. Several hours later she went to the Morgue and identified his body.

Among the victims was Emanuel Freed, better known on the vaudeville stage as "Mannie" Bernard. He is a nephew of Sam Bernard, the well known comedian. Freed was booked to play on Young's Pier this week. This morning his brother, Louis Freed, identified the body and arranged for its removal to his home at 1227 Madison avenue, New York.

Clasped in Each Other's Arms

Clasped in each other's arms, the bodies of Joseph Morward, 23 years old, of 2208 South Bancroft street, and his brother, Frank, were found in one of the cars. Both of the men had almost all their clothing torn from their bodies. Their bodies were identified by a younger brother, Matthew.

One of the victims whose body has not yet been recovered is H. N. Burch, of 820 South Eighth street, Camden. He was on his way to Atlantic City with Andrew Taylor, of 807 Princeton avenue, Camden. When the cars left the bridge, Taylor, who was sitting next to the window, shouted to Burch to follow him and jumped through the window. Taylor got out and was picked up by two men in a boat. He was slightly bruised and he is now one of the eight injured men in the Atlantic City Hospital. They will all recover. Nothing has been seen of Burch.

Ever since the electric train made its plunge from the drawbridge into the Thoroughfare, a gang of more than a hundred men has been employed at the scene of the wreck. All through the night, in the uncertain flickering illumination of a dozen gasoline flares, the work of removing the bodies from the wrecked cars was prosecuted. Hovering around the roofs of the cars which just showed above the surface of the water were three gasoline police launches from which the divers made their descents and gruesome excursions through the submerged cars. As they reappeared, each time with a body in their arms, their gruesome burden was laid in the bottom of the boat and brought ashore, to be sent to the theatre morgue in dead wagons.

Dragging Out Cars

Shortly after daylight the first of the three cars was dragged from the Thoroughfare and beached by means of a huge crane operated from the drawbridge. Later in the day the middle car was raised from the water, and the divers went through and took out the remaining bodies.

Since the accident happened there has been no current on the third rail between here and Pleasantville. Passengers on the electric road are taken to Pleasantville by steam and there transferred to electric trains.

Charles M. Kessler, owner of the schooner Sinbad, the last craft to pass through the drawbridge before yesterday's wreck, recovered seven bodies of victims before the relief work had begun. He saw the train plunge overboard and, hurriedly calling a volunteer crew, sailed to the scene of the wreck.

The Sinbad is an unfortunate craft. She was abandoned off the Virginia coast last week by her crew, who took a dory and were later rescued and carried to Philadelphia. Kessler went after the schooner and found her half-sinking, fifty miles from where the crew left the craft. He was on his way home when the crash occurred.

SAY THEY HAVE NOT DETERMINED CAUSE

The following statement was sent out last night by the Pennsylvania Railroad:

"On account of the difficulty in raising the trucks of the cars out of the water the railroad officials have not yet been able to discover the cause of the accident. They have ascertained, however, that there was no defect in either the drawbridge or its mechanism to cause the derailment. The bridge, both stationary and movable parts, is of the most approved modern type.

"General Manager Atterbury is on the ground supervising the work of raising the trucks. Their great weight has thus far defied the efforts of the wrecking apparatus, but attempts are still being made to get them to the surface. When they are examined, the railroad officials think, it will be shown that there was something about one of the trucks that caused the train to leave the track.

"It is certain that the rails on the drawbridge and those on the solid section fitted exactly, for otherwise the signal could never have shown a clear track. By means of the interlocking system it is impossible for the motorman to get the 'go ahead' signal until the rails are exactly in place.

"The Pennsylvania Railroad Company is leaving nothing undone to get at the cause of the accident. The Coroner has already gathered together a jury and is making a thorough investigation; the officials of the company are giving him every assistance in their power."

Finkelstein Had Several Stores

READING, Pa., Oct. 29.—B. H. Finkelstein, aged 40 years, who perished in the wreck at Atlantic City, was proprietor of three and nine-cent stores in Reading, Pottsville and Atlantic City. His family lives at Atlantic City. He had been in Reading during the past three months.

PLANNING TO PLACE BLAME FOR WRECK

Continued From First Page

county. It is composed of State Senator E. L. Lee, Isaac Bacharach, Real Estate Operator Samuel H. Headley, Contractor Charles E. Roesch, large meat packer of this city and Philadelphia, David R. Barrett, president of Board of Tax Assessors, and John P. Ashmead, city engineer.

Prosecutor on the Scene

Accompanying the jury when it made its investigation today was Prosecutor of the Pleas J. Ross P. Albott, City Solicitor Harry Wootten and Constable J. W. Hardcastle. Several newspaper men were also with the party at the special request of Coroner Gaskill, who insisted that there should be no mystery about the investigation and that the public was entitled to know everything regarding an accident which wrought such terrible havoc.

The jurors, upon reaching the drawbridge from which the electric train had taken its dip of death, met General Manager Atterbury, chief of motive power; W. W. Gibbs, and a number of other prominent railroad officials, who were watching the wrecking crew attempt to lift the submerged cars out of the water.

Coroner Gaskill surprised these officials by the business-like manner in which he started his investigation and by the questions he asked in order that the jury might get a proper idea of the accident.

Before objection could be made the bridge tender, whose duty it was to see that the rails on the bridge were in proper condition after the draw had closed, was called and examined as to what he knew. Then an engineer was sent for to explain the working of the drawbridge and how the tracks came together after they had been parted by the opening of the bridge, and in quick succession the jurors asked many questions and insisted that the bridge be immediately gotten into shape so that they might see a demonstration as to how the tracks worked. This was done, the railroad officials by this time having apparently decided that this Coroner and his jury were different from the ordinary and would have to be obeyed immediately.

All Sorts of Explanations

Most attention was paid to the track which, by being out of its proper place, had caused the electric train to leave the rails and leap into the water. All sorts of explanations were given by the railroad men to dispel the impression that this track had been out of place, but their efforts seemed to have small result. Even the positive declaration of Daniel Stewart, of 2508 Atlantic avenue, the bridge tender, that a few moments before the wreck he had viewed the rail and was sure that it was then in its proper place, did not convince the jury, who seemed to believe that the system was not one that was perfect and that it would have been an easy matter for this rail not to have properly fallen into its proper place.

All other inquiries made seemed to confirm this theory, and Coroner Gaskill stated tonight in the course of an interview that he was nearly convinced that this rail being misplaced was the direct cause of the accident.

Railroad Officials' Idea

Railroad officials, on the other hand, profess to believe that some break in the trucks of the first car was the first cause of the accident, and that this caused the wheels to spread and to knock the track from its proper position. This can only be determined by an examination of the trucks of the cars, and considering that in their plunge into the Thoroughfare the trucks were badly damaged, it will be difficult to determine if any defects existed before the accident.

The bridge used by the electric trains has two tracks upon it, and in addition the two additional rails made necessary by the third rail electrical system. As the Thoroughfare is used by many boats, it is necessary to have a draw upon the bridge, and it is at the west end of this draw where the trouble arose.

When it is necessary to open the draw the bridge tender signals the operator stationed in the tower at the east end of the bridge. As soon as the bridge tender has thrown open a lock upon the mechanism which connects the rails and cables of the draw with the bridge proper, the operator in the tower pulls a lever which disconnects the bolts which connect the two parts of the draw.

The ends of the rails where they meet are cut diagonally, so as to make the connection more perfect. A space of perhaps a quarter of an inch separates the two ends when they are in place. This is an important feature in the investigation, as the rail which threw the train from the bridge at its triangle end is all battered, while the end of the rail with which it fitted is unharmed.

Superintendent Lovell, of this division of the West Jersey and Seashore Railroad, stated that in his opinion something was wrong with one of the brake shoes upon the wheels of the first train, and that this shoe in some way caught the rail and lifted it out of place. Then he said the wheels which followed banged up against this end, and that soon it was forced aside and the train derailed and thrown into the water.

LIST OF VICTIMS OF AWFUL DISASTER

Special to The Inquirer.

ATLANTIC CITY, N. J., Oct. 29.—Up to midnight fifty-three bodies had been recovered from the bridge wreck at the Thoroughfare. The following is a revised list of the dead:

AMOROSO, PIETRO, 1707 Arctic avenue, Atlantic City.
BENCKERT, MRS. MARY, Sixth and Jackson streets, Philadelphia.
BENCKERT, CLARENCE, 12 years old, a son.
BENCKERT, HARRY, 9 years old, a son.
BRADISH, MRS. WALTER, Eastport, Maine.
BROWN, MRS. CORA BIBBER, Eastport, Me.
BROWER, ROBERT, Fourth and Lehigh avenue, Philadelphia.
CARTER, W. L., 921 Walnut street, Philadelphia.
CARTER, MRS. W. L., his wife.
CULVENCE, THOMAS, Philadelphia.
DEMPSEY, JAMES PAUL, 330 Stevens street, Camden; foreman of car inspectors.
DEMPSEY, IDA, his wife.
DOMABLE, VINCENZO, Atlantic City.
EAGAN, JAMES, 2306 Pacific avenue, Atlantic City.
EDWARDS, WILLIAM, Woodbury, N. J.
FELSBERG, DR. PAUL, 1421 Girard avenue, Philadelphia.
FELSBERG, MRS. FRANCES, wife of same.
FINKELSTEIN, B., Fourth and Pennsylvania avenue, Reading, Pa.
FREED, EMANUEL, of New York, an actor known as "Manny" Bernard, nephew of Sam Bernard.
GETMAN, ALBERT L., 1942 North Fourth street, Philadelphia.
HARRIS, CLIFFORD, 17 years, colored, 1913 Turner street, Philadelphia.
HARRIS, SINCLAIR, 15 years, a brother.
HAYES, GERTRUDE, colored, Camden.
HEISCH, MARTHA, 1403 North Twenty-ninth street, Philadelphia.
HUDDERS, DR. ALVIN C., Lyceum avenue and Mitchell street, Roxborough, Philadelphia.
HUDDERS, MRS., wife of the physician.
IFELL, SAMUEL, 72 West Washington lane, Germantown.
IFELL, RACHEL, his wife.
KESSLER, ALBERT, 936 Haddon avenue, Camden.
KESSLER, CHARLES, a brother.
KLEINBERGER, SAMUEL, Atlantic City.
KLYNE, WILLIAM STEWART, young adopted son of Mrs. Stewart.
KOBER, JOHN, 3081 Martha street, Philadelphia.
LAWRENCE, MRS. LAURA, 1018 Brandywine street, Philadelphia.
McELROY, MRS. EVELYN, 2029 Green street, Philadelphia.
McELROY, OLIVIA, 5 years old, a daughter.
MAZZELLA, PASQUALE, 1137 Christian street.
MERWARD, FRANK, 2208 South Bancroft street, Philadelphia.
MERWARD, JOSEPH, brother.
MILLER, MRS. ANNIE, Fourth and Lehigh avenue, Philadelphia.
MILLER, LESTER, her son.
MONROE, FRANK, Atlantic City.
NIESSA, EDDIE, 5 years old, 2147 Sharswood street, Philadelphia.
RITTENHOUSE, MRS. ELLA, 60 years, 2549 N. Front street, Philadelphia.
RITTENHOUSE, ELLA MARY, 19 years, daughter.
SCOTT, WALTER, motorman, Indiana avenue, Atlantic City.
STEWART, MRS. W. H., Wenonah, N. J.
THOMAS, MISS, colored, Camden, N. J.
TURNER, GEORGE, colored, 249 Illinois avenue, Atlantic City.
VEORADO, CONSTANTINE C., 938 South Eighth street, Philadelphia.
WONFOR, MRS. SELMA, 318 Federal street, Camden.
WONFOR, GEORGE, 318 Federal street, Camden.
ZIMMERMAN, JOHN, 454 North American street, Philadelphia.

WERE KILLED ON THEIR WEDDING ANNIVERSARY

Pathetic in the extreme was the untimely end of Mr. Samuel Ifill, of 72 West Washington lane, Germantown, and his wife Rachel, who were victims of the railroad wreck at the Atlantic City Thoroughfare.

The couple, who were both well known in Germantown, had been married just fifteen years, and decided to take a trip on their fifteenth wedding anniversary. They left their home on Washington lane about 10 o'clock and went to the Friends' meeting, of which they were members.

The meeting was over in time for them to catch the ill-fated Atlantic City train. A personal friend of the family yesterday said that their stopping at the church probably cost them their lives.

Mr. Ifill's body was one of the first recovered and was identified by one of his business cards. His wife's body for a time was unidentified, but it was thought that she was Mr. Ifill's wife from a picture of him she carried in her locket. The wedding ring with their initials in also helped to prove the identity.

As soon as the news of the accident reached the family, Irvin and Wilmer Ifill, brothers of the dead man, went to Atlantic City and identified the bodies. The bodies were taken in charge by Kirk & Niece, undertakers of Germantown. As yet no arrangements for the funeral have been made.

Mr. Ifill was the son of Matthew Ifill, the proprietor of the Abbey Hotel at Wissahickon and Hunting Park avenues. For a number of years he had been in the livery business in Germantown. He was formerly a letter carrier. He was well-known among horsemen. He had two children, one a married daughter, who was formerly a school teacher, and a son, James, who is quartermaster on the steamer New York, plying between New York and Liverpool. Both of them have been notified of the death of their father and that of their stepmother, Mrs. Ifill, being his second wife.

Mrs. Ifill, who was formerly Rachel Livezy, of the prominent Livezy family of Plymouth, Montgomery county, was also well-known in Germantown. She was an expert horsewoman and for several years has conducted a fashionable riding school at Buck Hill, in the Pocono Mountains. Numbered among her pupils were many prominent society women and men. She has also taught many of the younger set in Germantown, Chestnut Hill and Mt. Airy to ride.

YOUNG DOCTOR AND WIFE AMONG VICTIMS

Dr. Paul Felsberg and his wife, of 1423 Girard avenue, boarded the train for a pleasure trip. The physician's body has been recovered, but that of Mrs. Felsberg is missing. Relatives think that it has been swept out to sea.

Dr. Felsberg was well known in medical circles. He was 37 years old, while his wife was three years his junior. Dr. Felsberg was graduated from Hahnemann Medical College.

Mrs. Felsberg's mother, Mrs. James Mills, of North Fifteenth street, had preceded her and Dr. Felsberg to the resort. Waiting at the terminal in Atlantic City for nearly a half hour, the aged mother was finally told of the wreck on the Thoroughfare. She is in a serious condition from shock.

Paul Felsberg, the 14-year-old son of the physician, had a narrow escape from meeting the same fate of his father and mother. It was intended that he should accompany his parents to the resort, but when he reached Camden he asked that he be allowed to go to Sewell to visit his aunt. His request was granted.

TRAIN OF DEATH BRINGS CORPSES

Special Left Atlantic City at 11.35 Last Night With Fifteen Bodies From Scene of Sunday's Crash

Shortly before midnight an engine and two coaches, a veritable "train of death," bearing fifteen corpses of persons who had been drowned in the Thoroughfare like rats, pulled quietly out of the Atlantic City depot bound for Camden and this city.

Hundreds of spectators gazed awe-stricken as body after body was silently lifted into the train, after being brought from the Morgue. Trainmen stood idly by watching the gloomy midnight procession. As one after another the corpses were taken aboard, until there were fifteen in all, the gloom which has hung over the depot ever since the accident was deepened.

The railroad officials and physicians who were to make the sad journey with the dead, nervously fingered their watches, anxious to be off.

Started at 11.35 P. M.

Word had early been sent along the road that this special train was to have an absolute right of way. At 11.35 P. M. the engineer climbed into his cab, and the funeral train moved silently off.

On board the lights were turned very low. Relatives of some of the dead had been given permission to accompany the train. Several railroad men made up the rest of the party of the living, with the dead stretched out at their feet.

Although the Pennsylvania Railroad had the special ready early in the evening, the Atlantic City Coroner would not allow it to depart with the corpses. He declared that no bodies should be removed until after the inquest. He was won over later.

Only One Body for This City

Only one of the fifteen dead was destined to this city. The other fourteen were for Camden or points along the way.

As the train sped through the darkness the lonely night agent at every way station was out on the platform to watch the engine and cars whizz by. The telegraph wires had flashed the news along that the "train of death" was on its way.

No stops were made except where a body was to be taken off and turned over to the bereaved families.

Long before the train was due at each station where one of the dead was to be deposited a small crowd was on hand, with the sorrowing relatives of the deceased in their midst. Close to the station platform stood an undertaker's wagon.

Locomotive Was Silent

With never a whistle nor a ring of the bell, the train appeared suddenly out of the darkness, and drew up at the various New Jersey stations. Scarcely a word was spoken as the corpse was lifted, and just as silently the train started off again.

It was a little after 1 o'clock this morning when the "train of death" finally crept into the Camden station. Several scores of persons were on hand to meet it.

The solitary body destined for this city was claimed and brought across on a ferry boat through the thick night fog.

ROXBOROUGH DOCTOR AND WIFE VICTIMS

Among the most distressing incidents of Sunday's accident in the Atlantic City Thoroughfare was the drowning of Dr. A. A. Hudders and his wife Catherine, of Lyceum avenue and Mitchell street, Roxborough. Dr. Hudders and his wife went on the ill-fated electric train mostly for the sake of their four small children. The doctor intended to purchase a cottage in Atlantic City for the comfort of his wife and children in the summer season.

He had an appointment with a real estate dealer at the seashore, but the train never reached its destination and the doctor and his wife were drowned, imprisoned in one of the coaches.

At the Hudders' home, the four small children, the youngest 9 months, and the oldest 10 years, were waiting for the return of the mother and father. Hearing of the wreck, Dr. E. A. Eichman, of 440 Lyceum avenue, went immediately to the scene of the disaster and identified the bodies of the physician and his wife.

Dr. Hudders was widely known througout the city and his death and that of his wife were a sad blow to their many friends. He was a graduate of the Philadelphia College of Pharmacy and the Jefferson Medical College. The bodies are expected to arrive home today.

HE SAVED THE GIRL, BUT LOST HIS LIFE

WILLIAM EDWARDS

Woodbury Victim of the Wreck

Special to The Inquirer.

WOODBURY, N. J., Oct. 29.—Among the Woodbury victims of the Atlantic City disaster was William Edwards, aged 25 years, son of Mr. and Mrs. Charles Edwards, of South Broad street. The young man was popular and had a host of friends. He was a fine ball player, having played with the Country Club ball team for several years.

Young Edwards left his home yesterday morning, saying he was going to Camden, where he intended to meet Miss Ida Dubell, of Florence, and the two were going down to the shore. It was not positively known whether they made the 1 o'clock train until this morning, when Miss Dubell had the hospital attachees telephone to Edwards' parents that he had saved her, but she did not know whether he was saved. All she remembered was that when Edwards got her from the car she saw him sink, and she swooned.

Several Woodbury people were in Atlantic City, and these were communicated with, but nothing could be learned. When young Edwards did not come home last night the worst was feared, and this morning the father, with Harry Fish, went down. They went to the temporary morgues, but saw no one who resembled the son. Finally Fish saw a body just brought in, whom he partly recognized. He called the father, who identified the body as that of his son. Miss Dubell said that she saw "Will's" face was bleeding terribly while he was working with her, and that as he pushed her to safety he dropped out of sight, and she believes some one pulled him under again.

Mr. Edwards came home this afternoon almost distracted, and Mr. Fish will remain at Atlantic City until the Coroner gives permission to bring the body up.

IN TWO TROLLEY WRECKS

Friend of Woodbury Victim in Atlantic City Hospital

Special to The Inquirer.

FLORENCE, N. J., Oct. 29.—Miss Ida Dubell, a popular young woman of this place, was yesterday in two trolley wrecks, from which she escaped alive, although she is in the Atlantic City Hospital, suffering from the shock. She left Florence on the 9:45 trolley for a visit to her cousin, Mrs. Emma Naylor, at Atlantic City. When the crowded trolley reached the Pearl street bridge near Burlington the rear trucks left the tracks just as the car reached the structure that spans the Assincunk Creek. The iron railing of the bridge was badly bent, but held against the weight of the car, and prevented it from toppling over into the creek.

On account of this delay Miss Dubell was just able to make the ill-fated 1 o'clock electric train from Camden. She escaped with slight injuries, and was taken to the Atlantic City Hospital, where her relatives are looking after her welfare.

BROTHERS DIED IN EACH OTHERS' ARMS

With their arms clasped about each others' necks, Joseph Merwood, 23 years old, and his brother, Frank Merwood, of 2308 South Bancroft street, were early yesterday morning taken from the submerged cars. Their clothing was torn from their bodies, showing they must have struggled hard for their lives. Their bodies were taken to the Empire Theatre Building in Atlantic City, where Matthew Merwood, a brother of the unfortunate victims, identified them.

The three Merwood brothers were employed as motormen by the Philadelphia Rapid Transit Company. Much sorrow has been manifest among the trolleymen at the Sixteenth and Snyder avenue car barn, where the Merwoods worked.

BOARD WILL INVESTIGATE

Miss Peacock's Case Will Come Before Committee Thursday

At a meeting of the Camden Board of Education last night a resolution was introduced by George L. Bender calling for an investigation of the case of Miss Sallie Peacock, who claims to have had a teacher's certificate unjustly withheld from her after she had been proven fully competent. The board referred the matter for investigation to the Teachers' Committee, which will meet on Thursday night.

Trolley Cut His Leg Off

Philip S. Maloney, aged 64 years, of 2126 North Twentieth street, was run over yesterday afternoon by a trolley car at Twelfth and Market streets and had his leg cut off. He was removed to the Hahnemann Hospital.

TO CURE A COLD IN ONE DAY
Take LAXATIVE BROMO Quinine Tablets. Druggists refund money if it fails to cure. E. W. GROVE'S signature is on each box. 25c.—Adv

Yesterday's Local Weather Report from U. S. Weather Bureau

Time.	Bar.	Ther.	Hum.	Wind.	Velo.	Rain.	Weather.
A. M.	30.07	44	58	N.W.	8	.00	Clear.
2 P. M.	30.16	45	47	S.W.	6	.00	Clear.

Temperature 12 noon	47
Temperature 8 P. M.	48
Maximum temperature 4 P. M.	49
Minimum temperature 6.45 A. M.	41
Mean temperature	45
Normal temperature	52
Sunshine (per cent.)	83
Deficiency in temperature	7
Excess in temperature since October 1	20
Accumulated excess in temperature since January 1	620
Excess in rainfall since October 1	1.65
Accumulated excess in rainfall since January 1	12.77
Sun rises	6.25 A. M.
Sun sets	5.02 P. M.

Special U. S. Weather Bureau Bulletin, Philadelphia, Pa.

Special to The Inquirer.

Philadelphia, Oct. 29, 8 P. M. (Eastern Time.)

PLACE.	Highest Temp.	Lowest Temp.	Wind.	Velo.	Rain.	Weather.
Abilene, Tex.	58	74	N.W.	6	.00	Cloudy.
Atlantic City	44	50	N.W.	*	.00	P.Cloudy.
Atlanta, Ga.	52	56	S.E.	8	.00	P.Cloudy.
Cape May, N.J.	46	48	W.	*	.00	Clear.
Bismarck, N.D.	32	34	N.	*	.00	P.Cloudy.
Boston, Mass.	44	50	W.	10	.00	P.Cloudy.
Buffalo, N. Y.	36	38	S.W.	14	.10	Rain.
Charleston, S.C	52	60	E.	6	.00	Clear.
Chicago, Ill.	44	48	N.W.	10	.20	Rain.
Cincinnati, O.	54	54	S.W.	16	.00	Rain.
Cleveland, O.	38	42	S.	16	.02	Rain.
Denver, Col.	46	50	N.E.	*	.00	Clear.
Detroit, Mich.	38	40	S.	10	.20	Rain.
Duluth, Minn.	28	34	N.	8	.04	Cloudy.
Eastport, Me.	32	46	W.	12	.00	Clear.
Galveston, Tex.	70	72	S.E.	8	.00	Cloudy.
Hatteras, N. C.	50	58	S.W.	8	.00	Clear.
Helena, Mont.	48	56	S.	*	.00	Clear.
Huron, S. D.	34	36	N.	14	.00	Cloudy.
Tampa, Fla.	68	78	N.	6	.00	Clear.
Jacksonville	60	66	E.	8	.00	Clear.
Jupiter, Fla.	72	78	E.	12	.00	P.Cloudy.
Kansas City	46	60	N.W.	16	.00	Clear.
Key West	76	82	S.	8	.01	Rain.
Los Angeles	56	60	S.	6	.00	Clear.
Memphis, Tenn.	56	62	S.	6	.00	Cloudy.
New Orleans	62	68	S.E.	*	.00	Clear.
New York City	42	46	W.	10	.00	Clear.
Norfolk, Va.	52	56	S.	*	.00	Clear.
North Platte	38	48	N.	6	.00	Clear.
Omaha, Neb.	38	50	N.W.	24	.00	Cloudy.
Palestine, Tex.	66	72	S.	8	.00	Cloudy.
Pittsburg, Pa.	44	48	S.E.	8	.00	Cloudy.
Portland, Me.	38	46	S.W.	10	.00	Clear.
St. Louis, Mo.	56	64	W.	8	.00	Clear.
St. Paul, Minn	38	40	N.	12	.01	Cloudy.
Washington	44	52	E.	*	.00	Clear.

§ Highest temperature during the day.
* Light wind. ** Trace of rain.

Movements of Ocean Steamers

ARRIVED.

Name.	Date	From.	Reported at.
Etruria	Oct. 28	New York	Liverpool
Friedr. der Gr.	Oct. 29	New York	Bremen
Marquette	Oct. 29	Antwerp	Boston
Caledonia	Oct. 29	New York	Glasgow
Sicilian	Oct. 29	Montreal	Glasgow
Oceanic	Oct. 29	Liverpool	Cape Race
Sofia Hohenberg	Oct. 29	New York	Fiume
Calabria	Oct. 29	New York	Gibraltar
Perugia	Oct. 29	Naples	Naples
Caronia	Oct. 29	Liverpool	Sable Island
Carmania	Oct. 29	New York	Brow Head

SAILED.

Name.	Date	For.	From.
Pennsylvania	Oct. 29	New York	Plymouth
Corinthian	Oct. 29	Montreal	Glasgow
Haimburg	Oct. 29	New York	Naples
Lord Antrim	Oct. 29	New York	Boston
Lord America	Oct. 29	New York	Boston
Bremen	Oct. 29	New York	Cherbourg