

# FAST FREIGHT PLUNGES INTO P. R. R. EXPRESS

(Continued From First Page)

All of those killed were in the car Bellwood, which was telescoped and crushed to pieces.

**Blame Harrisburg Engineer**  
An official of the Pennsylvania Railroad here said the list of dead may exceed twenty as fourteen bodies have been recovered and at least six are known to be dead in the wreck.

At this time the railroad company is believed to plan to sue for the wreck on the engineer of the freight, A. T. Cook, of Harrisburg, who had a leg crushed. It was his duty, said an official, to get off his engine, walk ahead, and look in case of fog, rather than run past it.

Chester A. Minds, who, with his family, was killed, was a coal operator in the Clearfield region, Pennsylvania. He was traveling to Utica, N. Y., to attend the funeral of his wife's father. Minds was a football star on the University of Pennsylvania team and a brother of John H. Minds, a Philadelphia attorney, famous years ago as captain of the Pennsylvania team.

The express is said to have arrived at Mount Union station 12 minutes late, with brake trouble. It was held there while the trouble was remedied. It is declared, and the signal to start had been given when the "preference" freight crashed into the rear sleeper.

**Claims Signal Showed 'White'**  
Cook, the freight engineer, who had only recently been promoted to the throttle, it was said, declared that the block signal at "MT" tower, a mile and half from Mount Union, showed white, indicating a clear track. His fireman and brakeman, who were on duty when the tower was passed, are reported to have told him it was green, which would indicate that another train was in the block.

**Wrecking Crews and Relief Trains**  
Wrecking crews and relief trains with physicians, nurses and all first-aid equipment were rushed to the scene of the wreck within an hour after it happened.

The wreck occurred within ten miles of the scene of the disastrous wreck at Warrior Ridge, six miles west of Huntingdon, a few days ago. In that wreck an express train, which was on the embankment to the bank of the Juniata river. Several were killed and many passengers were injured.

**Harrisburg Engineer**  
The passenger train which left Pittsburgh at 7 o'clock last night for New York and known as the Mercantile Express, had stopped at Mount Union to discharge passengers. It was testing the airbrakes when the collision occurred. It carried four sleepers, two mail cars and a combination day-coach.

The freight ploughed into it with such force that the rear sleeper, the Bellwood, was completely cut in two. The other sleepers were partly telescoped, but aside from a terrific shaking, the freight and its occupants were hurt. All were of steel construction and were wedged together so tightly that it was several hours before workmen could extricate the bodies of the victims. A. T. Cook, of Harrisburg, engineer of the freight train, was the only one of the freight crew to sustain injury. His engine and six cars were wrecked on the embankment into the street.

A relief train carrying railroad officials, physicians and nurses was dispatched to the scene from this city and G. W. Creighton, general superintendent left later to conduct an investigation into the cause of which has not been determined. The relief train was pressed into service and together with train No. 4 took the passengers who escaped injury, eastward.

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**First Fatality in Three Years**  
It was the first time in three years that a passenger has been killed in a wreck on the Pennsylvania railroad. The ill-fated passenger train, however, was the same one that was wrecked at Mexico, Pa., last August when it ran into a stock train, killing three employees.

With the recovery of other bodies it was learned that four children with Mr. and Mrs. Minds, instead of two, as at first reported, had lost their lives. Miss Maude Minds, a sister, and M. A. Calisch, of Conifer, N. Y., a brother-in-law of Minds, Mr. A. S. Velling, of Cleveland, the nurse, and Milton Hymes, of New York, were also among the victims.

Mercantile Express left Altoona with engine No. 748. The crew included conductor W. W. Stewart, this city, engineer J. E. Gearhart, fireman D. H. Banks, Altoona; baggagemaster W. J. McAllister, Philadelphia, and brakeman S. K. Jacobs, and M. E. Baird, Harrisburg.

**Interstate Commerce Commission Engineers to Investigate Wreck**

Washington, Feb. 27.—Interstate Commerce Commission engineers and examiners were ordered to Mount Union, Pa., to investigate the wreck. Inspectors Duffy and Bromley, with headquarters at Harrisburg, were believed to be on their way to the scene when first reports of the wreck were received here. Commission officials instructed George Ellis, chief signal engineer, with headquarters at Altoona, and W. P. Egan, assistant chief signal engineer, to go also.

**Mail Clerk Deardorf Says Train Was Held Up By Failure of Air**

J. F. Deardorf, of 142 North Thirteenth street, Harrisburg, railway mail clerk was working in the same car with Mr. Becker and related virtually all that happened in his home this morning in a bathrobe and apparently very nervous he told the following story to a Telegraph reporter.

"Something had gone wrong with the air on the mail car, on which myself and others were distributing mail and the crew had stopped the train at Mt. Union and disconnected the air from our car. The conductor or trainman had just completed the disconnection and had stepped from between the cars when something hit the rear end of our train with a tremendous impact. The train was thrown up the track at least two car lengths, a distance of one hundred and twenty feet.

"I was thrown to the floor and struck my leg against the leg of a table. At the time I thought it was broken but after a while was able to get to my feet. Mail was strewn over the car and my fellow workmen were all badly shaken up, although none were injured beyond a few bruises.

"After helping arrange the affairs in the mail car, myself, with other members of the crew went to the rear of the train. While I had anticipated

something awful the sight which met my eyes was horrifying. The car next to the rear was completely telescoped and was cut nearly in half, as sliced with a knife. Parts of it were laid across the tracks. The singular nature of the accident was that the rear car had been driven forward with such impact that the car ahead cut through it and the two appeared as one car.

"Another strange thing was that I could hear no sounds of moaning or distress and at first thought that the rear sleeper was unoccupied. I learned later, however, that every person in the car had been killed.

"I have figured in several wrecks before but none so frightful as this."

## Whiskey Blockade Runner Captured After Fight

Richmond, Va., Feb. 27.—The State police boat, Commodore Maury, last night fought and took the schooner, Elmer Clark of Baltimore, in the Rappahannock river, where the schooner had been running the whiskey blockade.

Captain Ike Boheeman, with his mate, both in the fight, and his crew, were lodged in Lancaster county jail. Twenty cases of whiskey were seized on the schooner and the patrol reported 200 cases had been sold at landings along the river.

The patrolboat cornered the whiskey schooner, becalmed in the ice of Machodoc creek, and laid in wait for her. After dark, in the face of a freshening breeze, the schooner sought to slip out on the ebb tide and the patrol boat fought and took her in the middle of the river.

## Plans of Mobilizing Yachts and Railroad Tugs Being Worked Out

New York, Feb. 27.—Marine superintendents of railroads with headquarters in this city to-day considered plans for the speedy mobilization for government use of the big fleet of steel-constructed railroad tugs in New York waters. Many owners of yachts also prepared to put their craft into commission immediately for patrolling, mine sweeping, mine laying and other auxiliary service for which the navy has not ships available.

This was in response to the appeal of Franklin D. Roosevelt, assistant secretary of the navy, in a speech here last night, for 10,000 men and 750 small boats to assist if need arise, in guarding the Atlantic coast. At the conclusion of Mr. Roosevelt's speech 200 representatives of every branch of the maritime interests of the harbor and the marine labor unions pledged their support to Rear Admiral Fisher, commandant of the New York navy yard.

# BRITISH CLOSING IN ON GERMAN BAPAUME FORT

Steadily Forcing Teutons Back; Pursuing Turks in East; Transport Sunk

6—BRITISH—LEAD WAR  
Military operations of high importance are in progress on the Somme front in Northern France, where the British continue to push forward the retreating Germans. General Haig's outposts, at last accounts, were but three miles from the German stronghold of Bapaume and there is apparently no indication as to how far the Germans intend to retreat before taking up their new line of defense.

Elsewhere except on the Tigris, where the British are pursuing the Turks westward after capturing Kut-el-Amara, military activities do not appear to have been of major importance.

In the field of submarine activity Berlin further announces the sinking of the British transport Steamer A-19, No indication of the tonnage of the vessel or loss of life, if any, is given.

Official announcement of the German withdrawal on the Ancre and the British occupation of twenty-two square miles of territory, including the villages of Serre, Miramont, Epy, Warlencourt, was made last night.

The War Office statement says the British forces have advanced over a front of eleven miles to a depth of eight miles, and now hold a line on the outskirts of LeBarque, Iries and Puisieux am Mont. No claims of the capture of prisoners or artillery are made.

Raids were carried out by the British troops north of Arras and west of Lens, while a German assault south of the Somme was driven off with losses to the attackers.

Berlin records the repulse of British attacks east of Arras near Armentieres and the Avre, and the failure of French assaults in the Champagne. West of Verdun the French broke into the enemy's line, while north of Tachure a successful raid was undertaken.

In aerial encounters French aviators and British fliers two more. Berlin states that the allies lost eight airplanes in engagements yesterday. Fourteen men were killed when a French airship was brought down Friday night by anti-aircraft guns in Lorraine.

**The British Victory**  
The British stroke on the Ancre is a happy augury of the allied military operations in 1917. Whatever the reasons for the retirement of Prince Rupprecht's troops, whatever the developments of the future, General Gough, under the command of Haig, has won a big victory, the most important of the entire Somme and Ancre campaigns. Not since the beginning of trench warfare in the west has so much ground changed hands, voluntarily or involuntarily, in one operation—and that with virtually no casualties for the aggressors.

# TRAGIC FEATURES OF WRECK ARE SEEN IN DEBRIS OF EXPRESS

Mt. Union, Pa., Feb. 27.—Perhaps the most tragic feature of the wreck was the fate that befell a party of Ramey, Pa., people enroute to Utica, N. Y., to attend the funeral of a relative.

Composing the family were Chester A. Minds, a graduate of the University of Pennsylvania, and a coal operator, his wife, small son, Miss Maud Minds, a sister, Miss A. S. Dellinger, of Cleveland, Ohio, M. A. Calisch, of Conifer, N. Y., a relative of the coal operator's wife and three orphan children. All were bound for Utica to attend the funeral of Mrs. Minds' father.

Just before going to their berths several of the Ramey people hid a cheery good-night to occupants of the coach behind. In less than 40 minutes the crash came.

Little is known here of Mr. Minds, other than his connection with the coal business in Clearfield county and athletics. When at the University of Pennsylvania, he was a leading spirit in sports, winning numerous laurels.

Of all the occupants of the ill-fated sleeper, Noah Bright, of Bellwood, the colored porter, was the only one who was sitting in an upright position at the instant the crash came. Bright's body was one of the first recovered this morning by the wreck crew. He had evidently prepared to enjoy a sleep with his chin resting on his right hand. His head was flattened almost to a pulp but the lifeless form was still held in an upright position by debris which closed in about it.

Among the few cool heads on the wreck scene early was Cloyd Ewing, a Mt. Union merchant, who assisted the Pennsylvania officials and wreck crew in identifying the victims. The first problem that confronted the officials was to get the names and addresses of the dead. As each body was taken from the wreckage, it was searched for a name card or letters and all the effects were carefully placed in separate bundles. Presently these are stored in the Mt. Union ticket office.

Perhaps the greatest difficulty was experienced identifying the women. In several instances their handbags were crushed into bits and the searchers looked mostly on stray letters.

When relatives of the victims came to claim the bodies and take over their effects, little difficulty will be experienced in securing valuable papers they happened to carry. Through the system worked out by the searchers everything is in its place.

All the members of the freight crew were hurried from the train and landed within a few feet of each other within the tracks. Cook, the engineer, was the only one injured to any extent, he sustained a sprained ankle.

**228 Invalided Russian Soldiers in Train Wreck; Many of Them Killed**  
London, Feb. 27.—A train carrying 228 invalided Russian soldiers who were on the way home from Germany through Sweden, went off the track late last night between Gefle and Soderhamn, says an Exchange Telegraph dispatch from Stockholm. The first car, carrying 23 insane Russian soldiers, was demolished and all its passengers were killed. About 25 persons in other cars were killed.

The work of rescue was made difficult by the condition of the passengers, most of whom were blind, had lost arms or legs, or were otherwise rendered incapable of helping themselves. Their handshakes were increased by the fact that the wreck occurred in darkness at a distance from any important town.

**ATTACK IMPERIAL CHANCELLOR**  
Amsterdam, Feb. 27.—According to a telegram from Berlin, thirty supporters of Admiral Von Tirpitz, former minister of the navy, including Count Von Hoensbroeck, have held a meeting to discuss a "change in the office of Imperial chancellor. It is said to be the purpose of the promoter of this movement to hold meetings in all the large towns of Germany and also to obtain the support of newspapers for the purpose of obtaining a change in the head of the government.

# LONG IS AGAIN NAMED HEAD OF PRINTING BUREAU

Governor Brumbaugh Makes Appointment For Length of Legislative Session

D. Edward Long, of Franklin county, was to-day formally appointed Superintendent of Public Printing and Binding, to serve until the end of the Senate session. He was sworn in by Secretary of the Commonwealth Woods and sat at the opening of the bids for public printing.

Governor Brumbaugh nominated Mr. Long in a letter to the Senate early in the month and last night requested return of the nomination from the Senate, whose committee had not acted.

The Senate committee did not return the nomination and Chairman Crow declined to express any opinion as to legality of the Governor's action to-day. The Governor acted after a consultation with the Attorney General, who held that a request for a return of a nomination withdrew the appointment and enabled the Governor to make a new one. He also decided that the Governor was within his powers in appointing Mr. Long until the end of the Senate as some one in authority had to sit to-day to open the bids for the State printing for four years, beginning in July.

Mr. Long gave a bond for \$10,000, 20 years younger.

The situation created by the Governor's appointment is without precedent in recent years. Senators refused to talk about any possibilities in the case.

## SHE DARKENED HER GRAY HAIR

A Kansas City Lady Darkened Her Gray Hair and Made It Soft and Glossy by a Simple Home Process.

She Tells How She Did It

A well-known resident of Kansas City, Mo., who darkened her gray hair by a simple home process, made the following statement: "Any lady or gentleman can darken their gray or faded hair, and make it soft and glossy with this simple recipe, which they can mix at home. To half a pint of water add 1 oz. of bay rum, 1 small box of Barbo Compound and 1/4 oz. of glycerine. These ingredients can be purchased at any drug store at very little cost. Apply to the hair every other day until the gray hair is darkened sufficiently. It is not sticky or greasy and does not rub off. It will make a gray haired person look 10 to 20 years younger."

## TELEGRAPH IS LOW JOURNAL BIDDER

John L. L. Kuhn Gets Four-Year Contract For State Printing

Contracts for State printing and printing of the Legislative Journal for four years beginning July 1 were awarded by Superintendent Long to-day.

The State printing was awarded to J. L. L. Kuhn, Harrisburg, at 80 per cent. off the schedule, other bidders being E. B. Brightbill, 78 1/2 per cent. off, and the Ray Printing Company, present printers, 74 1/2 per cent.

The Legislative Journal printing was awarded to the Telegraph Printing Company, Harrisburg, at 37 1/2 per cent. off; other bidders being J. L. L. Kuhn, 18 per cent.; E. B. Brightbill, 22 1/2 per cent.; James L. Baker, 17 1/2 per cent., and Ray Printing Company, 26 1/2 per cent.

**SKATING IN NEW YORK**  
George Hepford and George Gebhard, of this city, have returned from New York, after spending four or five days skating on "Iceland" and "St. Nicholas" rinks.

**Month End Sale Petticoats**

65c Black Sateen Petticoats, . . . 49c  
 \$1.25 Black Sateen Petticoats, . . 89c  
 \$2.50 White Heatherbloom Petticoats, . . . . . 1.39

A limited quantity of the above items. Be early and take advantage of the offer.

SALKIN'S—Second Floor.

1 2 3 4 5 6

**SALKIN'S**

**GOLDEN RULE DEPT. STORE**

Market Street--at Subway

**WOMEN'S DRESS SKIRTS**

\$2.00 Serge Skirts, in black and blue, plain dress models at, . . . 1.44  
 \$2.98 Serge Skirts, in navy, black, brown and green; Month End Sale, . . . . . 1.98  
 \$6.50 Silk Stripe Skirts, in all latest stripes; Month-End Sale 4.75

SALKIN'S—Second Floor.

**TO-MORROW--WEDNESDAY--THE MOST IMPORTANT SALE WE'VE HELD SINCE WE OPENED THE STORE**

**OUR FIRST-MONTH-END SALE. All Oddments Must Go at Sacrifices**

<b>PEPPERELL SHEETING</b> —31 inches wide; bleached, extra heavy quality; Month-end Sale, yard . . . . . 39c	<b>PILOU CASES</b> —Hemstitched with embroidered; bleached muslin; good quality; 45x36; Month-end Sale . . . . . 27c	<b>TABLE DAMASK</b> —Mercerized, all good patterns; splendid quality; big value in Month-end Sale, yard . . . . . 26c	<b>MUSLIN SHEETS</b> —72 x90; regardless of the high cost of materials we will sell this Sheet in Month-end Sale . . . . . 69c	<b>Short Lengths of PERCALES</b> —All light patterns, full yard wide; regular 1.19; 15c value; Month-end Sale, yard . . . . . 12c	<b>CORSETS</b> —Batiste and coutil, front and back lace, extra value in the Month-end Sale . . . . . \$1.75	<b>STYLISH MAID CORSETS</b> —Back lace, made of batiste, all sizes; Month-end Sale . . . . . 65c	<b>SILK WAISTS</b> —All the new shades and all sizes; plain shades, large collars; Month-end Sale . . . . . \$1.98
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**Month-End Sale Trimmed Hats**

Regular \$2.98 Value

In satin and lissere, hems, etc., all the leading colors and plenty of blacks. Many turban and sailor shapes, together with a great variety of nobby styles in various shapes.

This is a very special offer and demands your instant response. We give the greatest millinery values in town.

**\$1.49**

SALKIN'S—Third Floor



**THESE BARGAINS IN THE MONTH-END SALE**

Ladies' \$1.25 HOUSE DRESSES; Month-End Sale Price . . . . . 48c  
 \$1.00 Long KIMONOS of Crepe; Month-End Sale Price . . . . . 79c  
 Children's 98c DRESSES, in the Month-End Sale for . . . . . 59c  
 75c Nainsook CHEMISE, in the Month-End Sale at . . . . . 59c  
 75c Nainsook GOWNS, in the Month-End Sale at . . . . . 48c

SALKIN'S—Second Floor

**Shoe Prices Slashed**

**MEN'S RUSSIA CALF SHOES**—Genuine Goodyear welts; button, lace and blucher styles; regular \$4.50 values; Month-end Sale . . . . . 3.48  
**MEN'S GUN METAL SHOES**—Button, lace and blucher styles; medium or English lasts; regular \$4.50 values; Month-end Sale . . . . . 3.85  
**MEN'S SCOUT SHOES**—Black or tan leather, heavy quality; well made; Month-end Sale . . . . . 2.23  
**BOY'S WAX CALF BLUCHER SHOES**—Solid leather soles; in the Month-end Sale . . . . . 1.85

**Attention Men and Youths**

**\$12.50 and \$15.00 SUITS and OVERCOATS 7.65**

None to be reserved; we must clear out all winter stocks. This new store is going to keep on being new so we are going to sell all winter suits and overcoats that were formerly \$12.50 and \$15.00; in the best patterns and all sizes (but not all sizes in each pattern), at one price. Month-End Sale; take your pick at, . . . . .

**Also These Bargains For Men, Wednesday**

<b>MEN'S SHIRTS</b> Values to \$1.25 <b>89c</b>	<b>Men's NECKWEAR</b> Values to \$1.00 <b>39c</b>	<b>Men's SWEATERS</b> Values to \$2.50 <b>\$1.68</b>	<b>MEN'S HATS</b> Values to \$2.00 <b>\$1.38</b>
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SALKIN'S—Main Floor.

**The Best Place to Buy Your Groceries Always Uniform Prices and the Best Grades on the Market**

Lima Beans . . . . . 11c lb. Black or Green Tea, 100c 35c lb. Good Coffees 18c, 23c, 24c, 28c and 33c Canned Spices . . . . . 14c Canned Peas . . . . . 10c, 12c, 14c Canned Corn . . . . . 13c, 14c Canned Tomatoes . . . . . 7c, 10c, 14c Canned Pumpkin . . . . . 13c Canned Sweet Potato, 10c Canned Cherries . . . . . 9c	Canned String Beans . . . . . 9c Canned Asparagus, 10c, 12c Canned Fish Roe, 8c, 10c Canned Salmon . . . . . 12c, 15c Canned Pineapple, 10c, 15c Canned Fish Roe . . . . . 11c Rice . . . . . 8c, 9c, 10c, 11c Lentils . . . . . 22c lb. Dried Peas . . . . . 12c lb. Hominy . . . . . 5c lb. Rolled Oats . . . . . 6c lb. Oatmeal . . . . . 6 1/2c lb. Vanilla . . . . . 9c, 22c bot.	Soup Beans . . . . . 14c lb. Marfat Beans . . . . . 15c lb. Kidney Beans . . . . . 12c lb. Barley . . . . . 6c lb. <b>FLOUR</b> Eagle Flour, 56c, 12 1/2 lbs. Rice Flour . . . . . 57c Hercules Flour . . . . . 58c White Dove Flour . . . . . 58c Hoffer's Best . . . . . 64c Gold Medal Flour . . . . . 69c Gold Dollar Flour . . . . . 6c Pillsbury's Best . . . . . 70c	Fels, Star and Red Seal Soap, 6 for . . . . . 25c Coca Cola . . . . . 16c lb. <b>CEREALS</b> Shredded Wheat . . . . . 10c Post Toasties . . . . . 8c Kelllogg's . . . . . 9c Puffed Rice . . . . . 13c Puffed Wheat . . . . . 13c Grape Nuts . . . . . 13c Full Cream Cheese, 3lb. lb. These are our regular prices right along.
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## Be Sure to Get These Wonderful Bargains in Salkin's Month-End Sale, Wednesday

<b>DRESS GINGHAMS</b> —All standard makes, kids, checks, stripes and plain; Month-end Sale, yard . . . . . 11 1/2c	<b>WHITE MUSLIN PETTICOATS</b> —With embroidery ruffle and very well made, good quality; Month-end Price . . . . . 48c	<b>Women's Thread Silk HOSIERY</b> —In black and all the leading shades, \$1.25 value; Month-end Sale . . . . . 98c	<b>CHILDREN'S STOCKINGS</b> —Good heavy ribbed Hose, black and white, 19c value; Month-end Sale, pair . . . . . 12 1/2c
<b>WASH WAISTS</b> —In voiles and lawns, embroidered, pin stripes, some heavy linen; Waists, 76c value; Month-end Sale . . . . . 48c	<b>THREE-IN-ONE MIDDIES</b> —For children, changing a ble collar, white linens with contrasting trimming; Month-end Sale . . . . . 98c	<b>ALL SILK CREPE DE CHINE</b> —40 inches wide—rose, gold and flesh; Month-end Sale, yard . . . . . 1.59	<b>ALL SILK POPLIN</b> —40 inches wide, all new spring shades; Month-end Sale, yard . . . . . 1.39