

FOR SALE—Northwest Corner of Avenue Road and St. Clair Avenue. Splendid location for doctor's residence. Easy terms.

FOR RENT—Dental Parlors and living-rooms on second floor, 359 Yonge St. Nicely fitted up. Immediate possession. Favorable terms to good tenant. Also living-rooms on third floor.

EIGHT KILLED AND FIFTY INJURED IN TRAIN WRECK NEAR OTTAWA

TALK OF INCREASE IN GOOD ROADS PERCENTAGE

Provincial Government's Policy For Highways Improvement Will Also Provide For Two Chairmen in Proposed Commission—W. A. Maclean May Be One.

Altho the plans of the Ontario Government for creating a good roads commission to supervise construction in the older parts of the province are yet in a tentative shape, it is understood that the policy decided upon embraces several radical features.

In addition there will be a complete reorganization of the co-operative system by the government advances to counties, so desiring it, a grant of one-third of the amount to be expended in the county good roads movement.

Mention W. A. Maclean. Sir James Whitney stated last evening that the personnel of the commission was not decided upon.

The interests of eastern Ontario may be regarded in the choosing of a commissioner from that district. The chief qualifications the government will demand of him will be a recognized financial ability and a dissociation with active political interests.

LONDON MISSION PROVED FAILURE

Representatives of Union Life Unable to Raise Funds Necessary to Prevent Winding-Up.

LONDON, June 25.—(C.A.P.)—The Canadian Associated Press understands the movement to windup the Union Life Assurance Company will not be resisted by the shareholders on this side.

THE CONANT-SMITH WEDDING



MRS. G. D. CONANT (Miss Verna Rowena Smith), daughter of Senator and Mrs. R. D. Smith of Winona, who was married yesterday to Gordon Daniel Conant, son of the late Thos. C. Conant and Mrs. Conant of Oshawa.

TITANIC TEST CASE DECIDED

Those Who Claim Damages For Loss of Relatives Will Be Able to Recover.

LONDON, June 25.—(Can. Press)—In a test case brought in the King's bench division by Thomas Ryan, a farmer of Cork, Ireland, against the White Star Steamship Company, to recover damages for the loss of his son in the Titanic disaster of April, 1912, the jury handed down the following verdict:

As the judge had left the court, judgment had not yet been entered. This verdict is tantamount to finding for those plaintiffs who claim damages from the White Star Steamship Company for the loss of relatives drowned in the disaster.

NO BOAT ON FIRE

Rumor Was Caused by Bright Lights on a Barge.

The life saving crew were called out at 8.30 last night to Kew Beach, where it was said a motor boat was on fire. After a record run, Captain Ward's "Patrician" arrived in front of the beach and discovered that the "fire" was the big dredge "Dragon Rouge" being towed down the lake by the tug Earl King and the barge John Ross.

Light, Seasonable Hats.

Hats for summer wear. Straw hats and Panamas for street wear. Soft felt, light straw and cloth caps for outing. Every phase of the weather has its suitable hat.

HORNE PAYNE'S ATTACKS

Repudiated by Sir William Mackenzie—Canadian Banks Are Partly to Blame—The New York Raid Is Over.

With reference to the warning to English investors to keep clear of Canadian municipal securities pronounced by R. M. Horne Payne in London, England, last week, Sir William Mackenzie last night stated that the speech was not prompted from Canadian Northern headquarters.

Altho Mr. Horne Payne has charge of a great deal of our financial business in England, said Sir William, "he is in no way representative of the Canadian Northern, and we can accept no responsibility for any statement he may have made to his shareholders in the British Empire Trust Company."

The Winnipeg Free Press calls upon Sir William to disown any responsibility for these attacks. The World blames Horne Payne, but it blames more certain Canadian bank officials who started this kind of criticism.

FORTUNES LEFT TO EMPLOYEES

Karl Hutter, Millionaire Inventor, Remembered Those Who Assisted in Perfecting His Ideas.

NEW YORK, June 25.—The will of Karl Hutter, millionaire inventor, who killed himself in the bathroom of his bachelor apartments on May 15, was filed in the surrogate today. He remembered handsomely those who worked for him in perfecting and commercializing his invention—a patent porcelain and rubber stopper for bottles—leaving \$147,000 to employees.

Of his residuary estate he gave one-half, estimated at about \$300,000, to be divided equally between Cooper Union and the German Hospital at Park avenue and 77th street. He made additional specific bequests aggregating \$80,000, to charities and institutions, and left the rest of his property to relatives in Germany and friends here.

SUGAR AND WOOL TO BE DUTY FREE

WASHINGTON, June 25.—(Can. Press.)—Free sugar in 1916 and free raw wool are now established in the tariff revision bill having been approved late today by the Democratic caucus of the senate after two days' fight.

The sugar schedule as reported by the majority members of the finance committee and practically as it passed the house, was approved by a vote of 49 to 6. Free raw wool as submitted by the majority and just as it passed the house, swept the senate caucus by a vote of 41 to 6.

The six Democratic senators who voted against free sugar on the final vote, approving the schedule, were vagar, Russell and Thornton, Louisiana, Shafroth of Colorado and Walsh of Montana. The six who opposed free raw wool to the end were Chamberlain of Oregon, Newlands of Nevada, Russell and Thornton of Louisiana, Shafroth and Walsh.

When sugar and wool had been disposed of, the caucus ratified the committee amendment placing hair of the Angora goat on the free list. Consideration of the agricultural schedule was then resumed and a dispute at once arose over the committee amendment putting a countervailing duty on wheat and flour.

KING ST. CORNER HAS BEEN SOLD

Quarter Million Paid For Sir Henry Pellatt's Property at Toronto Street.

Sir Henry Pellatt's property at the northwest corner of King and Toronto streets, opposite the Canadian Northern offices, has been sold at between \$280,000 and \$300,000. The identity of the buyer is hidden, but from a good source comes the information that the real purchaser is a trust company, which will use the site in the early future.

ALBANY, N. Y., June 25.—(Can. Press.)—Gov. Sulzer's direct primary bill was defeated in the senate today by a vote of 10 to 28. The vote on the bill at the regular session was 8 to 42.

R.C.Y.C. COMMODORE EXPLAINS CONNECTION WITH SAND COMPANY

Further Interesting Disclosures in City's Suit to Restrain Island Dredging Operations—Judgment Reserved to Permit of Amicable Settlement.

Mr. Justice Middleton has reserved judgment in the suit of the harbor board to restrain the Royal Canadian Yacht Club and the Sand Supplies, Limited, from further dredging and retaining the sand from the mooring grounds of the R. C. Y. C. at their clubhouse at the island. Meanwhile, at the suggestion of the trial judge, the parties are trying to come to an amicable understanding, and will report to the court in the course of a day or so.

That before the present action the harbor commissioners offered to dredge the R. C. Y. C. moorings for them free of cost, they to retain the sand for their reclamation work, and that, at the present moment, were the commissioners to do any dredging on the property and take away the sand, Sand Supplies, Limited, would, on the basis of their contract with the R. C. Y. C., claim that sand, formed the most interesting points brought out at yesterday's resumption of the case.

Yacht Club First

It was the yacht club first of all things, he said, and when he had been on the scene of any operations of Sand Supplies, Limited, it had been as

TWO C.P.R. COLONIST COACHES CROWDED WITH IMMIGRANTS PLUNGED INTO OTTAWA RIVER

Train Was Traveling at Fair Speed When It Apparently Struck Loose Rail, Seven Cars Being Derailed—Colonist Cars Topped Over Bank and Rolled Upon Their Sides in Three Feet of Water—Only Two of Fifty Injured Are Believed to Be Fatally Hurt—Three of the Dead Not Identified.

OTTAWA, June 25.—(Can. Press)—Eight dead and more than fifty injured, two probably fatally, is the toll of a railway accident three miles from Ottawa this afternoon, when the C.P.R. Winnipeg train left the track. All the dead and practically all the injured are immigrants, principally from the British Isles. The cause of the wreck is not known, but it is thought to have been either a loose rail or what is known in railway circles as a "sun kink."

The train left here at 1.30, and consisted of baggage and mail cars, three colonist, one first-class, two tourist, a diner, and a Pullman car. Two of the colonist cars turned completely over and lay on their sides in the Ottawa River, which is skirted by the C.P.R. track for some distance. It was from these two cars that the dead were taken.

Dan Cameron, the conductor on the ill-fated train, was in one of the colonist cars which toppled into the river, and was in the act of punching a ticket. He escaped with a dislocated shoulder, and was the only member of the train crew injured.

The dead are: PATRICK MULVENNA, of County Antrim, Ireland, aged 25, single, en route to Winnipeg. JOHN MOODIE of Sanday Orkney, Scotland, aged 17, single, en route to Calgary. JOHN HOGG, of County Derry, Ireland, aged 30, single, en route to Calgary. MRS. JANE McNEALY of Glasgow, Scotland, aged 40, en route to Edmonton. JOHN PEACE of Glasgow, Scotland, aged 21, single, en route to Edmonton. UNIDENTIFIED WOMAN, apparently a Jewess, aged about 45, believed to be going to Mrs. Bunting, 308 Broadway, Winnipeg. UNIDENTIFIED BOY, age about eight, no particulars known. UNIDENTIFIED FEMALE CHILD, about six months old, believed to be grandchild of unidentified woman. The seriously injured are: Thomas Phillips, Ireland, not expected to recover. James McNealy, son of Mrs. Jane McNealy who was killed, not expected to recover. Christina McKeever, young Scottish woman, two fractured ribs. Mrs. Annie Woods, Ireland, seriously injured, both face bones broken, right collar bone broken, face bruised and scalp wounds.

From the stories told by passengers on the train and by eye-witnesses who reside at the McKellar townsite, the rural subdivision just in rear of which the accident happened, the train was traveling at the rate of about twenty-five miles an hour. Children and women in the cars were waving to people along the track when suddenly the people near the houses saw the cars begin to rock and the train to resist. The next instant there was a crash as the centre of the train left the rails and then the cries of the injured and dying.

The engine, baggage car and mail car, with one of the colonist cars, remained on the rails. The next two cars were colonist and both toppled into the river, one turning over twice, while the second simply shot off its trucks and lay on its side, the first-class car, which followed, remaining partly on the rails with its nose pointed towards the river. The tourist cars, which were next, went to the side furthest from the river and remained tilted at an angle of about forty-five degrees.

The dining car left the rails but remained practically in a straight line, while the Pullman car, which was last, had only its front trucks off the rails. Rushed Aid. All the houses in this section have telephones and messages were sent to the city for help. In an almost incredibly short time there were many volunteers with automobiles, motor ambulances, doctors and nurses. As the cars were not demolished it was comparatively easy matter to get out the injured and they were immediately rushed in motor cars to the city hospitals.

The C.P.R. officials in Ottawa rushed medical men and others to the scene of the accident as soon as possible and they did all they could to care for the injured. Passengers who were able to continue their journey were taken west tonight in a special by way of Kemptville. Little Panic. Wrecking crews from Ottawa and Smith's Falls were promptly on hand and it is expected that the track will be clear for traffic early tomorrow morning. The train for Toronto was also sent around by way of Kemptville. There was remarkably little panic among the passengers. The Russians took things stolidly, while the British immigrants who escaped or were only slightly injured helped the less fortunate to extricate themselves. Those who were injured bore up most pluckily

after the first alarming cries and their grit was commended on by physicians and others. Many Pathetic Scenes. There were many most pathetic scenes as the passengers included many wives and children going to join their husbands and fathers, or whole families going to the west. Some members of families were killed, while others, who were injured, were hurried to the hospitals so quickly that their relatives did not know where they had gone. Most of the deaths were caused by the people being hurled against the sides of the cars when they toppled over, but a couple met their deaths by drowning. One little baby was drowned, having been hurled thru a window into the river. One woman and a boy, who were apparently leaning out of the window, were caught underneath and their bodies were the last to be recovered. While the two colonist cars are still lying in about three feet of water where they fell, it is not thought that there are any bodies which have not been recovered.

Making Full Inquiry. Chief Engineer Mountain, Inspector Lalonde, and Chief Operating Officer A. J. Nixon of the railway commission went out to the scene of the accident shortly after it occurred. They made a sketch of the layout and a superficial inquiry, but will defer until a day or so a more thorough investigation. One of the officials spoken to said that owing to the condition of the track, the real cause could not be readily established, but he inclined to the view that the rail had "kinked" from the action of the sun and after standing the pressure of the locomotive and forward cars, became displaced, causing the others to be thrown off. The commission officials will make a thorough inquiry after examining witnesses, but reports of this character are treated generally as confidential as far as the public is concerned. The facts will be brought out principally at the coroner's inquest. Not Running Fast. One of the witnesses of the wreck was E. B. Charron, an employe of Andrew McKellar, who was at work in the garden. He had his eyes fastened on the train and will be one of the chief witnesses at the inquest. "It was not running fast," said Mr. Charron, to a Canadian press reporter. "I don't think it was going more than twenty miles an hour. Some of the children waved their handkerchiefs out of the windows. "Then I noticed the immigrant and colonist coaches begin to wobble and there came a crash as they left the street. The engine and the first two coaches stopped about one hundred yards west of the wreck, but the colonist and immigrant coaches toppled over on the brink of the bank and then rolled over. I rushed up the bank side of the track, but the car was then on its side in the water. The cries of the injured and the shrieks of the unfortunate children were heart-breaking." Hurled Into Water. John Boyce, an Irishman from Donagh, gave a graphic description of his experiences while being taken to St

Per lb. .80 Dress Drops. .20

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