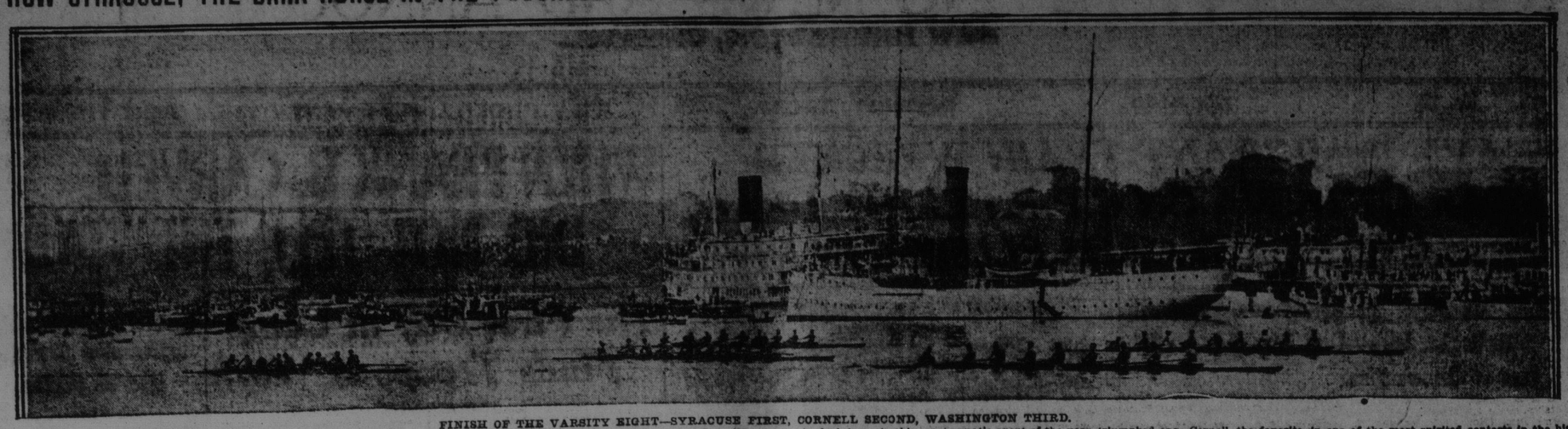
HOW SYRACUSE, THE DARK HORSE IN THE POUGHKEEPSIE RACES, LED THE OARSMEN OF CORNELL AND WASHINGTON ACROSS THE LINE.



FINISH OF THE VARSITY EIGHT—SYRACUSE FIRST, CORNELL SECOND, WASHINGTON THIRD.

The photograph herewith shows the relative position of the three leaders in intercollegiate rowing race on the Hudson. Syracuse, the dark horse in this great aquatic event of the year, triumphed ove- Cornell, the favorite, in one of the most spirited contests in the history of this famous sport. The Syracuse oarsmen, with a wonderful show of reserve strength in the gruelling race, flashed across the line ahead of Cornell and Washington, thereby winning the stellar event of the regatta. The Cornell crew came in second, closely followed by the Washington oarsmen.

HEAVY IMMIGRANT TRAIN WRECKED NEAR OTTAWA, ON C. P. R.
EIGHT DEAD, MANY HURT; CARS PLUNGE IN RIVER

Continued From Page One.

The train for Toronto was also sent around by way of Kemptville. There was remarkably little panic among the passengers.

The Russians took things easy, while the British immigrants showed their breed by those who escaped or who were only slightly injured, helping the less fortunate to extricate themselves. Those who were injured bore up most pluckily after the first alarming cries and their grit was commented on by physicians and others.

Many Pathetic Scenes.

There were many pathetic scenes as the passengers included 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 through 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 there are any bodies which have not yet been recovered.

Officials Make 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 eb 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 other cars to be thrown off.

The commission officials will make a thorough inquiry, but it is likely facts will be brought out at the coroner's inquest.

Gardener Saw Tragedy.

One of the witnesses of the wreck was J. B. Charron, an employe of Andrew McKellar, who was at work in his garden. He was watching the train closely, and will be one of the chief witnesses at the inquest.

"It wasn't running very fast," said Mr. Charron to an Eastern Press representative, "I don't think it was going more than twenty-five miles an hour. Some of the children waved their handkerchiefs out of the windows.

Then I noticed the immigrants and colonist cars begin to wabble and there came a crash as they left the steel. The engine and the first two coaches went ahead and 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."

Thrown Through Window.

John Boyce, an Irishman from Donegal, gave a graphic description of his experiences while being taken to St. Luke's hospital. He was standing at the end of one of the coaches, making some tea when the crash came. He had taken off his boots and was enjoying himself in anticipation of a railway journey meal, when the next thing he knew he was struggling in the water. How he got there he cannot tell, but surmises that he must have been thrown through the window. He sustained a severe gash two inches long under the right eye, together with being badly shaken up. The blow he received in the derailment of the train stunned him and the cold water brought him to his senses sufficiently for him to get out of the river. He is resting quietly at St. Luke's hospital, mourning the loss of his boots and kit, while his pocketbook was in one of his pockets on his person and today constitutes his only friend. He was on his way to meet his cousin, John McBride, Winnipeg.

Another passenger, Mrs. Robert McNeallum, received a badly lacerated forearm while her children were not injured, although they were badly scared. She is from Greenock, Scotland, and was on her way to Calgary to join her husband, who has been there for a couple of years. She said that this trip had been particularly eventful as the ship she came across in was almost shipwrecked and gave the passengers and crew a very bad fright.

Flung a Car's Length.

Frank Stafford, storekeeper, of Burry's Bay, who was a passenger on the wrecked train from Ottawa, gave a graphic description of what occurred when the ill-fated train was derailed. Mr. Stafford, who escaped with a severe cut on his knee, told the following story to an eastern press representative:

"I was seated in the smoker with a number of my friends, and when about four miles out of Ottawa, the train gave a series of jolts and started to cant in an alarming manner. I was flung bodily the length of the car and the pipe which I was smoking was thrown from my mouth, and I realized that the train was off the track. The car was canted to such an extent that I was unable to make my way out of the door, so I jumped out of the window.

"In the car with me was a lady with four children, and four men whom I knew. I shouted to them to get out of the car, because I was afraid that it would topple over. The men managed to get out all right, but the lady and her children were so frightened that they were unable to help themselves, and I had to assist them in getting from the car.

"Two of the bodies of those who were killed were taken from underneath the car in which I was travelling, and I consider myself lucky that I escaped as I did with but a slight injury. When I got out of the car the scenes which met my eyes were heart-rending in the extreme. There was a foreign woman with her two children, who were frantically searching the wrecked train to find their father, who, I learned afterwards, was amongst those who lost their lives. Then again, two little children and their mother, all dead, were taken from the cars which toppled into the river, and a doctor who was administering to the wounded, broke down and cried like a child."

The Dead.

Patrick Mulvenna, of County Antrim, Ireland, aged 25, single, passenger to Winnipeg.

John Moodie, of Sandy, or Kenny, Scotland, aged 17, single, passenger to Calgary.

John Hogg of County Derry, Ireland, aged 30, single, passenger to Calgary.

Mrs. Jane McNeally, of Glasgow, Scotland, aged 40, passenger to Edmonton.

John Peace, of Glasow,g Scotland, aged 21, single, passenger to Edmonton.

Unidentified female child, about six Jewess, aged about 45, believed to be going to Mrs. Bunting, 368 Broadway, Winnipeg.

Unidentified boy, aged about 8, no particulars known.

Unidentified female child, about six months old, believed to be the grandchild of the unidentified woman.

The Injured.

Thomas Phillips, Ireland, not expected to recover.

James McNeally, son of Mrs. Jane McNeally, who was killed, not expected to recover.

Christina McKeever, young Scottish woman, two fractured ribs.

Jemima Porter, Ireland, bruised elbow and injured neck.

Mabel Crombie, Brora Caithness, Scotland, face bruised.

Florence Strachan, Scotland, bruised head and left leg.

Elizabeth Strachan, Scotland, head bruised, lip cut.

Mrs. Isabella Crombie and child, Brora, Scotland, woman has forehead cut, child uninjured.

Isabella Wallace, Scotland, right ear torn, leg cut.

Mary McLeod and baby, Scotland, woman's face bruised, baby unhurt.

Mrs. Annie Woods, Ireland, seriously injured, both face bones broken, right collar bone broken face bruised and scalp wounds.

Lizzie Dunbar, Belfast, Ireland, bruised ankle.

Corystella Smith, Aberdeen, Scotland, bruised thigh.

Miss Mary Woods, Ireland, right elbow and thumb cut.

Jessie Milanhope, Ireland, bruised forehead, scalp wounds and wounds on arm.

Mrs. Maitland, Scotland, very slightly injured.

Robert McNeely, Glacgow, Scotland, shaken up.

Maggie McNeely, Glasgow, Scotland, shaken up.

Angus Gunn, Castleton, Scotland, bruised thigh.

James Calder, Cathness, Scotland, broken forearm and dislocated elbow.

Alec Grey, Camburland, Scotland, badly sprained back and cuts on right foot.

John Randall, Orkney Islands, fractured leg.

Alex. Crombie, a boy from Scotland, scalp wounds.

John Dunnery, Glenarm, Ireland, nearly drowned under seat.

Ed Quinlan, Ireland, sprained back bruised kidneys.

Hamilton Limont, County Down, Ireland, right elbow and knees bruised.

Vassil Polen, Ottawa, slight abdominal injury.

Mrs. Robert McCallum, Greenock, Scotland, wound on arm, head bruised. She had two children who were unhurt.

John Boyce, Ireland, right eye wounded, forehead bruised.

Aime Chenier, Rollway, Ont., badly bruised leg, right shoulder strained.

George Stewart, Glasgow, Scotland, scalp wounds.

Alec Munro, Glasgow, badly hurt ear.

Patrick Devine, London, England, bruised scalp.

Patrick Riley, Cavan County, Ireland, bruised wrist.

William Pringle, Edinburgh, right eye cut.

John Friel, Ireland, finger cut.

Fred McBride, Scotland, finger cut.

Arthur Brady, Ireland, bruised.

Robert Allen, Glasgow, bruised leg.

Ed Sharpe, Glasgow, bruised arm, head and eye.

Daniel Cameron, conductor, Ottawa, dislocated shoulder.

The Patton family, of Armagh, Ireland, bound for Winnipeg to meet husband and father; Mrs. Geo. Patton, aged 38, badly bruised shoulder; George, aged 15; Jessie, aged 19; Mamie, aged 10; Harold, aged 7; Sarah, aged 13; Joseph, aged 9, all slightly injured.

Peter Grenier, St. Leon, Que., slight injuries.

The Official Statement.

Montreal, June 25.—An official statement issued by David McNicoll, vice-president of the C.P.R., tonight, gave the number of dead as eight, the injured numbering thirty. Of these latter some ten or twelve were in a serious condition. No explanation of the accident had yet been obtained and it is only known that the middle portion of the train had left the track. By midnight it was expected to have the wreckage cleared and the line repaired so that it could be again used. The dead had all been removed and the injured were in hospitals being cared for.

SKIRTS EXPECTED TO BE WIDER.

Fashion Takes Heed of Wishes of Women.

If the predictions of dressmakers and buyers of ready-to-wear garments come true, skirts will be wider next fall. Although it is early to make a positive statement, there is every indication that there will be sufficient width in the new skirts to give the much-desired freedom of which women have been deprived through the extreme styles.

Women have risen in protest. This is, in fact, a matter over which they have control, and according to all advance information their wishes will be regarded by fashion designers in the coming styles.

"Women are through with this bondage of tight skirts," said a buyer of suits recently. "Why even this season we have been obliged to put an extra gore into many of our skirts because the customers demanded it, and we know from this experience that we must give them fuller skirts in the fall. I do not predict," he continued, "that there will be any radical changes at once, for Dame Fashion is not so irrational as some would have us believe. To be sure when she has carried us as far to one extreme as she dares, she invariably swings us over just as far to the opposite side, but she does it gradually, or the victims would flee from the models which the designers produce."

Women have raised a great hue and cry about the styles, but enough have followed them with all the devotion necessary to their continued reign.

New styles are advanced for the purpose of making money, and when women refuse to accept them, as they frequently do, the originators quickly drop them. Every seoson one sees styles spring up like the mushroom, women inspect them in store windows, but omit them from their shopping lists, and the few garments which were purchased by the stores to test the trade are sold out at a reduction to the extreme dressers.

Womens as a rule, and particularly those of America, are becoming independent regarding dress and assert their privilege of selecting styles according to their own ideas as related to art and practical wear; but in the case of the extreme scant skirts many of them allowed the style to gain such headway that it has been hard to arrest its progress. At last they have arisen, and as a result it is claimed that they will walk with greater freedom.

The Weather and Politics.

They were discussing the weather.

Said John A. Mackenzie—"I believe it is the Tory Government that's to blame for this dry weather."

William Henry then suggested applying to the Government to change it.

"What's the use?" said Campbell Thorburn. "If they did change it the Senate would throw it out."—Kincardine Review.

Ark and Imperator.

(Syracuse Post-Standard).

Noah built his commodious boat, according to deductions made from Biblical statistics, 525 feet long, and the Imperator is 890. In depth and beam the ark corresponded pretty closely to the Imperator's figures.

A Just Reward.

(Vancouver News-Advertiser).

In the streets of St. John, New Brunswick, excavators have discovered garnets and other precious stones, and a vein that suggests Cobalt and silver. Seldom does street improvement bring more prompt and striking rewards.

OPERA HOUSE | 3 Days Commencing Thursday, June 26

SOMETHING SPECIAL AND MORE THAN INTERESTING

Three Performances Daily
Matinees - 3 p. m.
Evgs. - 7.30-9.00.

THE HUMAN MAGNET:
ANNIE ABBOTT
In a Series of Interesting and Inexplicable Psychic Entertainments, Demonstrating the Power of Mind Over Matter
HAS APPEARED BY SPECIAL COMMAND BEFORE THREE GENERATIONS OF ENGLAND'S RULERS
SHE LIFTS 10 MEN, BUT 10 MEN CANNOT LIFT HER
WHAT IS HER STRANGE POWER

3 OTHER ARTISTS
ELDRIDGE
Novelty Acrobat and Gymnast
AND
HEALY & ADAMS in Refined Comedy Moments

POPULAR PRICES PREVAIL

OPENING THURSDAY AND FRIDAY OF

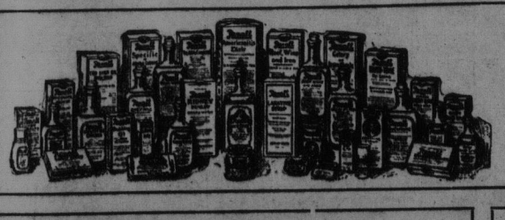
WASSON'S NEW KING STREET STORE

Thursday and Friday are the days when this new, modernized drug store fresh from the hands of carpenters, painters and decorators will be formally opened for the inspection of the public. In its altered, enlarged and spick-and-span appearance Wasson's King street store is without a peer among the drug businesses of the Maritime Provinces. With more commodious departments and facilities for perfectly serving a greater number of patrons this popular trading place is destined to become "my store" for a constantly increasing clientele of thrifty people.

Wasson's way of furnishing quality goods so that you will save money is to be continued, but with a large and competent staff to ensure an efficient service, the economies procurable only through the Wasson system will be instantly within the reach of every person who counts the cost.

Come to this bright, new, perfectly appointed and conveniently arranged store on the opening days. Not of necessity to purchase anything unless you choose—but to see, and admire, and realize as you must, that this is a store which our growing city has needed, which you, yourselves have made possible and which is now ready to serve you earnestly, honestly, profitably.

You Are Cordially Invited---Come and Let Us Bid You Welcome



THE FAMOUS "REXALL" REMEDIES

We are sole distributors in St. John for the famous "REXALL" remedies. There are more than 300 of these, and each is a specific for some one particular ailment. These remedies are positively guaranteed to benefit or money will be refunded without question. They are wonderfully effective in results and entirely safe to use. Try the "REXALL" way of keeping well.

FINEST OF CONFECTIONERY

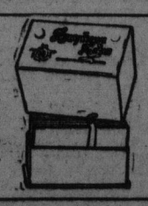
Liggett's Chocolates

Our Candy Department is stocked with the very finest of confections, always fresh and delicious. Exclusive agency for Liggett's and Huyler's Chocolates, we also sell Moir's, Neilson's Willard's and other popular kinds.

HIGH-CLASS TOILET GOODS

In our Toilet Department we excell in high-class goods. We offer all the leading French and American goods and control the celebrated Harmony line. There is the certainty of satisfaction in supplying your toilet needs at this store.

PLEASING STATIONERY



The Stationery Department is able to supply all the finer kinds of supplies for the writing table. We feature especially Symphony Lawn, Stratford Linen, Cascade Linen and Initialed Stationery.

FINE, NEW SODA FOUNTAIN

The new Soda Fountain is without an equal in this part of the country. It is in charge of an expert in soda matters and his ability to mix the most delicious of drinks will be a revelation to those who are fond of good things. Ask for anything you like—there is nothing in soda beverages that this fountain cannot furnish.

Here Are Several Free Offers Just for the Opening Days

UTILITY KIT OR ACCIDENT CASE. This is what it contains, one 10c. tin of Adhesive Tape; one 10c. roll of Gauze Bandage; one 10c. packet of Mustard Plasters; one 15c. roll of Absorbent Cotton; one 5c. package of Toothache Plasters; one 5c. tin of Antiseptic Powder; one 10c. bottle of Digestive Tablets; one 10c. bottle of Antiseptic Soap; one 5c. tube of Shaving Cream; one 5c. packet of Corn Plasters. Total 75c. This Utility Kit will be given FREE with every purchase a mounting to 75c. or more.

CHINA TEA POT, for the Children's Tea Party, and filled with finest Chocolates. One of these Tea Pots will be given FREE with every purchase of one pound of candy.

HARMONY GLYCERINE SOAP. Two cakes of this splendid Soap will be given FREE with every purchase of one of these Talcum Powders. Violet Dulce at 35c.; Rexall Violet at 25c.; Harmony Rose at 25c.; Trailing Arbutus at 25c.

A TOOTH BRUSH will be given FREE with every purchase of one of the following in Tooth Paste or powder, Rexall Paste, Sanident Paste, Spearmint Paste, Euthymol Paste, Pearl Powder, each 25c.

YE OLD FASHION CREAM SODA, a regular 10c. drink, any flavor desired, will be sold at the fountain, during the opening days at 5c.

WASSON'S NEW KING STREET STORE

THE LA

MARINE NOTES OF THE WORLD

MARITIME MISCELLANY.

Key West, Fla., June 23.—Woodward Abrahams, Cook, from Little Curacao for Baltimore, has arrived here leaking and reports while coming up the harbor grounded on Middle Ground.

Norfolk, Va., June 23.—Schr T Morris Perot, from Baltimore for New York, with salt, is ashore at Black River, Chesapeake Bay. Tug Joseph M. Clark hauled on her at high water this morning but failed to move her.

DANGERS TO NAVIGATION.

New York, June 24.—Stmr Huron reports June 18, about 50 miles N by E & E. (mag) of Diamond Shoal lightship, saw a black can buoy.

Stmr Juan (Nor), reports June 17, lat 33 42 N, lon 75 36 W, passed a red buoy, surmounted by a white staff 10 feet tall.

Stmr Hornby Castle reports May 20 lat 36 13 N, lon 41 10 W, passed a large log about 40 feet long and 2 feet in diameter, covered with marine growth.

Stmr Narragansett reports May 23, lat 42 08 N, lon 44 40 W, passed a log about 60 feet long and 2 1-2 feet in diameter.

STEAMER ASHORE.

London, June 21.—Stmr Seminole, Carey, from Macoris for New York via way ports, is ashore at Monit Christi; will probably be got off after discharging part of cargo.

THE DONALDSON LINE.

The steamer Indrani, Capt. Telfer, docked at the McLeod wharf on Tuesday night from Glasgow direct with general cargo. A large number of icebergs were sighted. The following are the positions of the bergs which were sighted:—Lat 48 10 N, lon 48 41 W; 47 36 N, 50 32 W; 47 38 N, 50 53 W; 47 25 N, 50 57 W; 47 24 N, 51 11 W; 47 20 N, 51 23 W; 47 17 N, 51 28 W.

THE ALLAN LINE.

The Allan Line steamer Victoria was 104 miles east of Cape Race at 7 a. m. yesterday morning, and is due at Quebec on Friday afternoon and Montreal on Saturday.

SUSPENDED FOR THREE MONTHS

Captain Lindsay, Dominion Wreck Commissioner, gave jurgment at Montreal on Tuesday in two marine accidents. These were the loss of the steamship Gerald Turnbull at Gannet Rock, Nova Scotia, on May 19 last, and the collier Freia, sunk near Yarmouth, on the 30th of May. Captain Alex. Willison of the Turnbull was suspended for three months. In the other case the court held that no one was to blame for the accident.

MINIATURE ALMANAC.

June Phases of the Moon.

New Moon, 4th .. ..15h. 58m.
First quarter, 11th .. .. ..12h. 37m.
Full moon, 18th.. .. .. ..13h. 54m.
Last quarter, 26th .. .. ..16h. 41m.

Date.	Day of Week	Sun Rises	Sun Sets	H. Water a. m.	H. Water p. m.	L. Water a. m.	L. Water p. m.
26	Th	4.42	8.11	5.00	17.25	11.04	23.32
27	F	4.43	8.11	5.52	18.19	11.54	.....

VESSELS BOUND TO ST. JOHN

Steamers.

Moeris, 2,192, W M MacKay, Liverpool, May 30.
Indrani, 2,339, Robt Bedford, Glasgow, June 11.

VESSELS IN PORT.

Steamers.

Kanawha, Wm. Thomson & Co.
Beeswing, 1252, J E Moore & Co.
Briardene, 1,723, Wm Thomson & Co.
Sculptor, 2,470, W M MacKay.

Schooners.

Elma, 299, A W Adams.
Sallie E Ludlam, 199, D J Purdy.
Harry Morris, 98, C M Kerrison.
Minnie Slauson, 271, A W Adams.
Moama, 384, P McIntyre.
Romeo, 111, Peter McIntyre.
Parana, 99, J W Smith.
Two Sisters, 89, C M Kerrison.
F H Odlorne, 507, C M Kerrison.
Mildred H. Cochrane, J. Willard Smith.

Arrived Tuesday, June 24, 1913.

Stmr Governor Cobb, 2,853, Allan, Boston, A. E. Fleming, mdse and pass.

Coastwise—Stmr Valinda, 56, Gesner, Bridgetown and cld; stmr Ruby L, 49, Baker, Margaretville; schr Citizen, 48, Alexander, Salmon River.

Cleared.

Coastwise—Stmr Grand Manan, Ingersoll, Wilson's Beach; Ruby L, Baker, Margaretville.

PORT OF ST. JOHN, N. B.

Arrived Wednesday, June 25th, 1913.

Coastwise—Strs Centreville, 32, Graham, Sandy Cove, and cld; Bear River, 70, Woodworth, Bear River, and cld; schs Susie N, 26, Merriam, Port Greville, and cld; M & E Hains Freeport and cld; Shamrock, 53, Benjamin, Maitland, and cld; schs Hazelwood, 29, Small, Tiverton, and cld; Lloyd, 31, Anderson, Annapolis Royal; Ethel May, 161, Hudson, Annapolis Royal, and cld.

Cleared.

Sch Helen G King, Breen, Boston, Stetson, Cutler & Co.

Coastwise—Sch Lena Maud, Ells, St Martins; stmr Prince Ito, Irving, Chatham.

Sailed.

Str Gov Dingley, Clark, Boston via Maine ports.

DOMESTIC PORTS.

Moncton—Ard June 24, sch Rosalie Belleveau, Pothier, Barbados, molasses and sugar.

Halifax—Ard June 24, strs Boston,