

## SATURDAY'S GREAT ROAD RACE

## T. LONGBOAT, INDIAN, WINNER

Goldboro, Central Y. M. C. A., Second, and LeBarre of Hamilton Third—62 Started, 56 Finished—52 Finished—Scholes, Givens Street School, Wins Boys' Race.

Following is the corrected list of the runners finishing in the jewelry. Owing to inaccuracies in the numbers, the name of C. Petch, the Jarvis C. I. runner, was omitted in the Sunday edition, and Pottier's given instead, when, as a matter of fact, the latter, who is a Six Nations Indian, did not start. The table gives the position at the finish, the runner, his club, the number he carried, and the time:

1. T. Longboat, Caledonia, Six Nations Indians (42) .....	1:31.10 2-5
2. W. B. Goldsboro, Toronto, Central Y. M. C. A. (22) .....	1:33.52
3. Wm. LeBarre, Hamilton, St. Patrick A. C. (41) .....	1:34.58
4. W. J. Amos, London, Seventh Regiment A. C. (1) .....	1:35.22
5. John Tait, Toronto, West End Y. M. C. A. (66) .....	1:37.03
6. A. Sellers, Toronto, West End Y. M. C. A. (61) .....	1:37.28
7. W. H. Wood, Brantford, Y. M. C. A. (72) .....	1:38.00
8. A. Knibbs, Toronto, West End Y. M. C. A. (39) .....	1:39.10
9. Charles Petch, Jarvis C. I. (53) .....	1:39.13
10. Fred Young, Toronto, Central Y. M. C. A. (74) .....	1:39.34
11. E. P. Macdonald, Toronto, Central Y. M. C. A. (43) .....	1:40.30
12. J. Knobbs, Toronto, Central Y. M. C. A. (40) .....	1:40.57
13. Henry Westerby, Toronto, West End Y. M. C. A. (71) .....	1:41.37
14. Roy Price, Toronto, Central Y. M. C. A. (56) .....	1:42.15
15. H. O. Kerr, Toronto, West End Y. M. C. A. (36) .....	1:43.08
16. Charles Hill, Davisville, Y. M. C. A. (29) .....	1:43.22
17. J. G. Near, Toronto, unattached .....	1:43.30
18. Ed. Seymour, Toronto, St. Patrick A. C. (62) .....	1:43.30 2-5
19. S. H. Goulding, Toronto, Central Y. M. C. A. (21) .....	1:44.15
20. E. Jewell, West End Y. M. C. A. (34) .....	1:44.26

W. Brilling of the West End Y. M. C. A. (6) who finished 10th did not make the turn, and is disqualified. This gives E. Jewell of the West End Y. M. C. A. who finished No. 21, the 20th medal, the others each moving up one.

They finished under the jewelry as follows: 21. T. H. Carter, Central Y. M. C. A.; 22. Reginald Smith, St. Patrick's; 23. Victor Pottier, West End Y. M. C. A.; 24. W. Jackson, Toronto; 25. W. H. Hills, Toronto Olympia; 26. Paddy Holland, I.C.B.U.; 27. Alf. Taylor, West End; 28. F. Sandy, Central; 29. Ed. Hart, Toronto; 30. George Cable, Toronto; 31. F. J. Macdonald, West End; 32. E. Knapp, Toronto.

Thomas Longboat, a full-blooded Indian of the Six Nations, won the 15-mile road race on Saturday afternoon in the excellent time of 1 hour 31 minutes 10 seconds. This is almost ten miles an hour, and the road was ankle-deep in mud.

Longboat made no great effort at first, and the start was quite unseasonal. Sixty competitors started, all at a moderate pace. Knibbs, slightly ahead of the bunch of variously colored boys, which was quite a sight, came out of the gate in a kaleidoscope, as the runners came easily up the road. Returning, the race was quite a different story. Nearly three minutes ahead of the next man, the tall, slim Indian, after an hour and a half's run, came up the middle of the road, as fresh as a dewdrop. His mouth was open, and he blew outwards occasionally, but, while evidently warm, showed no fatigue.

"Are you tired?" he was asked at the finish.

"No," was the reply, followed by the query: "Where's Davis?" Davis is his trainer. He was at hand, and, after a jump into a mud puddle, he proceeded back down the road again, his red hair disappearing in the direction of those he had to go out-stationed. Longboat ran cleanly in spite of the mud, and his blue jersey, with white borders, and red trousers, were as fresh as a dewdrop. His mouth was open, and he blew outwards occasionally, but, while evidently warm, showed no fatigue.

The second man was also very fresh. The same remark was made to nearly all of the first twenty-five. The tenth man was weary, and walked as the game within a hundred yards of the goal, but, a few minutes later, a competitor, and Brilling stirred himself to hold his advantage.

Goldsboro, and captain of the Toronto Central Y. M. C. A. Hamilton took third place. LeBarre of the Hamilton Y. M. C. A. was fourth. The race was a very close one, and the runners were very close together. The race was a very close one, and the runners were very close together.

The race was a very close one, and the runners were very close together. The race was a very close one, and the runners were very close together.

The race was a very close one, and the runners were very close together. The race was a very close one, and the runners were very close together.

The race was a very close one, and the runners were very close together. The race was a very close one, and the runners were very close together.

The race was a very close one, and the runners were very close together. The race was a very close one, and the runners were very close together.

The race was a very close one, and the runners were very close together. The race was a very close one, and the runners were very close together.

The race was a very close one, and the runners were very close together. The race was a very close one, and the runners were very close together.

The race was a very close one, and the runners were very close together. The race was a very close one, and the runners were very close together.

The race was a very close one, and the runners were very close together. The race was a very close one, and the runners were very close together.

The race was a very close one, and the runners were very close together. The race was a very close one, and the runners were very close together.

The race was a very close one, and the runners were very close together. The race was a very close one, and the runners were very close together.

The race was a very close one, and the runners were very close together. The race was a very close one, and the runners were very close together.

The race was a very close one, and the runners were very close together. The race was a very close one, and the runners were very close together.

## THIRTEEN TWO GAMES

## BEAT THIRTEEN ALBIONS

## Association Football Games Decided on Saturday Regardless of the Rain.

Most of the games on the Association program Saturday were decided regardless of the rain, including the following:

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

## THIRTEEN TWO GAMES

## BEAT THIRTEEN ALBIONS

## Association Football Games Decided on Saturday Regardless of the Rain.

Most of the games on the Association program Saturday were decided regardless of the rain, including the following:

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

Thistles (1) beat Dundas (2) 2-0.

## TRAIN OFF DRAWBRIDGE

## Continued From Page 1.

tion shall have been made he will make no statement.

John Taylor of Camden was among those who went overboard with the cars, but he kicked in a window of the rear car and swam to the piling of the bridge, where he held fast until bravely rescued by J. F. DeFord, a railroad man, nearby, when the accident happened.

Charles Kessler, a local merchant, was the first to arrive at the spot and displayed a cool head. He got an ax, jumped to the top of a submerged car, and began to cut the roof to liberate the imprisoned passengers. He did good work, but could not release many under the circumstances.

C. Smith of Newfield, and A. R. Kelley of Jeffersonville, and J. Y. who were passengers on the ill-fated train, got off at Pleasantville, for no other reason than that something told them to change their minds about coming to Atlantic City. They heard of the accident afterwards, and came back thankful that they did change their minds.

About 15 people got off at Pleasantville, they say, but nearly many more got aboard. They say fully 100 passengers were aboard, and a great many women.

John Eades of this city was on the train and escaped by crawling thru a window of the rear car and swimming ashore.

BRIDGE PROPERLY CLOSED.

The man who attends the bridge, in speaking of the accident, declared that the bridge had been open about 30 minutes before the train came along. A yacht passed thru. He says that he saw that the bridge was properly closed and that the tracks had been inspected.

A man lying at the hospital is named Vincent, residence unknown. His skull is fractured.

Coroner Gaskill hurried to the scene and made a minute investigation of the twisted track and the spot, and will submit a jury to-morrow to hold an inquest.

DREW BODY TROOP.

A sickening sight at the wreck was when one of the submerged car discovered a woman's jeweled hand sticking thru the roof ventilator. Her workmen heroically got her body out, and finally succeeded in drawing it thru the aperture. It has not yet been identified.

J. F. DeFord, a railroad man, saw a man clinging to the truss, crying for help, and succeeded, by crawling along the edge, in reaching down and pulling the man safely to shore. He was cut and bruised, and declined to give his name.

FRANTIC RUSH.

When the car of the train caught on the abutment on the bridge, where it hung poised for a minute there was a frantic rush of passengers to the rear door. Probably a score or more got out, and as the car plunged over the edge others leaped into the water. The car fell upon the water, and slowly slid off the bridge, and slowly slid off the bridge, and slowly slid off the bridge.

When the third car dropped into the water, Henry Roemer was in the act of crawling from a window. Freeing himself with an effort, and being a strong swimmer Roemer set about to help others. Swinging along the side of the fast sinking car he kicked out the glass and thus gave several passengers an opportunity to escape.

One man was caught in a window and was drowned before he could extricate himself. The accident was needed by many people, and rescue work was prompt. Strong swimmers endeavored to dive to the submerged car in search of bodies, but so strong was the rushing tide that they were forced to desist. Professional divers were then called upon, who donned their armor and went down. But even they were unable to do anything against the tide that swirled around the sunken coaches.

A circumstantial story cannot be told, as it is in the hands of the city, and the first car. Both are believed among the dead, although their bodies have not been recovered.

When the train left the rails it was running at a high speed, according to some persons as fast as 40 miles an hour.

ALTHOUGH THE WORK OF RESCUE WAS BEGUN immediately after the news of the catastrophe reached the city, the recovery of the dead was retarded by lack of facilities and darkness. Not until daylight to-morrow will the full extent of the tragedy become known, and not until then can any headway be made in recovering and identifying the dead. It is believed that at low tide the cars will be only partly submerged.

Details as to just how the terrible accident occurred are most vague. A circumstantial story cannot be told, as it is in the hands of the city, and the first car. Both are believed among the dead, although their bodies have not been recovered.

When the train left the rails it was running at a high speed, according to some persons as fast as 40 miles an hour.

ALTHOUGH THE WORK OF RESCUE WAS BEGUN immediately after the news of the catastrophe reached the city, the recovery of the dead was retarded by lack of facilities and darkness. Not until daylight to-morrow will the full extent of the tragedy become known, and not until then can any headway be made in recovering and identifying the dead. It is believed that at low tide the cars will be only partly submerged.

Details as to just how the terrible accident occurred are most vague. A circumstantial story cannot be told, as it is in the hands of the city, and the first car. Both are believed among the dead, although their bodies have not been recovered.

When the train left the rails it was running at a high speed, according to some persons as fast as 40 miles an hour.

ALTHOUGH THE WORK OF RESCUE WAS BEGUN immediately after the news of the catastrophe reached the city, the recovery of the dead was retarded by lack of facilities and darkness. Not until daylight to-morrow will the full extent of the tragedy become known, and not until then can any headway be made in recovering and identifying the dead. It is believed that at low tide the cars will be only partly submerged.

Details as to just how the terrible accident occurred are most vague. A circumstantial story cannot be told, as it is in the hands of the city, and the first car. Both are believed among the dead, although their bodies have not been recovered.

When the train left the rails it was running at a high speed, according to some persons as fast as 40 miles an hour.

ALTHOUGH THE WORK OF RESCUE WAS BEGUN immediately after the news of the catastrophe reached the city, the recovery of the dead was retarded by lack of facilities and darkness. Not until daylight to-morrow will the full extent of the tragedy become known, and not until then can any headway be made in recovering and identifying the dead. It is believed that at low tide the cars will be only partly submerged.

Details as to just how the terrible accident occurred are most vague. A circumstantial story cannot be told, as it is in the hands of the city, and the first car. Both are believed among the dead, although their bodies have not been recovered.

When the train left the rails it was running at a high speed, according to some persons as fast as 40 miles an hour.

ALTHOUGH THE WORK OF RESCUE WAS BEGUN immediately after the news of the catastrophe reached the city, the recovery of the dead was retarded by lack of facilities and darkness. Not until daylight to-morrow will the full extent of the tragedy become known, and not until then can any headway be made in recovering and identifying the dead. It is believed that at low tide the cars will be only partly submerged.

Details as to just how the terrible accident occurred are most vague. A circumstantial story cannot be told, as it is in the hands of the city, and the first car. Both are believed among the dead, although their bodies have not been recovered.

When the train left the rails it was running at a high speed, according to some persons as fast as 40 miles an hour.

ALTHOUGH THE WORK OF RESCUE WAS BEGUN immediately after the news of the catastrophe reached the city, the recovery of the dead was retarded by lack of facilities and darkness. Not until daylight to-morrow will the full extent of the tragedy become known, and not until then can any headway be made in recovering and identifying the dead. It is believed that at low tide the cars will be only partly submerged.

Details as to just how the terrible accident occurred are most vague. A circumstantial story cannot be told, as it is in the hands of the city, and the first car. Both are believed among the dead, although their bodies have not been recovered.

When the train left the rails it was running at a high speed, according to some persons as fast as 40 miles an hour.

ALTHOUGH THE WORK OF RESCUE WAS BEGUN immediately after the news of the catastrophe reached the city, the recovery of the dead was retarded by lack of facilities and darkness. Not until daylight to-morrow will the full extent of the tragedy become known, and not until then can any headway be made in recovering and identifying the dead. It is believed that at low tide the cars will be only partly submerged.

Details as to just how the terrible accident occurred are most vague. A circumstantial story cannot be told, as it is in the hands of the city, and the first car. Both are believed among the dead, although their bodies have not been recovered.

When the train left the rails it was running at a high speed, according to some persons as fast as 40 miles an hour.

ALTHOUGH THE WORK OF RESCUE WAS BEGUN immediately after the news of the catastrophe reached the city, the recovery of the dead was retarded by lack of facilities and darkness. Not until daylight to-morrow will the full extent of the tragedy become known, and not until then can any headway be made in recovering and identifying the dead. It is believed that at low tide the cars will be only partly submerged.

Details as to just how the terrible accident occurred are most vague. A circumstantial story cannot be told, as it is in the hands of the city, and the first car. Both are believed among the dead, although their bodies have not been recovered.

## Is that of David S. Enley of Camden.

## He reached Atlantic City, suffering from bruises, carrying in his lacerated arms eight-year-old Helen Gilbert, also of Camden.

At the first intimation of danger Enley leaped to the platform taking the child with him. As the coach plunged downward, he sprang into the water and by tremendous efforts succeeded in swimming ashore with the little one. The cries of the imprisoned passengers as the coaches plunged into the water did not last long, and when the tops of the first two cars disappeared from view not a sound was heard from them.

The living at once began the rescue of those yet imprisoned in the last coach. Most of the passengers in this coach were able to help themselves, and with the arrival of assistance from the city they were removed and hurriedly taken to hospitals. On the roof of the last car the rescuers found Conductor Curtis, almost crazed with terror. He was bleeding from cuts on the head and was otherwise injured. When able to talk, he could give no clear story of what happened. Eighty-eight full-fare tickets were found in his possession, and from this it is taken that the total number of passengers corresponds with the number of tickets.

SAVES HUSBAND.

Stories of terrible experiences are told by those who escaped death. A Mrs. McDonald of Philadelphia, who was in the third car and is a good swimmer, escaped by a window at the top of the car. She had her husband rescued four times for her husband and rescued him after she had brought to the surface three other men.

THREE INQUESTS TO-DAY.

Every One of

Surely Made Good

ITS 28 PAGES

Was Replete With

Matters of Interest

Some of the News

36 HOURS AHEAD