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Campbellton, N. B., Oct. 16, 1913

Y. M. C. A.

Do we require and can we build a first class, up-to-date Y.M.C.A. for Campbellton, which would stand for all its name would imply? Many have asked the question, "since you have voted the saloon out of our town, which was all the club we had, what are you going to give us in return?" This should be very easily answered. A Y.M.C.A. where boys, young men, older men, and strangers coming to our town, could take advantage of the many and varied activities, with a gymnasium, swimming pools, bowling alley, billiard and pool rooms. It could and would offer splendid educational courses for evening classes. It could furnish a well filled library of educational works, up-to-date fiction and books of references. It would have reading and recreation rooms where men of all ages could meet for social intercourse and pleasure. It would furnish opportunities for character building in its classes and meetings. It would extend the privileges of a perfectly appointed club. In a word the Y.M.C.A. stands for full and complete manhood, better health, greater efficiency and increased usefulness. It would clear up in a measure the social environment and there would emerge a splendid crop of men and woman, sound in body and sound in mind. This is your opportunity. Who are there among us that will help this good work along and begin now. Opportunities are passing and so are we. (Let us consider one another to provoke unto love and to good works.) It is your moral support that is required, but to make good your moral support it must be backed by your financial co-operation to the limit of your means. Nothing worth mentioning was ever done or created without co-operation. All business and blessings of free Government are only possible by mutual co-operation.

Faber says kindness adds sweetness to everything. It is kindness which makes life's capabilities blossom and paints them with their cheering hues and endows them with their invigorating presence. Gratitude in the memory of the heart. Who will help throw out the life line and make a Y.M.C.A. in Campbellton, a concrete success.



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LOST IN STORM AND FIRE AT SEA

**Fleet of Vessels Powerless to
Aid Doomed Steamship
Vultorno**

London, Oct. 13th—The latest accounts of the disaster to the steamship Vultorno, burned and abandoned in mid-ocean on Friday morning, confirm that the loss of life will be limited to about one hundred and thirty-six. The Carmania, first of the rescuing ships to reach the burning steamer, arrived off Queens-town this morning, but owing to the gale proceeded direct to Fishguard, where she is due to arrive at 11 a.m.

A graphic story by the solitary survivor aboard the Carmania was received by wireless, and presents a terrible picture of the horror, the panic and confusion, aboard the burning liner. Walter Trintepohl, a German, who tells the story, however, is clearly suffering from the stress of illness and awful experiences, and his story is too incoherent to be accepted in every detail. Most important, if true, is his denial that two boats got away from the Vultorno.

According to other accounts, Captain Inch was the last to leave his vessel, which was still burning late Friday night, and was a danger to navigation.

Forty of the one hundred and thirty-six persons lost from the steamship Vultorno in mid-Atlantic were in the two boats which succeeded in getting away from the burning vessel and which without doubt were swamped. The majority of the other victims lost their lives when four other boats were smashed against the steamer's sides in an attempt to launch them.

The Vultorno sailed from Rotterdam on October 2nd for Halifax and New York. According to the official statement, she carried twenty-two first cabin passengers, 538 steerage, and a crew numbering 96.

The rescue ships reached the scene of the disaster in plenty of time to save all, but for hours stood by the blazing vessel, impotent because of the storm to reach the agonized men, women, and children crowding the after part of the ship and within a stone's throw.

All night long Thursday, the lifeboats made a desperate effort to get alongside the Vultorno, but the waves beat them back again and again, and not until the storm abated at daylight Friday did the rescuers succeed in removing the survivors from the doomed ship. Even now only the fringe of one of the most thrilling tales of the sea is available. Exactly how the rescue was effected is not known. The Vultorno was well equipped with boats, sufficient, the agents say, for a thousand people, but the boisterous sea or lack of boat drill, or panic among the passengers, prevented the successful employment of them.

The rescue ships were able to lower lifeboats, but apparently most of the boats launched from the Vultorno were smashed or upset and the occupants drowned. Two of

and help the boys to be better boys and men to be better men.
(Contributed)

Ottawa Free Press: If Lord North-cliff in arranging for an improved Canadian news service, will see that facts and not opinions colored by party views are sent to his papers he may do a real beneficial action to the Dominion. Otherwise the extension will not prove of any real value.

The Cattle Industry
"It is extremely doubtful if Chicago will get any grass beef from western Canada this season," said J. B. Watson, of Montana, who brought several heavy shipments across the line last year. "The best offer I have been able to get on grass steers delivered at Moose Jaw, Sask., is 7 1/4 cents, and they are the same grade I bought a year ago at 6 and 6 1/2 cents. The fact is cattle values have appreciated sharply in Western Canada during the past year. Even with the duty off I do not believe Chicago would get many Alberta cattle as all the beef grown in that section now is needed for home consumption."—From the Chicago Breeders' Gazette.

Would Keep Money Here
Last year Canadians bought 7,300 motor cars in the United States, paying \$9,900,000 for them. How much better for the country it would have been if all this money had stayed in the Dominion, and gone to Canadian manufacturers and operatives in Canadian automobile factories!

The Massey-Harris Co. will erect a warehouse in Edmonton, Alta.

the boats, crowded with passengers are reported to have got away from the ship, but a search for them has proved fruitless, and they have practically been given up as lost. The occupants of these boats are included in the death roll.

The steamer Carmania, bound from New York to Liverpool, was 78 miles away when the call for help sounded. Captain Barr, ordering full steam, in spite of the gale, drove through the seas at 20 knots an hour, and was first of the fleet to reach the burning vessel. She was followed by La Touraine, Minneapolis; Rappahannock, Czar; Narragansett, Devonian, Kroonland, Gros- ser Kurfuerst, and Seydlitz at various hours throughout the day. But try as they might, the rescuing vessel could get neither line nor lifeboat to the Vultorno, the forward part of which was almost hidden by a dense cloud of smoke when the Carmania arrived.

The burning steamer lay in the trough of the sea, pounding helplessly, with her propellers fouled by the boat's tackle. The terrified passengers were huddled together as far as it was possible to get from the flames, while throughout the day the officers and crew fought desperately with whatever appliances were at hand to hold the fire in check.

But night came on, and the seas abated only slightly. The circle of searchlights kept their searchlights

playing and waited patiently within the danger zone for the first moment, when they might again launch the lifeboats.

The hopelessness of the situation was manifested at 9 o'clock in the evening, when a great explosion tore away a part of the upper works, and flames burst from the engine room. It then became a matter of how long the Vultorno would stay above the water.

Meanwhile, several of the terrified passengers, wrapped in lifebuoys, dropped over into the sea. One of them was taken aboard the Carmania. It may be that others found a haven with other vessels of the fleet, but some undoubtedly were swept away.

When day broke the Vultorno was still afloat. The gale had moderated and the seas had calmed down. From almost every one of the encircling steamers lifeboats were sent out, and into these women and children were lowered first. Several trips were necessary before the survivors were removed to a place of safety.

It is pointed out as a remarkable coincidence that the Vultorno about four years ago made a notable rescue in a great storm in mid-Atlantic of the crew of a French vessel. Captain Harrison, who then commanded the Vultorno, was decorated by the French Government for his daring act.

Jewelry Cleaned.

Do not neglect to have your diamond rings examined occasionally to see that the settings are safe, and have them properly cleaned. Old jewelry cleaned, polished and made to look like new.

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