

WOMEN'S COUNCIL HAS DONE SPLENDID WORK

They Have Sent Eighteen Cases of Supplies to Campbellton Sufferers—Donations from Royal Arcanum.

The members of the Local Council of Women are receiving all praise for the energetic measures they took to solicit and forward aid to the sufferers in the Campbellton fire.

It comes from the mayor of Campbellton, and expresses his thanks to the sufferers in fitting terms. It is as follows: Mrs. McClellan, President of the Women's Council of St. John:

"On behalf of the fire-stricken citizens of our town, I beg to acknowledge with the deepest gratitude your very generous and timely donations of clothing and supplies, all of which were duly received and very much appreciated."

DR. MURRAY, Mayor. Altogether the ladies of the local council have sent 18 cases of supplies and clothing to the sufferers.

The total of their cash subscription was \$107 and some of this is still on hand. The contributions received yesterday included \$2 from Miss Eaton and \$1 from Mrs. Wilson.

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CANADIAN ART EXHIBITION

Praise For Pictures Which Were To Be Seen At Liverpool—Canadians Now Compel Attention.

London, July 18.—Chance a couple of days ago brought together five men at a certain spot on the Strand where in the hour between office and dinner you may be sure of seeing a very cosmopolitan assembly.

After the three introductions which brought the third Canadian into the fold had been effected, one of the Canadians said: "Well when I came to London first I'd scarcely run up against a Canadian once in a week or two, but now I meet them every day and everywhere."

As so it is. In the last few years there have been more apparent in London than the steadily growing prominence of Canada and Canadians.

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Passengers Tell Complete Story of Passenger Airship Disaster



"FOR THE LAST 2000 FEET WE RUSHED DOWNWARD—THE GREEN FOREST LOOKED AS IF IT WERE DASHING UPWARD TO HIT US."

Special Correspondence. Berlin, July 11.—Now comes the new 20th century disaster, the most terrifying of them all—the airship wreck.

Civilization knows the train wreck by heart; the press has given the stories only too many times—the sudden crash, the grinding noises, the toppling cars, darkness, groans.

The steamship wreck, too, has been described only too often; the crash, the rush for the lifeboats and life preservers and rafts, the heaving, the pounding waves the questionable safety of small boats.

But for terror, the passenger airship wreck outdoes them all in many ways, as shown by the disaster to the Deutschland, the first wreck of a passenger airship in the history of the world.

"All the afternoon it had been a struggle between the great airship and the gale. There were 33 of us in the car. Even when we were 100 miles from our garage, with the gasoline giving out, it became clear that an accident was inevitable."

"We had started out for a three-hour trip. We had been out nearly seven hours, trying to keep away from the earth. We could not help watching the contest with fascination."

"Now rocketing upward, now plunging downward to within 100 feet of the earth, the airship like some living thing, sought in vain some level where she might find safety from the wind."

forward and then aft, as we rose and fell in the storm. "Our gasoline was nearly gone. We had been nearly nine hours in the air. Just before 5 o'clock we saw dense black rain clouds ahead. A moment later we plunged into them and a fog closed around us, shutting out everything from our sight. So we continued for half an hour, then the gasoline gave out and the whirling propellers stood still.

"Almost simultaneously we broke through the floor of the clouds, and there, only a few feet below us, was a hill covered with a dense fir forest. Our water ballast was exhausted. Captain Kanneberg ordered some of us to run aft along the narrow gangway inside the keel of the airship to attempt to bring her to the ascending position."

"It was too late. "A downward eddy of the gale seized the swaying ship and down we crashed into the treetops. There was a rending, tearing sound. The airship shivered and struggled as if to rise. There was another crash and the splintered tree trunks stabbed through the floor of the cabin and into the hinder part of the balloon, ripping the gas compartments in all directions.

"There we stuck fast, held by the branches of the trees. Had we with the same force, struck the open ground, scarcely anyone in the airship could have escaped."

"Another passenger said:—"We fell headlong from an altitude of 4000 feet to 200 feet, when the downward plunge stopped and saved us from a certain death. The next moment the airship began to rise again. The whole vessel was inclined at such an angle that, at moments, her whole length, nearly 500 feet, was almost perpendicular."

"Scientific instruments lying on the floor fell overboard. "Things on the earth, which had been hardly distinguishable one moment from the next, were now clearly visible. All of us realized our danger. We were falling to the earth like a stone. "Many of us lost all hope. We

judged that our fate was sealed and that our doom was certain. Just when the crash appeared to be coming the airship steadied herself, the falling was checked, but she continued to sink at a greater rate than was comforting to us.

"Then came a terrific crash. A great tree-trunk had caught us and held us fast. It saved our lives. Without it we should have fallen to the ground to our destruction."

"Now we are falling," says another passenger. "There was a earthlike stillness in the car. On each face could be read the question: 'What will the next few seconds bring?' The look of horror on the faces of the crew revealed to us our extreme plight."

"For the last 2000 feet we rushed downward. All eyes were fixed on the green forest, which looked as if it were dashing upward to hit us on the heads. We estimated our distance from the ground—a hundred feet—and then the crash!"

"In a train wreck, explains a German psychologist, you have no time to hope or fear; in a steamship wreck, there is little time for it, either. But in a passenger airship wreck there is time—too terribly much of it. You look down in the face too long. It is almost too much for twentieth century nerve to stand, this new twentieth century catastrophe."

"And always there is that terrible knowledge that a few passengers less means safety."

"If there was a last man left alive in an airship that gently touched the earth and the path of the ship were strewn with mangled bodies, who would tell the story? Maybe those now dead might have helped him at first to lighten the weight."

"This will be a problem of airship travel. There was a time when two balloons would not travel in pairs because it was believed that no human being could withstand the temptation of throwing his fellow overboard to save his own life."

AMERICANS AT OBERAMMERGAU

English Novelist Protests Against Sacrilege Practiced By Vulgar Tourists—Anton Lang Mobbed Daily.

Berlin, July 18.—Edith Milner, an English novelist residing in Oberammergau, informs the newspapers that she has been commissioned by her English, German and American friends to utter a vigorous protest against the sacrilege practiced at the Passion Play by vulgar globe trotters and sensation seekers, chiefly American.

"She alleges in an angry communication," she declares, "that the conduct of the transatlantic tourists has become such a scandal that the reputation of the Passion Play in future years is in grave jeopardy."

"The Americans' insistence on hobnobbing with Anton Lang, the portrayer of the Christ; Johann Zwick, the interpreter of Judas, and other stellar characters is a feature which Miss Milner asserts is proving most obnoxious."

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"This will be a problem of airship travel. There was a time when two balloons would not travel in pairs because it was believed that no human being could withstand the temptation of throwing his fellow overboard to save his own life."

"But, later, it was discovered that to suddenly drop 150 or 300 pounds from a balloon would probably mean the explosion of his bag and the death of the survivor; so balloonists began traveling in pairs again."

"But to drop 150 or 300 pounds from a Deutscherland would mean only safety and that means all the temptation that self-preservation can exert."

Reading from left to right—C. H. Eason, manager of Bank of N. S., St. John; L. P. Snyder, Inspector Bank of N. S., Toronto; G. G. Glennie, Manager Bank of N. S., Campbellton (above Mr. Snyder); (Under "Nova Scotia Fire") left to right—J. W. Day, Inspector Nova Scotia Fire, Halifax; J. T. Voutourp, J. P. Campbellton; Arthur C. Baillie, Manager N. S. Fire, Halifax.

THE ANTIS AT WAR OVER WOMEN'S VOTE

Opponents of Suffrage Movement Meet in Trafalgar Square for Big Demonstration, but Enthusiasm Slight.

London, July 18.—The topsy-turvy-doom produced in parliament by the cross voting on the woman's suffrage bill and by the adoption of a blocking motion after the second reading of this fantastic and conciliatory measure, which had irritated many friends of the cause, has encouraged the opponents of suffrage to undertake a strenuous outdoor campaign.

The speakers were, mainly men, among them half a dozen members of parliament, Charles T. Mills, William R. Fringle, T. W. Hills and others, and a resolution protesting against the passage of a conciliation or any other woman's suffrage bill was adopted.

Prominent women who were prejudiced against the movement stayed away and there was little enthusiasm. The anti-suffrage leaders have succeeded in creating a large organization in the West End of London, but they are not well prepared for taking the field against the rival suffrage crowd, with working women's branches, a big war chest and hundreds of banners yet they have been convinced that something more strenuous than Mrs. Humphrey Ward's long letters in the Times is needed if the aggressive suffragettes are to be checked and women are to be kept out of politics.

Mr. Goggin Will Sue. Although the conviction of Magistrate Ritchie in the Metropolitan Hotel case was recently quashed at Frederickton, and the fine imposed upon Mr. Goggin returned by the court, this does not seem to be satisfactory to him, and legal proceedings will be taken against the men responsible for the raid and subsequent arrests.

"I sincerely hope that the press will use its influence to induce American visitors to go to the Oberammergau in the true spirit of pilgrims and forsake irreverent behavior."

It is open to some doubt, the correspondent may add, as to how obnoxious Anton Lang finds the mobbing of his premises by American visitors, most of whom go there to purchase from an elaborate stock of photographs, pottery and crucifixes which Herr Lang, Franz Lang and a corps of assistants are kept busy handing out and wrapping up.

Wm. Preston, Lillian A. Ryder, James B. Ryder, Emma L. Preston, Brooklyn, N. Y.; A. B. Anderson, Hartford, Conn.; A. Atkinson, Sackville; Leon Perry, Boston; Thos. H. Wefferling, Newark, N. J.; R. H. Small, R. H. Moffat, Boston; Chas. L. Colquhoun, Somerville, Mass.; D. Thorpe and wife, Boston; C. T. Titus, New Haven; J. Murphy, Boston; Miss M. Mowatt, Edward McDonald, Philadelphia, Pa.; Wm. M. David, Toronto; Miss Beauchamp, Bishop, Chipman; G. R. Reid, Chipman; Miss M. J. Quirk, Providence; F. P. Shaw, J. Wall Clood New York; F. W. McLean, Woodstock; L. P. Farris, White's Cove; D. A. Mills and wife, Pennsylvania; Mr. and Mrs. P. C. Swett, Haverhill, Mass.; Miss N. W. Swett, Haverhill, Mass.; J. R. Envald, New York; Dr. J. P. Howard Boston; John Christie, Montreal; Geo. R. Dusey, London; W. H. James, Toronto.

E. M. FOSS FOR VICE-PRESIDENT

Name of Boston Congressman Mentioned Frequently For Place On National Ticket—Harmon And Gaynor Lead.

Washington, July 18.—Eugene N. Foss of Massachusetts, the Democrat who carried the rock-ribbed Republican Fourteenth District, is mentioned frequently these days as a probable nominee for Vice President. Mr. Foss's victory in the enemy's country has attracted wide attention to him in the past year, and it is now believed that if he can keep himself in the public eye he will be practically certain of a place on the Democratic National ticket in "The Song of the Soul."

It is believed here that Mr. Foss will consent to be Democratic nominee for Governor of Massachusetts, though it has been announced once that he would decline that honor. His election to the Governorship would, of course, add tremendously to his prestige.

Mr. Foss has even been mentioned for first place on the National ticket, but that suggestion is not taken seriously. Gov. Harmon and Mayor Gaynor of New York have already taken the first place in talk of the Democratic Presidential nominee, and Mr. Foss is as far as he can get in the political world to usurp their places.

Shakespeare, Good Music and New Films at Nickel.

In spite of the fact that the Nickel Orchestra performed at the Campbellton fire benefit in the Opera House last night and many counter attractions were on the bills the popular Carleton street theatre was crowded all evening with an appreciative gathering. The show was very entertaining, including a Shakespearean lecture by Mr. George Lund of New York. The subject was "Maebeth" and the pictures a truly magnificent production by the Cines Co. of Rome, Italy. The film-talk consumed over 25 minutes, each part of the great historical tragedy being faithfully reproduced. In addition to this unusually good feature Miss Betty Donn, who was welcomed for a short return engagement, sang "The Song of the Soul," with fine dramatic effect. This is the hit-piece of the dramatic production "The Climax," which pleased so many in the Opera House a short time ago. The additional pictures were: "Biograph's late comedy," "Muggsy's First Sweetheart"—a scream of merriment—"The Sister, Brother and Cow-puncher," and a Rex Beach playlet "The Shyness of Shorty."

MORE SUPPLIES GOING FORWARD

Fredericton, N. B., July 18.—At St. Paul's Presbyterian Church yesterday, Rev. Edwin Smith who is supplying the pulpit during the vacation of the pastor, made an appeal on behalf of the ladies' aid society for clothes for women and children, made destitute in the Campbellton fire.

A meeting of the special committee of the Methodist Church of New Brunswick and P. E. Island conference has been called for Tuesday at St. John to deal with the question of granting assistance to the pastor and congregation of the Methodist Church at Campbellton.

It is likely that a shipment of clothing, bedding, etc., contributed by Fredericton citizens to sufferers at Campbellton will be made this evening.

SLIGHT FIRE ON R.R. PICNIC AT RICHIBUCTO

A small fire occurred on the steam-rail Victoria about 2.30 o'clock this morning. The department was called out from the box on Bridge St. and quickly extinguished the blaze.

KENTUCKY RACES MAY BE CALLED

Lexington, Ky., July 18.—A call has been issued for a special meeting of the board of directors of the Kentucky racing association to be held here July 21, to decide whether a fall meeting shall be held in conjunction with those of Churchill Downs and Latonia. It is said the decision hinges on the way the directors look at the situation in the east. With New York's latest stringent law going into effect Sept. 1, horsemen say there is no reason why a meeting here would not be a success. If the races are held they will either be late in September or early in November.

CHATHAM'S HORSE RACES.

Chatham, July 17.—Entries for Chatham's two days of horse racing July 28 and 29, closed Saturday. A large number of entries are in, but as all mailed on the last day are admissible the committee has not yet given out a complete list.

Paying Fire Insurance Claims And Reopening Bank Four Days After the Fire at Campbellton

The "Nova Scotia Fire" was the first company on the ground to pay claims. The manager, Mr. Arthur C. Baillie, of Halifax; General Agent E. L. Jarvis, of St. John; and Inspector Jas. W. Day, arrived on Wednesday.

Up to Friday morning cheques aggregating \$31,615 had been placed in the hands of claimants. The "Nova Scotia Fire" is amply demonstrating its slogan:—"Strong, Liberal, Prompt."

INJURED HIS SHOULDER.

What might have been a very serious accident happened to E. S. Peacock, of the Canada Life Assurance Co., last Saturday evening. While he was playing with his little daughter, Madeline on "Gallows Hill," the child fell and in an effort to save her, he jumped in front of her, landing on his right shoulder in a hole in the sidewalk. Although no bones were broken on Dr. Skinner said that he received a bad shaking up that would confine him to his house for some days. His daughter escaped with a slightly bruised face.

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