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FREDERICTON, N. B., WEDNESDAY, JULY 13, 1910

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Dirigible Balloon Explodes and Crew of Five Blown to Bits

The Ill Fated Airship Had Dubious Career, Having Previously Met with Accidents --It Had Just Been Refitted for Passenger Traffic and was Undergoing Final Tests--The Crew were Well Known Aeronauts, the Inventor Being a Man of International Reputation in that Respect.

Leichlingen, Rhenish, Prussia, July 13.—The dirigible balloon Erbsloch recently refitted for passenger service, was destroyed in mid-air today through the explosion of a benzine tank and her inventor, Oscar Erbsloch and her crew of four men, dropped to their death. The bodies of the aviators were frightfully mangled. The gondola was torn to bits and the motor buried itself beneath the surface of the ground.

The victims were men well known to all Germans interested in aerial feats and Erbsloch gained an international reputation when, in 1907, at St. Louis, he won the International Cup in the distance race for balloons. The Erbsloch was constructed last year and had had a dubious career. The first time it descended it crashed into a clump of trees and its occupants narrowly escaped injury. A few days ago during a trial flight, a propeller was broken. The balloon, which was of the non-rigid type, has just been made over preparatory to the establishment of a passenger service between Elberfeld and nearby points. Today it was inflated for a trial test by the crew. The ascent was made near Opladen and during a fog. There were few eye witnesses of the accident.

Lischlingen, Rhenish, Prussia, July 13.—The Erbsloch dirigible collapsed after a half hour's flight today, killing all its passengers.

Oscar Erbsloch, the German aeronaut, who won the International balloon race at St. Louis, 1907, and four companions, were killed today when the dirigible balloon Erbsloch burst at height of several hundred feet and dropped to the earth a crumpled mass. The dead are:

Oscar Erbsloch, inventor and balloonist; Herr Toelle, a manufacturer of Bremen; Engineer Kranz; Engineer Hoeppel and Motorman Spicke.

The craft was of the non-rigid type 176 feet in length and 33 feet in diameter. The motors were of 125 horse power and drove the airship at a speed of 28½ miles an hour. The war department recently purchased one of Erbsloch's balloons.

The cause of the accident is a matter of conjecture, but it is believed the bursting of the bag, was due to the expansion of the gas due to warm sunshine. The wreckage fell so heavily that the gondola was broken to pieces and the motor was buried in the ground. The victims were frightfully torn.

Oscar Erbsloch had made many daring and successful balloon flights. In the St. Louis Aerial race, when he took from the United States to Germany the International Cup, which had been won the year before by Lieut. Frank P. Lahm at Paris, he covered a distance of 876 miles in the balloon Pommern, landing at Asbury Park, N. J., two miles further from the point of ascent at St. Louis than his nearest competitor M. Leblanc of France, who came down at Hebertsville, N. J.

In February, 1909, Erbsloch made a remarkable balloon trip across the Alps. His balloon was the Berlin and it remained in the air for thirty hours, reaching a maximum altitude of about 18,000 feet. An average temperature of about 12 degrees below zero was experienced.

The death roll of aviators was lengthened today to seventeen which have been killed since September 17, 1908. Up to ten days ago the records stood at ten. On July 3, Chas. Wachter fell to his death at Rheims, France; yesterday the English sportsman Charles Stewart Rolles, died beneath the wreckage of his aeroplane. Today Erbsloch and his crew of four were dashed to death.

SUICIDE PACT MAY END IN A MORE SERIOUS CHARGE

Woman Seriously Wounded Admits that Her Lover Shot Her--He Says Attempt to Take His Own Life was Unsuccessful.

New York, July 13.—Mrs. Antoinette Skora, wife of Earl Skora, formerly a teacher in the University of Krakow, Poland, was found in bed beside her sleeping child, a boy of three, at her home this morning, with 2 bullet wounds in her body and a fourth in her hand. Mrs. Skora told the police that she had been shot by robbers, but letters were found that revealed that the woman had entered a suicide pact on account of a love affair. The letters were written by a man who was infatuated with Mrs. Skora when she was a student at a seminary in Poland and who followed her to this country. The letters were from Casimir Malski, a highly educated young Pole. Late last night, in Bellevue Hospital, when Malski was taken before the woman, she admitted that he had shot her and then told the police that the two had joined in a suicide pact, but he had been unable to take his own life because after he had loaded the revolver, the cartridges missed fire.

The suicide pact, according to Mrs. Skora, who is a handsome woman of 21, was the outgrowth of a boy and girl love affair which had its inception when she and Malski were in school together.

TO SUBSTITUTE MOVING PICTURES FOR COACH

Boston, Mass., July 12.—S. Lawrence, of Harvard, who distinguished himself by proving to the champion athlete in the recent all-round back meet of the institution, believes that moving pictures are excellent coaches for athletes. "Not only in track athletics," says he, "but in baseball, boxing, tennis, rowing, and, in fact, every sport in which man participates the moving picture camera is destined to take the place of the coach. The coach merely tells you the things you do wrong, so that you will not do them again. The camera can do better."

"The way to train for athletics is not by dieting or massaging. It is by studying yourself and by working out the scientific method best adapted to your style of anatomy, as you would work out a proposition in physics or geometry. My success has been due to studying photographs of myself snapped while in action. If I could get an entire series of photographs of myself during one event, such as the moving picture machine would furnish, so that I could study each successive motion in detail, I could add two inches to my pole vault record."

MCKENZIE AND MANN BUY UP MORE RAILWAYS

Ottawa, July 12.—It is stated on good authority that MacKenzie & Mann have practically completed negotiations for the purchase of the Central Ontario, Bay of Quinte and Brockville & Westport Railways, aggregating some 234 miles of road. It is understood the purchase of the Brockville and Westport line forty-four miles in all, was completed last week. Negotiations for acquiring the Central Ontario line, 132 miles north from Picton to Bancroft and of the Bay of Quinte line connecting Deseronto, Napanee, Tweed, Harrowsmith and Kingston, with 108 miles of rails have been in progress for some months. These lines will be valuable feeders to the new C.N.R. line now under construction from Toronto to Montreal.

Miss Nellie Gallagher left this morning by the Victoria for Margerville where she will visit friends there. Messrs. J. J. McCaffrey and F. E. Winslow returned yesterday from a business trip to Prince Rupert.

Ex-Alderman Kitchen, of Fredericton, was in town Friday and Saturday attending the races. He was accompanied by Mrs. Kitchen and Dr. and Mrs. Mullin—Woodstock Press.

Mr. Guy B. Whitehead has returned from a trip to the Pacific Coast.

AVIATOR HAS A NARROW ESCAPE FROM DEATH



CLIFFORD B. HARMON

New York, July 13.—Clifford B. Harmon, the millionaire amateur aviator, had a narrow escape from death last evening, when, after weeks of waiting he attempted to fly in his Farman biplane from the aviation grounds at Mineola to the home of his father-in-law, Commodore E. C. Benedict, at Greenwich, Conn., fifteen miles away across the Long Island sound.

After a beautiful start and a sail for four miles at a height of six hundred feet and a speed of forty miles an hour, his engine began to miss fire and finally died out completely. He was forced to make an instant descent in the midst of trees, telegraph wires and shrubbery, with no time to pick out a proper landing place. This was his moment of peril. Had he lost his head or loosened his grip on any of the controlling apparatus, he would have been dashed straight down to death. But he kept cool and worked out his salvation as best he could. He saw a little cleared space away ahead of him on the H. M. Earle estate, near Roslyn, and he made a beautiful dive for that. He dipped down from 600 to 150 feet.

MACHINE CRASHES INTO TREE

But he went just a little too low. His machine crashed through the top branches of a tall tree, tearing the end of the lower plane and putting out of business the "aileron"—the wind-up balancer—on that side. Then, hurtling on downward and forward, the propeller ripped and smashed against a network of telegraph wires. Still Harmon worked with all his skill to save himself. He knew the top plane would sustain him to a certain extent, and he clung to his steering wheel, ready to give it the backward jerk at the instant of landing which would throw the machine on an even keel upon its running wheels. He did manipulate his wheel, too, but there was no response when he heaved the ground, and the flyer plunged, disappointed.

STOCK MARKET IN CONTROL OF THE BEAR ELEMENT

Quotations from direct private wire of J. M. Robinson & Son, Bankers, St. John, N. B., Members Montreal Stock Exchange

OPEN NOON	
Amalgamated...	56 1/2
Atchison...	98 1/2
Smelters...	66 1/2
Brooklyn...	77 1/2
Canadian Pacific...	187 1/2
Great Northern Pfd...	123 1/2
Northern Pacific...	117 1/2
Penn...	127 1/2
Reading...	144 1/2
Southern Pacific...	113 1/2
Union...	160 1/2
U. S. Steel Com...	69 1/2
Quebec Ry...	39
Iron Com...	51
Iron Pfd...	102 1/2
La Rose...	4b

MONTREAL MORNING SALES.

Twins, 10 @ 107.	
Cement Com., 10 @ 191.	
Wool's Pfd., 5 @ 125.	
Mackay, 5 @ 85.	
Halifax Tram, 2 @ 122.	
Spo., 10 @ 125 1/2, 25 @ 126 1/2.	
Hochelaga Bank, 50 @ 146.	
Quebec Railway, 25 @ 39 1/2, 25 @ 38 1/2.	
Porto Rico, 11 @ 46 1/2.	
Ogilvy Com., 1 @ 123.	
Montreal Power, 15 @ 129, 15 @ 129 1/2, 50 @ 129 1/2.	

St. John Street, 7 @ 100 1/2.	
Montreal Street, ex-div., 150 @ 233.	
Black Lake Com., 25 @ 27 1/2.	
Illinois Pfd., 25 @ 89.	
Dominion Trn., 25 @ 57, 235 @ 56 1/2, 62 @ 56 1/2, 100 @ 56 1/2.	
Textile, 50 @ 109 1/2.	
Iron Pfd., 10 @ 102.	
Bell Telephone, 20 @ 143.	
Converters, 25 @ 35.	
Eastern Townships Bank, 7 @ 160.	
Crown Reserve, 25 @ 260, 50 @ 256.	
Merchants Bank, 15 @ 176 1/2.	

ROOSEVELT AND HUGHES IN SECRET CONFERENCE

Oyster Bay, N. Y., July 13.—No definite word was received from Sagamore Hill this morning as to the result of Governor Hughes' conference with Theodore Roosevelt. Governor Hughes conferred with Col. Roosevelt last night at Sagamore Hill and spent the night at the Colonel's home. Colonel Roosevelt intimated that he might have something to say further on in the day. Governor Hughes was expected to leave for New York by automobile before noon to take the train for Washington.

BOSTON MEN WANT GRAND TRUNK OUTLET BROUGHT TO THEIR CITY

Think Boston Would Make More Suitable Ocean Terminus Than Providence as at Present Planned.

DELEGATION HAS BEEN SENT TO MEET DIRECTORS

Governor Draper Foreshadows Plan Under Which "A Great Railway" Will Take Over Harbor Property.

Boston, July 13.—An attempt is being made by Boston Commercial interests to induce the Grand Trunk Railroad to make this city one of its ocean outlets. The Chamber of Commerce has sent to Montreal, Jas. J. Storrow, former president of the Chamber and D. O. Ives, the Chambers transportation expert. Messrs. Storrow and Ives will see the principal officials of the Grand Trunk road in an effort to induce them to make Boston their coast terminal, rather than Providence, which under plans already laid down have been selected as a terminal point for the road.

Another development of the past twenty-four hours was a statement made by Governor Draper yesterday at a meeting of the Chamber of Commerce following a trip of inspection around the harbor docks.

Whether the governor referred to the Grand Trunk Railroad is not definitely learned. The governor said: "I have every reason to believe that I will be able to announce within a very short time the completion of an arrangement with a great business interest in this state for taking over for us, the commonwealth pier, with a large amount of land located in the rear of it, at a very large annual rental. Verbal arrangements have been entered into which show this transaction can be carried through and the commonwealth pier and the land back of it will be leased to one of the great railroad interests immediately at a rental which will give to the state some \$70,000 annually for a period of 30 years."

GERMANY AND JAPAN AGREE ON OPEN DOOR

Berlin, July 13.—Baron Chinda, the Japanese ambassador and Count Von Darostein, Russian ambassador from Russia, together called at the foreign office today and handed Herr Von Sonnenschein the text of the recently concluded Russo-Japanese Convention. The ambassadors remarked that the treaty constituted an extension of the Russo-Japanese agreement of 1907, and that it signified a further guarantee for the maintenance of Status Quo and the peace of the far east. The diplomats affirmed that the fundamental principle of the open door was unaffected.

Herr Von Schoen received these as Germany held the expectation that the principle of the open door, so important to German economic interests in the far east, would be upheld sincerely by the two powers.

LESS LIQUOR BEING CONSUMED IN BRITAIN

Washington, July 13.—According to figures furnished the United States government by Consul General Griffiths, of London, there was a marked falling off in the consumption of intoxicating liquors in Great Britain during 1909. In that year the amount expended for liquors was \$730,000,000, a decrease of \$54,000,000 from 1908.

GUNBOAT BOMBARDS PIRATES

Hong Kong, July 13.—A Portuguese gunboat C., operating with troops today, bombarded the pirate settlement on the Island of Colowen, destroying the houses and killing many natives. The Chinese retaliated by storming and capturing the Portuguese military post. Portuguese re-enforcements were sent to the scene from Macao.

Mrs. R. P. Hartley, of Woodstock, is registered at the Barker House.

CAMPBELLTON FIRE LOSS NOW ESTIMATED NOT OVER \$3,000,000

Supplies Sent in From Other Places Have Relieved the Distress--More will be Sent on Today.

HEAVY RAIN TODAY MAKES SUFFERING WORSE

Mills in Other Districts Also Caught Fire on Monday with Thousands of Dollars Loss.

St. John, N. B., July 13.—Mayor Frick received word today from Campbellton that there were enough supplies for today.

More loaves of bread will be sent tonight. Hon. Wm. Pugsley wired from Montreal \$100 for relief fund. Longshoremen's Association of St. John, subscribes \$100 and G.S. Mays handed the mayor \$50.

A Campbellton despatch says that it is raining heavily today and this makes suffering worse.

It is learned that on the night of the big fire, C. I. Keiths mills at Charlco were burned with a loss of \$14,000 and that fire also destroyed B. Windsor's lobster packing factory at New Mills with a loss of \$2,500.

The Campbellton fire loss is now placed at \$3,000,000. Soldiers are expected on the scene of disaster today.

PITTSBURG WILL NOT HAVE QUESTIONABLE MOVING PICTURES

Pittsburg, July 13.—Moving pictures depicting train robberies, safe cracking and other crimes, must not be shown here in Pittsburg. Director of Public Safety John M. Morine today notified all managers of moving picture shows that these films would not be permitted under penalty of revocation of license, the recent holdup of street cars, the direct attributes to the influence of these pictures and in one of a few days ago the bandits confessed that they were inspired to hold up a street car by pictures of a train robbery they had seen a few hours previous to their attempt, in which they shot a police lieutenant.

WAGNER'S BATTING SLUMP

Pittsburg, Pa., July 13.—Wiseacres in fandang claim to have found the reason for Hans Wagner's batting slump and incidentally the cause of that 18 to 0 game with Philadelphia. On that day a garage was attached by a constable here and the building with its contents was ordered to be sold for debt. In the garage was the big shortstop's automobile. The day of that awful game, Monday, Hans could not get his auto, hence the wiseacres say the great catastrophe. Yesterday Wagner armed with a writ of replevin, and backed up by \$1,000 bonds to cover costs and damages in case of suit, charged upon the constable who delivered the automobile with many apologies.

BERMUDA YACHT RACE

Hamilton, Bermuda, July 13.—The two yachts competing in the race in the Atlantic Yacht Club from New York for Bermuda, were sighted at daybreak. The Vagrant was leading the Shiessa.

FIGHT PICTURES BARRED

New Rochelle, July 13.—Mayor Harry Colwell has notified the proprietors of moving picture places in this city and Glen Island that no exhibition of the Jeffries-Johnson fight pictures would be permitted.

PITCHER FRILL RELEASED

New York, July 13.—The New York Americans have released Pitcher Jack Frill to the Jersey City Club of the Eastern League. Frill was with New York last season.

BOY BANDIT WHO HELD UP STREET CAR HAS BEEN CAPTURED

Pittsburg, Pa., July 13.—Edward McDonough, aged 17, the third of the boy bandits who held up a street car early Sunday morning and shot police lieutenant Scorer Stewart was captured early today in the kitchen of his home in Shalersville by a policeman in plain clothes who had been watching the house for 20 hours. McDonough said he had hidden all day in the woods near his home where the rain drenched him to the skin. While his companions under arrest assert McDonough fired the shot that wounded the lieutenant, McDonough claims that he was in the driver of the car covering the motorman with an rusty revolver which would not shoot. He ran when he heard the shooting. He will be held to await the result of Lieutenant's injuries. Stewart is in a hospital. Late last night it was thought he would recover.

MILWAUKEE DEMOCRATS CHOOSE CANDIDATE

Milwaukee, Wis., July 13.—Burt Williams, of Highland, Wis., was the unanimous choice for United States Senator of the Democratic State Convention, which adjourned sine die early today, after a session that lasted nearly all night.

On the state ticket, nominated to be voted for at the primary election of Sept. 6th, for places on the regular ballot in the September election, Adolph C. Schmitz was selected without opposition as the gubernatorial candidate.

Mr. Wardlow Kilburn of the Hartt Boot & Shoe Co., left last evening on a business trip to Boston.