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**MACHUM & FOSTER, Agents, ST. JOHN, N. B.**  
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## SHIPPING NEWS

### MINIATURE ALMANAC.

Full moon .... 8th—5 hr. 58 m. p.m.  
Last quarter ... 16th—5 hr. 33 m. a.m.  
New moon .... 23rd—6 hr. 5 m. a.m.  
First quarter ... 30th—6 hr. 36 m. a.m.

Date	Ship	From	To	Time
26	St. John	St. John	St. John	8.00
27	St. John	St. John	St. John	8.00
28	St. John	St. John	St. John	8.00
29	St. John	St. John	St. John	8.00
30	St. John	St. John	St. John	8.00

### FOREIGN PORTS.

Forwards March 30.—Arr. schrs

## SUNDAY AFTERNOON FIRE IN KING STREET BUSINESS BLOCK CAUSES \$25,000 LOSS

F. E. Holman & Co. and McRobbie Shoe Co. the Sufferers—Firemen Worked All Afternoon in Face of Much Difficulty—Blaze Started in Basement, but Worked Its Way to Upper Floors.

Fire which started in the basement of the building occupied by the McRobbie Shoe Co. Ltd., 50 King street, yesterday afternoon, and worked into a section of the premises occupied by F. E. Holman & Co., caused a total damage to building and stock amounting in the vicinity of \$25,000 or \$30,000. Both firms are well covered by insurance. The building is owned by F. E. Holman. He states that he has \$15,000 insurance on it and \$12,000 on his stock of wall paper, window blinds, pictures, etc. His stock is valued at about \$25,000.

About \$1200 worth of new stock had been received on Saturday. Mr. Holman estimates the loss to his stock at about \$10,000 or \$12,000. The damage to the building could not be judged by him yesterday.

J. H. McRobbie, the president of the McRobbie Company, says that he has \$14,000 insurance on his stock but could not give an estimate as to the damage done until today.

The Holman Insurance is distributed among a number of agencies in the city, while the McRobbie insurance is held by Rainnie & Keator, T. B. and H. B. Robinson, H. H. McLeellan and

J. M. Queen. The fire was discovered about 2.45 o'clock and an alarm was sent in from box 23. The department quickly arrived on the scene but the fire must have had a good start before it was discovered as when the alarm was sent in a dense volume of smoke was pouring out of the basement and ground floor doors of the McRobbie Company's store.

At that time the fire was confined to the cellar of the McRobbie store. A couple of lines of hose were stretched from Gormley street, through an alley and into the rear of the building, while a couple of other streams were taken in from the front. So dense was the smoke that the firemen were handicapped in getting to the base of the fire, and they were also inconvenienced by partitions in the cellar.

After hard effort a couple of streams were at work in the cellar and inch by inch the firemen fought their way to the heart of the fire, and had it well under control. While these firemen were working in the cellar, others on the ground floor trying to keep the fire from breaking through into the show rooms and store.

The fire, however, worked up from the basement to the upper floors through the boxing which covers the water pipes, and when the firemen discovered that the flames were eating up through the building and there was fear the fight would prove a much harder one than it was. By considerable cutting the firemen on the upper floors managed to keep the fire from spreading on these floors and thus kept down the loss.

From the McRobbie cellar the flames worked into the floors of the Holman store, over the main store of the McRobbie Company and also over the Holman store.

It was indeed a hard fight but the firemen equaled it and shortly before six o'clock were able to leave the scene.

The cause of the fire could not be learned whether it was from the furnace or electric light wires. The building is heated by a hot air furnace and it is thought the fire started near it for it was in that section the bulk of the blaze appeared to be when first discovered.

A large quantity of goods were saved by the Salvage Corps, when the members were able to get to the stock through the heavy smoke.

## ANOTHER TRAGEDY AT THE HANCOCK POINT LIGHT

J. A. Thompson Writes of the Shadows of the Great City—Visited the Tombs, the Morgue, and Municipal Lodging House.

Capt. Joseph H. Whitmore, assistant keeper of Crabtree ledge light, Hancock Point, was drowned about 4.30 o'clock Saturday afternoon, falling overboard from his boat, while preparing to land at the light. With the clear weather of the morning he made a trip across to Bar Harbor in a small cat-boat, but coming back was overtaken by the southwest gale which made a heavy sea in the bay.

Landing at the light is difficult when the water is rough and Keeper A. H. Pease told by with a line. Capt. Whitmore had dropped his sail and was going forward when he suddenly pitched overboard. He came up and clung to the rail while Keeper Pease at the risk of his own life put off to the rescue.

Capt. Whitmore, however, lost his hold and sank, probably chilled by the icy water, and soon after the boat sailed and was carried down by her fall. Keeper Pease rowed about the place for a time and then worked back to the light which he reached with great difficulty and nearly exhausted.

No trace of the body was found Sunday and a light-house tender is expected Monday to make a search.

This is the third drowning at the light within a short time as Assistant Keeper Chester Brinkworth and his brother, Leon Brinkworth, were drowned September 30th last, believed to have occurred while Chester was assisting his brother in landing at the light which is of the channel type the base rising from a sea running, requiring careful handling of a boat.

Capt. Whitmore, was appointed last October to fill the vacancy, retiring

from a lifetime at sea. He was 56 years old and had a home in Northeast Harbor where his wife, two daughters and a son live. He is also survived by his twin-brother, Capt. John Whitmore, of the coast freight steamer Mohawk and a brother and sister, Miss Emma Whitmore and Warren H. Whitmore who are spending the winter in California.

Capt. Whitmore was well known all along the New England coast for his powerful physique and in his earlier days was reputed to be the strongest man on the coast, his nearest rival being his brother John. His feats of strength in handling freight are still lore along the docks of Boston, Portland, Bangor and other ports. Equally with his strength he was known for his kindness and good nature. Just what would happen to anyone who really roused the captain to his full strength will never be known for no one ever cared to mix up with him to any extent. He was devoted to his family and friends and there will be general regret all along the coast at his death.

In his earlier days he sailed out of Gloucester in the fishing fleet but for some years was master of coasters being master of the Annie F. Kimball and the E. A. Whitmore. He was well known in Bangor, having loaded lumber for bay ports being one of the first to arrive in the spring. He was an able and fearless skipper and it took rough weather to keep him in port. It surely seems a strange fate that overtook him after having retired from the perils of the sea and coast to what almost amounted to a job ashore as the Crabtree ledge light is hardly more than a biscuit-boss from the mainland.

## WONDERFUL DEVELOPMENT OF GREAT BRITAIN'S MILITIA

In the summer of 1913, people of all nations in Berlin were deeply impressed, as they were meant to be, by the colossal military procession of all arms, from infantry of the line to Zepellins, held in Unter den Linden, and, as a Prussian reserve lieutenant remarked, "There was more that we did not see." In the winter of that year occurred the vindication of German militarism, the Zabern affair. I can show you the cynical satisfaction shown not only by the officers, but by the civilians of Munich. The people spoke openly in those days, of espionage, and exulted in the perfection of their system. A merchant of the place who had travelled all his life in England, France, and Belgium, told me several "any" tales. One was of two German officers, who disguised as mat hawks, had travelled all over the northern part of France, in 1912, reconnoitering ground and local conditions. Such were the popular stories, no doubt exaggerated, that one heard of no value, except that they prove how well the people of Germany (contrary to general belief) knew their country was prepared for war and expected war.

### Soldiers Seldom Seen

At this time soldiers were hardly ever seen in England except at autumn manoeuvres, held on a scale which emphasized the minuteness of our land forces. No one expected a war by land—except the few who feared it and begged the country to prepare. Britain was a sea power, and pacific power.

She did not desire aggression. Then on the declaration of war, she found herself committed to military preparations on a scale of which she had never dreamed. She set herself at once to this task—how difficult a task has yet to be realized by other nations. Her highly trained army must be five times, six times, its present size. A million men must be accommodated where 200,000 had before. They must be equipped, fed,

clothed, and above all, trained, the departments must be capable of meeting these demands. All this was actually being done in the very first autumn of the war. At the same time munitions were urgently required for manufacture and money for those that were poorer. To meet this Britain must maintain her trade and draw on her resources, which were scattered over the world. The need for protection of trade waters from German raiders was more urgent than ever. She must add to her already powerful navy.

With this triple burden on her shoulders, Great Britain equipped and trained an absolutely new army for the field within the first year of war and had large reserves at home, a regiment which in the old days had four battalions soon acquired twenty.

Method with unceasing effort has achieved with the British Army in two years what the Germans took 40 years of peace to accomplish, and this effort does not remain steady, it increases continually. Twenty shells today mean twenty-five tomorrow and forty next week. There is a vast amount of raw material to be converted into victory for ourselves and our Allies. Our munition workers are drawn from every class of society, from professors to cycle repairers. The factories lack neither workers nor the stuff for them to work with. Such has been the beginning of the movement of war organization in Great Britain. It has not yet exhausted itself. On the contrary, it goes from strength to strength.

### PERSONALS

Miss Elizabeth Dixon left Saturday evening for Boston, where she will spend a few days with relatives before entering the Western Hospital.

Mrs. Carson Flood of Halifax is the guest of Mr. and Mrs. John A. McAvity, Orange street.

Mrs. A. M. Covert, who has been in St. John visiting her husband, Captain Covert of the 16th Field Ambulance Train, will leave this morning for her home in Nova Scotia.

## FIRE

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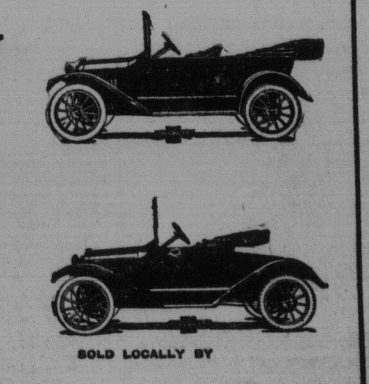
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