POOR DOCUMENT

MC 2035

The Evening Times ★ Star

VOL. XV., No. 192. PAGES ONE TO TEN. ST. JOHN, N. B., SATURDAY, MAY 17, 1919 TWENTY PAGES—ONE CENT.

St. John Gives Heartiest Greetings To 26th and Ammunition Column

People All Morning In Streets Awaiting Eagerly Delayed Trains With Troops

Throngs Wildly Cheer Veterans Who Did So Much to Bring the Kaiser to His Knees

Other Troop Trains Ahead of Ours Cause of Delay in Arrival—Units Make March up Town Separately

The air was charged with jubilation and thanksgiving today; from early morning the whole city was in a state of feverish expectancy which grew more pronounced as the morning wore on. For the 26th was coming and the ammunition column was on the way!

Breakfasts were disposed of soon after sunrise in order that every one might be ready for the welcome and by eight o'clock the throngs were beginning to gather in the streets, which had been so gaily decorated for the occasion. It proved a long wait, but it was for something worth waiting for.

At last the great moment came and the first troop train pulled into the Union Station. The great crowds gathered there put up a mighty cheer at the first glimpse of the home-coming veterans and this was but the beginning of the ovation which awaited them. Soon after the first train been emptied of its joyous passengers, the second train arrived and the scenes of welcome were repeated and redoubled.

Out of the apparent chaos of arriving soldiers and welcoming friends order soon appeared and the two units fell in and were lined up for their last march before demobilization.

The first formal welcome was extended by the members of the Soldiers' Reception Committee who have been so faithful in their self-imposed duty of greeting all the returned men as they have arrived. Packages containing fruit, chocolate and smokes were distributed to each man.

A Warm Welcome

This ceremony over, the parade was formed and the returned heroes set out from the station accompanied by the bands and various organizations which formed their guard of honor.

The order of march was as follows:

Mill street to Dock.
Dock to King.
King via Charlotte to South side King Square.

2.—Immediately after addresses the 26th Battalion and D. A. C. move to Armories via Sydney, Mecklenburg and Carmarthen streets for special breakfast.

3.—Order of March.
Mounted Police.
Squad Police.
Depot Band.
Bugle Band.
War Veterans.
D. A. C. Veterans.
26th Veterans.
Mayor, Commissioners and Civic Committee.
26th Battalion Brass Band.
Brig. Gen. Macdonnel, C. M. G., D. S. O., G. O. C., M. D. 7.
26th Bn. N. B. Regiment with Temple Band between "B" and "C" companies.
City Cornet Band.
Divisional Ammunition Column.

As they left the station and marched through the city streets the scene was one of tremendous enthusiasm. Every street was crowded and every vantage point was occupied. Added to practically the entire city population which tried to find places along the line of march were hundreds and hundreds from other parts of the province who had come to St. John to welcome relatives and friends who were members of the returning units.

The emotions of the people had been stirred to great depths by the prospect of happy reunions and their joy over the return of the men found vent in cheers and flag waving, the throwing of confetti, with not a few tears of happiness among the women to whom this was the greatest day of their lives.

The march of the veterans was a sight which thrilled every spectator. Here were the men who had faced death that those left behind them might be safe, who had played the hero's part in the great drama of the world war, who had aided in the defeat of the savage Hun and who had shared in the glorious victory of the allied cause.

Veterans every one of them, showing in every motion the hardness and fitness which had made the 26th one of the hardest hitting units of the allies' shock troops and which had enabled the ammunition column to keep the big guns supplied under every circumstnce! There was the pride of the victors in their bearing and in their faces shone the gladness of those who have passed through untold joy and for whom the happy moment of reunion with their families and a renewal of peaceful home scenes was at hand.

No wonder the crowds went wild with enthusiasm and no wonder that it was with difficulty that the line of march was maintained. Never during the lifetime of any one there, it is hoped and believed, will there be another such occasion for rejoicing and on this occasion deep feelings of those who had awaited the return of the men found full expression.

The route of march was through Mill and Dock streets, across Market Square, up King street and via Charlotte to the south side of King Square, where the units were paraded in front of the temporary stand erected on the side of the square. Here they were reviewed by Brig.-Gen. Macdonnell and brief speeches of welcome were delivered by representatives of the province and the city.

Cheers were given by the soldiers in response to the speeches, and the parade then continued to the armory, where the long waiting meal prepared for them was enjoyed by those from outside points, while the St. John men were hurried to their homes by their waiting friends and families.

Cause of Delay.

D. B. Hanna, chairman of the Canadian Railway Board, who is in the city today, expressed regret regarding the delay in the arrival of the troop trains. He explained that there were nine other trains of soldiers ahead of the St. John trains and this might cause the delay. "We would rather get them here safe and sound, although late, than take chances on their safety to save time. Their safety is the first consideration," he said.

Bdr. J. Arnold Gibbon of this city, arrived home today with the D. A. C., after three years service at the front. He served with the 23rd Howitzer Battery from Arras to Mons and went on with the battery to Bonne, Germany. He had many interesting experiences in several German towns along the Rhine. His many friends will be glad to know of his safe return.

D. A. C. OFFICERS WHO RETURNED

The story of the engagements of No. 1 second of the 2nd Divisional Ammunitional Column which reached Halifax is practically the story of the engagements of the 26th. The D. A. C. did an important work which redounds to its credit. In many of the important battles of the 26th the D. A. C. followed up closely. No. 1 section of the 2nd D. A. C. returns with twelve officers and 199 other ranks. It was recruited in St. John in November and December, 1914 by Lt. Col. W. H. Harrison, D. S. O., who returned today with the unit. From St. John it was moved to Fredericton, whence, after training- it went overseas.

The officers twho returned today are Lt. Col. W. H. Harrison, D. S. O., St. John, Capt. G. A. Gamblin, M. C., St. John, Major W. H Eager, Halifax, Capt. J. G. Harvey, Morrisburg, Ont., Lt. W. C. Goodwin, St. John, Lt. J. C. Hyde, Montreal, Lt. Rae Nash, Vancouver, Lt. H. D. Wallace, Toronto, Lt. R. H. Waterman, Carp. Ont., Lt. W. A. Evans, M. M., St. John. In addition to Lieutenant C. A. Noble of the 35th Battery, C. F. A. and Lt. F. X. Jennings of the 6th C. F. A., Brigade Headquarters, who returned with the unit. Capt. G. A. Gemblin, M. C., who is O. C. of No. 1 Section returned as original commander.

(Continued on page 2, seventh column)

READY IN CASE GERMANS REFUSE TO SIGN

London, May 17—Speaking at the P rimrose League yesterday, Earl Curzon, government leader in the House of Lor ds, said that if Germany refused to sign the treaty of peace, the "Allies were no t unprepared for every emergency." He said no substantial modification of the treaty will be permitted.

HONORS AND AWARDS WON BY THE 26TH

They Total 199 Who Gained Coveted Distinctions — Noble List of the Winners

The decorations awarded various members of the 26th Battalion since its arrival in France are numerous and undoubtedly many others in addition to those who have gained the coveted distinctions have performed deeds sufficiently meritorious to entitle them to the same honors. The list of those who wear the ribbon of one or other medal is most creditable.

The total among officers and men is 199, and is made up as follows:—Bar to D. S. O., two; D. S. O., seven; bars to M. C., three; Military crosses, twenty-six; distinguished conduct medals, twenty-seven; second bars to military bedal, two; bars to military medal, seven; military medals, 116; meritorious service medals, three; Croix de Guerer (Belgian), four; Cross of St. George, 4th class, two; mentioned in despatches, sixteen officers and thirteen other ranks.

Those in the arrivals today who have Distinguished Service Order and Bar. Distinguished service order and bar: Lieut. Colonel W. R. Brown.

Distinguished Service Order.

Major A. McMillan.

Military Cross and Bar.

Captain Buchanan, M. C.
Captain W. A. McDougall.

Military Cross.

Major J. A. Pringle,
Major W. C. Lawson,
Captain W. H. Carling.
Captain J. R. Calkin.
Captain A. Hines.
Captain A. E. L. Shand.
Captain N. E. Sharpe.
Captain C. A. Moore.
Captain C. W. Rickard.
Lieutenant F. W. Benn.
Lieutenant W. R. Clarke.
Lieutenant J. G. McKnight.
Lieutenant C. C. Thompson.

Distinguished Conduct Medal.

R. S. M. H. Endall.
C. S. M W D Robinson.
Sergeant W. Collins.
Sergeant A. Wallace.
Private J. A. Hawkes.
Private A. O. McDonald.

Military Medal and Bar.

Sergeant P. G. Blizzard.
Corporal J. D. Pratt.
Corporal E. Clarke.
G. S. M. H. G. Brown.
Sergeant A. Wallace.

Military Medal.

Lieutenant G. Gossoboom.
Lieutenant J. S. Shannon.
Private C. R. Bailey.
Private A. E. Bell.
Sergeant D. Crosby.
Private C. E. Chapman.
Sergeant O. T. Dean.
Lance-Corporal L. C. Degrasse.
Private E. Dempsey.
Sergeant R. Dibble.

Military Medal.

G. S. M. G. A. Doucette.
Corporal R. M. Dyer.
R. S. M. H. Endall.
Sergeant R. Gallacker.
Private M. S. Godfrey.
Private C. F. Gauld.
Sergeant W. R. Gordon.
Sergeant F. T. Hipwell.
Private C. C. Hawke.
Sergeant F. Kaine.
Sergeant R. G. Long.
Sergeant G. B. Lacey.
Sergeant G. O. Maggs.
Sergeant C. Moore.
Sergeant A. G. McNabb.
Sergeant E. L. Prew.
Private J. Peters.
Sergeant R. R. Richards.
Private R. A. Pringle.
C. S. M. W. L. Robinson.
Private R. C. Ricker.
C. Q. M. S. W. Steeds.
Private C. V. Smith.
Private G. Stewart.
Private E. Taylor.
Private J. A. Warren.

Croix De Guerre (French Decoration.)

Private J. Peters.

Meritorious Service Medal.

Sergeant W. R. Stewart.

FAREWELL TO E. R. FENWICK

E. R. Fenwick, for the last eight years manager of the New Brunswick branch of the Dunlop Tire and Rubber Goods, left on Thursday evening for Montreal to become manager of the Montreal branch of the company. His many friends, while they regret to lose him, extend their heartiest congratulations on a well deserved promotion. A banquet in honor of Mr. Fenwick was given him by his friends in the Union Club and a handsome traveling bag was presented to him. The presentation was made by E. J. Terry.

These Are The "Originals" Who Came Home Today

Last of 26th Men Who Went Away That June Morning And Were Through It All—The Officers Who Gave Their Lives

The Times was able to secure today a full list of the original men who crossed with the 26th and returned today. They are:

Lt.-Col. W. R. Brown, D. S. O., Major A. McMillan, D. S. O., Major J. Pringle, M. C., Lt. K. Cosseboom, M. M.; Lt. W. H. Davidson, Lt. J. S. Shannon, M. M., Major W. C. Lawson, M. C., Capt. W. C. Birrell.

Pte. A. Andrew, Pte. D. T. Anning, Pte. Y. Arsenault, Pte. N. J. Beaton, Pte. H. N. Bell, Pte. P. C. Blizzard, Sergt. K. L. Blizzard, M. M., Pte. J. L. Bond, C. S. M., H. C. Brown, M. M., Pte. M. W. Brown, Cpl. C. R. Bunker, Cpl. D. W. Burns, Pte W. R. Cameron, Sgt. A. B. Clark, Pte. E. B. Coffin, Sgt. Wm. Collins, D. S. M., Pte. J. T. Cooke, Pte. H. Cox, Pte. W. Craig, Sgt. J. F. Croken, Pte. W. F. Crowley, Cpl. J. Cullinan, Sgt A. Culler, Pte. G. B. Cushing, Sgt. F. I. Daley, Pte. R. R. Davis, Pte. G. A. Dickens, Cpl. J. Doiron, Sgt. E. Donovan, M. M.; Pte. W. Doyle, Pte. A. Dwyer, R. Q. S. M., E. W. Elliott, Pte. C. F. Fair, Pte. J. A. Foley, Pte. B. P. Fowler, Pte. J. A. Gaulton, Pte. J. Gillean, Sgt. T. R. K. Hall, Pte. J. Hamilton, Sgt. E. J. Harned, Pte. L. B. Hamilton, Cpl. W. Harris, Pte. F. W. Harvey, Pte. F. Hayes, Pte. J. F. Hildebrand, Sgt. F. T. Hitchwell, M. M.; Pte. C. Hirons, Pte. J. Holdman, Sgt. T. A. Holmes, Pte. W. Holmes, Pte. W. H. Hunt, Pte. E. E. Jap, Cpl. W. S. Jones, Cpl. G. Kearns, Sgt. H. W. Kingshott, Pte. J. D. Lackie, Pte. J. Leah, Pte. C. T. Lemaistre, Pte. H. B. Lockhart, Pte. J. T. Logan, Pte. E. Lowe, Cpl. H. E. Ludford, Sgt. R. Long, M. M.; Cpl. W. B. Malcomber, Pte. T. Marr, Sgt. F. G. Maxwell, Pte. J. Meighan, Pte. A. Methot, Sgt. C. Moore, C. Q. M. S., S. C. Munroe, C. Q. M. S., W. Murray, Cpl. P. Murray, Pte. C. G. McCracken, Sgt. F. M. McHarg, Pte. G. R. McClay, Pte. A. McNaughton, Pte. E. D. McWilliams, Pte. R. Nelson, Pte. J. J. O'Brien, Pte. J. Peters, M. M.; Pte. E. Porier, Pte. E. R. Price, Sgt. E. W. Price, Pte. C. A. Prince, Pte. F. T. Purton, Pte. W. A. Ramsay, F.

Sgt. F. G. Richardson, Cpl. G. C. Richardson, Pte. W. Ring, Pte. A. Roberts, Pte. W. J. Robertson, C. S. M., W. D. Robinson, D. C. M., M. M.; Pte. L. K. Rusk, M M.; Pte. P. Russell, Pte. W. J. Sanderson, Pte. M. W. T. Scribner, Pte. L. B. Seeley, Pte. E. J. Seymour, Pte. A. A. Short; Pte. H. M. Smiley, Pte. W. C. Stapleford, Q. M. S., W. Steeds, M. M.; Sgt. W. R. Stewart, M. M.; Pte. M. W. Sanderson, Pte. C. L. Tait, Pte. G. Taylor, Pte. J. L. Thompson, Pte. T. E. Taylor, Pte. E. Treadwell, Pte. J. Vetckalm, Pte. J. Vincent, Pte. R. Vishey, R. C. Q. M. S., C. L. Walker, Sgt. E. F. Wallace, Pte. J. Walsh, Cpl. H. Wayne, Sgt. G. M. Williams, Pte. F. B. Wood.

Officers Killed

The list of those killed or died of wounds among the officers totals forty-one. Of these eight left St. John that memorable day in June with the battalion—Lt. Col. A. E. G. Mackenzie, D. S. O., Major W. H. Belyea, Captain Basil Winter, M. C., Lt. Chas Lawson, Lt. P. K Nisbett, Lt. Robert F. Morrison, Lt. Frank Lockhart and Lt. J. H. Ferguson. Of others five had left originally in the ranks—Lts. J. Otty Barnes, R. B. Lloyd, Chester Dean, W. J. Corey and H. R. Simms. Besides these another original from the ranks, Lt. W. H. Buddell, D. C. M., passed away through illness after the armistice. The other officers similarly reported are Lieuts. Welch, Fred Foley, Maurice Melaney, Giles Osgood, Capt. Frank R. Fairweather, Capt. Reay Mackay, Lt. Douglas Sutherland, Lt. J. W. Ward, Capt R. E. Russell, Lt. Clark, Capt. R. B. Campbell, Lt. Chas. Mesereau, Lt. Geo. Meatherell, Lt. Joseph Ducette, Lt. W. H. Fairweather, Lt. F. W. Chadwick, Lt. Roy Murdoch, Lt. H. S. Dawson, Lt. J. A. Dawson, Major M. E. Wideman, Lt. John D. Brock, Lt. J. A. Hope, Capt. C. S. Williams, Lt. P. A. Fulton, Lt. A. S. Fleming and Lt. Holmes. Another former 26th officer, Lt. R. H. Sawler was killed with the R. A.

D. B. Hanna, Here Today, Speaks of Policy of The National Ry. Board

Provide Transportation Facilities in Advance of Requirements — Steamship Plans — St. Stephen Asks for New Railway Connection—Minto Coal

"It is our policy to provide the transportation facilities before they are actually needed, in order to help along the development of the country; that is the only sane policy; any other would be foolish." This was a statement today by D. B. Hanna, chairman of the Canadian National Railway Board, in discussing the policy of the present management of the dominion railways system.

"We must prepare for the development of the country's industries and trade, not only by improving the railway facilities but by providing steamer lines to open up new markets. Canada's trade must expand if we are going to liquidate our war debt and it is our desire to do everything we can to help," he continued.

"The steamship policy is being shaped with the purpose of affording new markets for Canadian products and in formulating that policy we will consult with those interested in the export trade in order that we may work in harmony with their needs.

"A start has been made on the South American service; these boats already are running from Montreal and there is every prospect that St. John will have a share of the business next winter. By winter time we hope to have other lines in operation also."

Mr. Hanna arrived in St. John this morning, accompanied by N. H. McLeod, vice-president of the board in charge of construction, and F. P. Brady, general manager of eastern lines. They will remain in St. John until tomorrow.

Mr. McLeod and Mr. Brady are spending the entire day looking over the yard situation and other facilities here with a view to determining what improvements are necessary and their recommendations will be considered by the board.

the second reading of a bill appropriating

Mr. Hanna and Dr. A. P. Barnhill of this city, who is one of the directors of the government lines, conferred with several delegations this morning.

Want Line to St. Stephen.

A request for the construction of a line from a point on the Valley Railway to St. Stephen was presented by C. N. Vroom, representing the St. Stephen board of trade. This will be considered by the board.

Premier Foster and representatives of the mine operators at Minto asked that the government roads should use more coal from this field, and this was agreed to, both because of the fuel value of that coal and also to aid in developing the mining industry.

The matter of constructing a six mile connecting line from Minto to the Transcontinental line, which the board already is investigating, also was brought up and favorable consideration was promised, in view of the prospects for developing a profitable railway traffic to points as far north as Levis.

Local Improvements.

Construction of a spur line from a point near the One Mile House to the new drydock site on the eastern side of Courtenay Bay, said Mr. Hanna, will be commenced immediately. This work would have been underway by now but for some delay in securing the right of way.

Sketches and plans of a new railway passenger station are being prepared and will come before the board later on for consideration.

Faster Service to Montreal.

The completion of the Valley Railway, which is expected in June, and the improvement in the connecting line between Fredericton and McGivney Junction which already is under way, will open up a new situation with regard to connections between St. John and Montreal, Mr. Hanna said, and the question of a faster service between these cities will receive full consideration.

"Think as kindly of us as you can," were Mr. Hanna's parting words. "You can depend upon it that we will do the best we can and that we will not overlook the needs of this part of the country. You have a splendid representative on the board of directors in Dr. Barnhill, one of our most faithful members and one in whose judgment we have great confidence. Your interests will receive full consideration even if some of us are not yet as familiar with the east as we hope to be later."

AMERICAN AIRSHIPS HAVE ARRIVED AT AZORES

First of Seaplanes From Newfoundland Finishes Longest Leg of Ocean Flight in 14 Hours and 13 Minutes

Washington, May 17—The navy seaplane N. C. 4 has arrived at Horta Island, Azores.

The official despatch to the navy department said:—The N. C. 4 arrived at Horta, Azores, at 12.20."

The time given was apparently confused in some way and could not be translated accurately into Washington time, but was taken to mean 8.30 a.m.

The N. C. 4 left Trepassey, Nfld., at 6.07 p.m. yesterday, which would make her time fourteen hours and thirteen minutes for the 1,200 miles to Horta.

Ponta Del Gada, Azores, May 17—(By the Associated Press)—The seaplane N. C. 4 arrived at the port of Horta, in the Azores, at 1.25 p.m., Greenwich time, 12.21 p.m.

The N. C. 4 first sighted land at Flores at 11.35 a.m. N. C. 1 then was close behind her. The N. C. 3 passed station 17 at 9.15 o'clock.

The first two seaplanes were in wireless touch with the torpedo boat tender Melville shortly before noon.

Washington, May 17—Three American naval seaplanes—the N. C. 3, N. C. 1 and 4—started just before sunset yesterday from Trepassey Bay, Nfld., on the first attempt ever made by man to cross the Atlantic ocean through the air. At 4 o'clock this morning, Washington time, they had covered 700 nautical miles, more than half the distance of the longest and most difficult leg of the flight. During the first 700 miles the planes averaged approximately eighty-five miles an hour.

Washington, May 16—Cryptic radiograms from the seaplane division on its way to Europe, picked out of the air by the naval radio station at Bar Harbor, Maine, indicated that the planes were in the vicinity of the destroyer Thatcher, station No. 9, nearly 500 miles from Trepassey Bay, soon after midnight.

The three machines left Trepassey a few minutes after 6 o'clock tonight and were officially reported as having passed station ship No. 6, 300 miles out, a little more four hours later.

Because the machines had been making much faster time than was expected, navy officers here believed they might reach their destination considerably before noon.

When the seaplanes passed over station ship No. 13 at 2.36 a. m. they were flying in close formation. While only the N. C. 4 was mentioned in a Pont Del Gada message received at 4.30 it was the belief of navy officials that all three of the planes passed destroyer No. 14 together.

Nearly There.

Washington, May 17—The naval seaplane N. C. 4 was 100 miles from Corvo Island, Azores, at 5.45 o'clock this morning, Washington time.

Punta Del Gada, Azores, May 17—(By the Associated Press)—With seaplane N. C. 4 leading, the three naval trans-Atlantic fliers had completed two-thirds of their course from Trepassey to the Azores at 8.30 o'clock this morning.

Pheix and Pherdinand

WEATHER REPORT

Issued by authority of the Department of Marine and Fisheries, R. F. Stupart, director of meterological service

Synopsis—The disturbance which was near Lake Michigan yesterday is now centered over the Georgian Bay and will pass to the St. Lawrence Valley. Rain has been general in Ontario and western Quebec, also in southern Alberta. Elsewhere the weather has been fine.

Rain

Maritime—Increasing southeast winds, fine; Sunday, strong winds and moderate gales, south and southwest; rain early in western districts and later in eastern.

Lower St. Lawrence, Gulf and North Shore—Strong winds and moderate gales, east and south, with rain; Sunday, strong westerly winds, clearing.

As Hiram Sees It

Mr. Hiram Hornbeam's right arm hung limp and useless.

"Struck by an automobile?" queried the reporter.

"No sir," said Hiram. "Jist tired out. I shook hands with so many o' the boys that I aint got no use o' that arm. But it'll come all right. I want to shake hands with every feller that's been to Germany. That's where I wanted 'em to go. Ever sence the war broke out I been wishin' our fellers could get into Berlin an' hand out the peace terms from the Kaiser's house, where he used to throw out all that stuff about Mineself und Gott. I cal'late he's like a feller out to the Settlement that said the end o' the world was comin' because God told him about it in a dream. He waited up all night for it to come an' then went ouf in the mornin' to find that one of his cows hed a two-headed calf. He's been busy ever sence tryin' to figure out what kind of a sign that was an' what he orto prophesy concernin' it. I aint much of a prophet, but I'd bet a big appie the old Kaiser sort of realizes now that he aint as good an interpreter o' the Lord's will an' purpose as he thought he was."

"Are you?" queried the reporter.

"Me?" said Hiram. "No prophet's head-gear ever fell on me. I jist use plain hoss-sense, an' it told me a long time ago that it aint wise to know too much. I cal'lated we5d win this war because we didn't go into it to steal, or make slaves, or turn the world over to pirates an' robbers."

"Profiteers—did you say?" queried the reporter.

"No, I didn't," said Hiram. "They got us, good an' plenty—didn't they? But that's another story. The same fellers that walloped the Hun 'll know what to do with the profiteer—yes, sir. Give 'em time—that's all."

"And if one of them," said the reporter, 'should be a farmer who wants to unload a run-down farm on a soldier—what then?"

"He aint no farmer," replied Hiram—"or he wouldn't hev that kind of a farm. An' he orto be taken up in an airplane high enough so that when they let him drop he'd bury himself an' save funeral expenses. By Hen!

MAKE FRENCH STUDY OBLIGATION FOR DEGREE.

Winnipeg, May 17—Dr. T. A. Patrick of Yorkton, in an election appeal to the members of convocation of the University of Saskatoon, says he seeks re-election to the senate of the university on the understanding that he will seek to have the French language made an obligatory subject for degrees, where now optional, even at the cost of making Latin optional where it is now compulsory.

BURIED TODAY.

The funeral of William Harrison took place this afternoon from his residence, 220 Waterloo street. Service was conducted by Rev. R. T. McKim and interment was made in Fernhill. 'Longshoremen marched in a body to the grave.

The funeral of David Clare Wills, son of David and Emiline Wills, took place this afternoon from his parents' residence, Charlotte street. Interment was made in Cedar Hill.

House Prorogues.

Halifax, May 17—The Nova Scotia legislature was prorogued this afternoon.