BODIES OFF OUR VICTIMS BROUGHT TO CAMPBELLTON

Two in Hospital, and it is Feared One Will Not Recover—One of Worst Wrecks in History of I. C. R. Comes at Inopportune Time, Tieing Up Freight Traffic

Campbellton, March 22—Tonight the people of this town saw evidence of the aftermath of the terrible collision which occurred on the I. C. R. line last night at Valbrilliant, in the county of Rimouski (P. Q.), when the local brought in the bodies of William Killam, Felix Lecouffe, C. St. Armond and Joseph Thiboudeau, of Sayabec, all killed in the disaster.

William Killam, the driver of one of the engines, is a well known citizen of this town and leaves a wife and two children. Felix Lecouffe, who was firing on the same engine and was killed, leaves a wife and nine children residing here. Engineer Killam was not killed instantly and lived several hours after the smash, suffering terrible agony, being both crushed and scalded. The two men, St. Armond, of Sayabec, and A. Thibodeau, of the same place, were lumber jobbers going home with their horses and gear. They were killed instantly. Engineer Maissey and Fireman McNeish, both of Point La Nim, were also brought in on the train and placed in the hospital here. Maisey is badly injured and very little hope is entertained for his recovery.

The story of the accident is that a heavy double-headed train was going north, the first engine under charge of Engineer William Killam, of Campbellton, and Fireman Harry McNeish, of Point La Nim; and H. Maisey, engineer, and Fireman C. Lecouffe, both of Campbellton, on the second engine. This train was ordered to take a siding at Valbrilliant to make way for another double-headed south bound train on the main line.

This south bound train had reached Valbrillant and was standing on the main line awaiting the arrival in the adjacent siding of the north bound train.

Thirty Miles An Hour.

Suddenly the enginemen on the standing freight heard the other train approaching, but thought naught of it. Whilst they were still watching the train came in sight, approaching at a rate of thirty miles an hour. The train failed to take the siding and rushed onward, and the engineman of the standing train jumped for their lives. A few seconds after the awful crash came as the two iron monsters of the south bound bore down upon the standing engines of the north bound train. Steel plates, rails, steam pipes were twisted like so many bits of wood, and the engines mingled one with another as if made of papier maiche.

The four engines were reduced to junk as if by the wave of the wand of a magician, boilers were ripped asunder, and clouds of escaping steam filled the atmosphere. The awful crash of the two engines echoed and re-echoed through the surrounding country side in the still hours of the morning and those living nearby thought that a great gun had suddenly boomed forth.

The enginemen on the south bound train had no time to leap to safety, were carried onward into the impact and flesh and blood mingled in the terrible disorder. On and on went the charging engines, no longer bearing the semblance of well equipped horses of the "chemin de fer," until the two cars behind the standing engines were reduced to kindling wood. One car was loaded with horses and the groans of the dying enginemen mingled in fantastic horror with the shrieks of the imprisoned animals as they lashed about desperately with all fours endeavoring to rid themselves of the wreckage which bore down upon them.

Farmers and others living nearby hearing the import of the crash rushed out and for a moment with sleep sodden eyes viewed a sight which they could scarcely believe was aught but a terrible night mare. Quickly they got to work, but it was a job requiring the strength of the super-man to remove the wreckage from some of the injured. Slowly one by one they were taken out and first aid rendered. A relief train was promptly got ready and was under way within fifty minutes, and on its arrival more effective work could be done.

The spot which marks the clash appears like a roped arena after a championship for the nether regions had been fought. For yards around in all directions wreckage is strewn. By a twisted throttle there was found the gauntlet of a driver, bearing mute evidence of the dead hand which guided the throbbing iron monster onward before the empact. Although no official investigation has yet been held the accident is attributed to a frozen and open switch. Thirteen cars were derailed but not damaged very seriously. Shortly after the collision fire started in the wreckage but was quickly extinguished by those who gathered on the scene.

Came at Bad Period.

Although no local men are involved in the disaster, its effects will not be without local consequence. The crews of the wrecked trains were all men from other divisional points. Local railway officials view the wreck with much concern, for it could not have happened at a worse time. Full particulars were lacking at the local headquarters, but every man on the railway knows that a serious condition of affairs in the freight traffic has resulted.

It was pointed out yesterday that the disaster comes at a very unfortunate time for today all the Canadian railways, particularly those which are hauling freight to the seaboard are overwhelmed with traffic, so much so, that every ounce of power had been put into use to handle the enormous business which has developed. This applies particularly to the government lines of railway.

Only a week ago it was found necessary to establish a kind of embargo and for several days it was an utter impossibility to have a car spotted in St. John, while in the Montreal yards, the congestion owing to the severe weather conditions, was such that it became a serious matter to find room therein for the quantity of freight coming from the west and destined for eastern ports. It is also believed that one reason for taking off the Ocean Limited was to release the power for use in hauling freight. It was in the face of these trying conditions that yesterday's wreck took place, and once again threw the entire freight traffic out of gear.

Apart from the loss of life, it was also stated that the I. C. R. will suffer a loss of power which cannot be readily replaced. Two of the engines are entirely out of commission and the conditions of the time the rolling stock will be minus four large freight engines.

The first passenger train from the north to reach the scene of the wreck was the Maritime Express, which was due to arrive in Moncton yesterday in time for her passengers to connect for St. John yesterday morning. This train is reported to be at least thirteen hours behind time in arriving at Moncton and such being the case, she automatically cancels herself. The condition of the roadbed has caused a general tie-up and local officials express the belief that all traffic will be delayed at least twelve hours although repairs are being made as speedily as possible. It is expected that the passengers from the delayed Maritime Express destined for St. John, will reach here sometime this morning.

The I. C. R. has had a very unfortunate run this season, so far, due both to the weather and accidents. Only a few weeks ago a collision at Sussex took place while the exceptionally heavy snow of the northern part of the line had the effect of disrupting the traffic at times, and it was only by herculean efforts that the elements were successfully combated. Yesterday's accident is the climax to a very trying season for railway officials.

OBITUARY

Marie Hebert.

The death of Marie Hebert, ten years of age, daughter of Warrant Officer Frank Hebert of the Canadian Ordinance Corps, occurred in the hospital here Sunday. She leaves besides her father and brother, three brothers and three sisters.

Wm. J. McDevitt.

Many in St. John will be sorry to learn of the death of Wm. J. McDevitt, which occurred on March 17, in Lowell, Mass. Mr. McDevitt was very well known as a barber and also for years as an employe of T. McAvity & Sons', Water street works. He moved to the States some twelve years ago. He is survived by his wife and four children, also one sister, Mrs. Simpson, of 18 Dock street.

Mrs. J. A. McNutt.

Friends have received word of the death of Mrs. J. A. McNutt in Providence (R. I.) She lived for years in Fairville and her husband at one time occupied a prominent place in the life of the community as stipendiary magistrate, secretary of the school trustees and in the Fairville Methodist church where he served on the quarterly and steward boards.

Mrs. McNutt's husband died a good many years ago and since then she had been living with her daughter, Mrs. Irvin Murray, formerly of Penobsquis and now of Providence (R. I.) Another daughter, Miss Hattie McNutt, was also with her mother and sister.

Old residents of Fairville will be interested to know that the body was brought to Fairville yesterday on the Boston train and old friends accompanied it to the last resting place in Cedar Hill. Announcement of the funeral was made from the pulpit in the Fairville Methodist church Sunday at both services.

Mrs. Clara M. Harrison.

Mrs. Clara M. Harrison, wife of Harry Harrison, of Marysville, died on Saturday at her home at the age of twenty years. She is survived by her husband, her mother, Mrs. E. Gorman of Marysville, five sisters and two brothers. The sisters are, Mrs. A. Hawkins, of Douglas; Mrs. Lee Harrison, Mrs. Millard Arnold, Miss Hazel Gorman and Miss Bessie Gorman, of Marysville. The brothers are, Robert Gorman and Cecil Gorman, of Marysville.

H. C. Grant.

Southampton, March 15—This place is called to mourn the loss of one of its prominent and most influential citizens. H. C. Grant died at his son's residence in Woodstock in his seventy-eighth year. Mr. Grant followed store-keeping here for fifty years and was well-to-do. He was associated with many prominent enterprises during his long life, and his word was as good as his bond. Besides his wife he leaves four sons, J. Frank Grant, merchant and millman, of Grand View; Harry, a railway conductor in St. Louis; Dr. N. P. Grant, of Woodstock, and Chipman, at home; also one daughter, Miss Lucy Grant, at home. He was a brother to the late John N. Grant. His funeral sermon was preached by Rev. F. A. Brown and interment was made in the rural cemetery here. Flags were floating at half-mast during the funeral. He was a Baptist and in politics an independent.

Mrs. Nancy Coburn.

Harvey Station, March 20—Mrs. Nancy Coburn, an old resident of this parish, died on Saturday morning at the home of her daughter, Mrs. Walter Purey, at Manners Sutton. She was in the eighty-thrid year of her age and has been very infirm for some time past. She is survived by one son, John E. Coburn, who carries on a general store at Manners Sutton, and three daughters—Mrs. Robert Little, and Mrs. Walter Piercy, of Manners Sutton, and Mrs. F. Currie, of Boston. She is also survived by one brother, Christopher Johnstone, of Coburn. She was a lady possessed of many good qualities and had a wide circle of friends. The funeral will take place this afternoon.

James Huggard.

Tuesday, March 21.

The death occurred yesterday of James Huggard, formerly of Springfield. He was in his eighty-ninth year and for the last few months had resided with his son, C. N. Huggard, at 165 Main street. Mr. Huggard was a well known farmer of Springfield and is survived by his wife, three sons and three daughters. The sons are C. N. Huggard, 165 Main street; G. B. Huggard, of Peters street, and W. D. Huggard, of Springfield (N. B.) The daughters are Mrs. L. D. Jones, of Norton; Mrs. Irving McLean, of Boston, and Mrs. Walter Chisholm, of Hustis, Florida. He is also survived by one brother, Charles, of Springfield.

C. H. Olsen.

Rexton, N. B., March 21—The death occurred at his home at Molus River Tuesday, the 14th inst., of Christian Henry Olsen, a well known carpenter. Mr. Moulson, who was highly respected, was a native of Norway. He came here when a young man and married Miss Sarah J. Falconer, who survives him. He also leaves to mourn seven sons and two daughters. The sons are: William, of Molus River; James, in the United States; Frederick, of Molus River; Herbert, of Burnsville, Glopcester county; Colin, David and Arthur, at home. The daughters are: Mrs. James Dargavel and Mrs. George Jacobsen, both of Molus River.

Andrew A. Pyne.

Wednesday, March 22.

The death of Andrew A. Pyne, aged about seventy-five years, occurred yesterday morning at his home, 45 Sydney street, after an illness which has lasted for three years. He was the eldest son of the late William and Ellen Pyne, and is survived by one daughter, Miss May L.; two sisters, Mrs. William H. Coates and Miss Ellen, and one brother, William Pyne. He was formerly a well known carpenter and had many friends throughout the city.

Blake A. Hoyt.

Wednesday, March 22.

General regret was expressed about the city yesterday when it was learned that Blake A. Hoyt had passed away at his residence, 174 Adelaide street, after an illness of a few days with pneumonia. He was in good health until last Friday when he caught a severe cold which developed into pneumonia. Besides his wife he is survived by two small children, his mother, Mrs. C. A. Hoyt; three brothers, Holly, of Lynn (Mass.); Horace and James, of this city; and one sister, Mrs. M. Kelly, also of this city.

A few years ago Mr. Hoyt conducted a drug business in Main street and since that time had been engaged in various occupations. He was well known and had a wide circle of friends who will regret to learn of his death.

John Hayes.

John Hayes, of Westmorland road, died Monday. He was a son of the late Hugh and Mary Hayes and is survived by four brothers—Thos, William, Harry and Fred, all of this city. His funeral will take place this afternoon from the residence of his brother, Thomas, Marsh road.

Mrs. Annie Lynam.

Wednesday, March 22.

One of the city's oldest residents, Mrs. Annie, widow of Richard Lynam, passed away at 3.30 o'clock yesterday morning. For about four years Mrs. Lynam had suffered from acute indigestion. Of late she had been almost constantly subject to attacks agonizing in nature, but withstood her sufferings in Christian spirit. Her niece, Mrs. J. J. English, who had attended her for the last seventeen months, was aroused early yesterday morning and on going to Mrs. Lynam's room, administered the prescribed remedies, but to no avail. Mrs. Lynam came of Loyalist stock, a descendant of the Boyer family and the last of her generation of that family. Only last evening she had read the war news, for she kept well posted on current events. Her reminiscences of old St. John were always interesting and her memory was more keen than that of many young persons.

Mrs. Mary Ann McLean.

Chatham, N. B., March 21—The death of Mary Ann McLean, wife of A. C. McLean, occurred at an early hour this morning after a few months' illness. She was sixty-one years of age and was highly esteemed by all who knew her, and the news of her death will be learned with deep regret by a large circle of friends. Besides her husband she is survived by three sons, Herbert, of the Heavy Siege Battery, St. John; Harry and William at home; and three daughters, Eva Cassie and Bertha at home. The funeral will be held from her late residence, Howard street, on Wednesday afternoon at 2.30. Service will be conducted at the house by Rev. John Morris, and interment will be in Riverside cemetery.

Joseph Harold McGoldrick.

Wednesday, March 22.

Widespread regret will be occasioned by the death of Joseph Harold McGoldrick, only son of Mrs. Jennie and the late John McGoldrick, which occurred last night after a few days' illness of pneumonia. A wide circle of friends will sincerely feel his sudden demise and great sympathy will be expressed for the bereaved ones, especially so on account of their recent affliction, his father having died only a year ago.

Upon the death of his father, the late alderman, the son continued the established business and pursued it diligently and with much success. He had many friends in a business and in a social way, and to them the announcement will be a keen shock. On last Saturday, Mr. McGoldrick was first confined to his home with a severe cold. On Sunday it developed into pneumonia, and he declined rapidly.

He leaves, besides his mother, three sisters, Mrs. Frank Mullin and Misses Jennie and Marion at home.

Mrs. William McCrackin.

The death occurred on March 16, at Clarendon Station, of Mrs. William McCrackin, one of the best known residents of that place. She was in her eighty-first year and is survived by one daughter, Mrs. Dryden, of Celebration street, St. John; one brother, William Lacey, of Bangor (Me.), and two sisters, Mrs. Christopher Duplissea, of Central Blissville, Sunbury county, and Mrs. William A. Howard, of West St. John. The funeral was held on Saturday, March 18, interment being made at Clarendon Station.

Capt. C. G. Partelow.

Captain C. G. Partelow died suddenly at Boston (Mass.), on the 21st instant. Captain Partelow was formerly of St. John. He leaves one daughter, Mrs. William Ingraham, of this city. His mother and one sister reside at Oromocto, and one brother, George, lives at Readville (Mass.)

Napier Lothian.

Old St. John theatre-goers will recall Napier Lothian, who as an orchestra leader, visited this city a good many years ago. Last week Mr. Lothian, who was over 80 years of age, died suddenly in the Colonial Theatre, Boston, of which amusement house his son is manager.

Agnes Titus.

Mr. and Mrs. Harold Titus will have the sympathy of their friends in the loss of their infant daughter, Agnes, aged eight months, whose death occurred on Tuesday in the General Public Hospital.

Charles Hannah.

Charles Hannah, for many years a well known and industrious resident of Calais, died there Friday after a short illness. Mr. Hannah was a native of Dufferin (N. B.), and his remains were taken to that place on Saturday for interment in the family lot. Deceased was 73 years of age and was unmarried.

WEDDINGS

Graye-Wilson.

A pretty wedding took place on Monday, March 6, in St. Luke's church, when Rev. R. P. McKim united in marriage Edward H. Graye, of Penobsquis, and Miss Vada W. Wilson, of Plaster Rock. The bride was beautifully gowned and was unattended. The ceremony was performed in the presence of a large number of relatives and friends of the contracting parties. The happy pair have taken up their residence at West St. John.

McFarlane-Gardner.

The wedding of Emery H. McFarlane of the 115th battalion, formerly of Sussex, to Miss Amy M. Gardner, of Hoyt Station, took place Monday at the home of W. A. Spragg, 90 Victoria street, Rev. J. A. MacKeigan officiated and the ceremony was performed under a canopy of flags. The bride was gowned in Alice blue silk trimmed with shadow lace and her traveling costume was of navy blue with hat to match.

AGE LIMIT LIKELY RAISED TO 45 YEARS IN BRITANI

London, March 24, 2.05 a.m.—While there has been no official announcement to justify the reports that the military age limit is to be extended to men of forty-five years, the first step in this direction is indicated in instructions issued to recruiting depots for field artillery, garrison artillery and army veterinary corps. These instructions state that the recruiting officers may "use their discretion hereafter in enlisting men between the ages of forty-one and forty-five years."

TWO NORWEGIAN, ONE BRITISH STMR. SUNK

London, March 23—The Norwegian steamship Kannik was sunk Wednesday night, according to a despatch to Lloyds from Havre. The crew was saved.

The Norwegian steamship John Blumer, which left Baltimore March 5, bound for Vaksdal, with a cargo of grain, has bee ntaken into Kirkwall, Scotland, by a British patrol vessel.

The Norwegian steamship Kannik sailed from New York Feb. 20 bound for Havre. She arrived at Fayat March 4. The Kannik was of 2,397 tons gross, 300 feet long and was built at Stavenger in 1894.

The British steamship Sea Serpent has been sunk.

The Sea Serpent was a vessel of 902 tons gross and was built in 1899. She was 225 feel long, 33 feet beam and 12 feet deep. The vessel was owned by C. F. Leach & Company, of London.

Danish Bark Lost.

London, March 24, 2.58 a. m.—The Danish bark Claudia has been sunk, according to a despatch to the Exchange Telegraph Company from Copenhagen. Her crew was rescued.

The Claudia was a vessel of 367 tons gross. She sailed from Jacksonville, February 26, for Fleetwood, England.

HERRERA NOT TO FIGHT WITH VILLA BUT AGAINST U. S.

El Paso, Texas, March 23—General Luis Herrera has revolted from Carranza, and has declared he will resist, with all his power, the entry of American troops into Mexico, but is still opposed to Villa, according to reports from sources believed to be reliable here today.

The news of Herrera's disaffection was considered sufficiently authentic for Brigadier-General George Bell, jr., to telegraph General Funston at San Antonio that he believed it to be true.

RUSSIANS FORESTALL GERMAN OFFENSIVE

(Continued from page 1).

against the German positions and bridgehead of Jacobstadt, on both sides of the railway between Mitau and Jacobstadt and four times against the German lines north of Vidzy.

"On the front northwest of Postavy the number of prisoners taken by us has reached fourteen officers and 889 men. The Russians in this district undertook no more important attacks, apparently on account of the overwhelming losses they had suffered. They advanced several times with renewed force, however, between Narocsz and the Wiszniez lakes.

"The great sacrifices of men and ammunition brought to the Russians in these attacks, as well as in several local enterprises at other places, not the slightest advantage over the unshaken German defences."

LITTLE CHANGE IN LOCAL MARKETS

For the first time in some weeks, the local markets show very little change. Sugar, flour and other foodstuffs, which have been fluctuating daily, have remained at their last week's mark. Molasses is the only exception to the rule, and an advance of a cent a gallon is reported. Prices are as follows:

COUNTRY MARKET.

Potatoes, per bushel	1.25	to	1.50
Beef, western	0.11	"	0.12½
Beef, country	0.07	"	0.10
Mutton, per lb	0.10	"	0.12
Pork, per lb	0.13	"	0.14½
Veal, per lb	0.10	"	0.13
Eggs, case, per dozen	0.00	"	0.32
Tub butter, per lb	0.26	"	0.30
Creamery butter, per lb.	0.34	"	0.37
Fowls, fresh killed, per lb	0.25	"	0.28
Fowls, frozen, per lb	0.16	"	0.18
Fresh chicken	0.00	"	0.30
Bacon	0.20	"	0.22
Ham	0.19	"	0.20½
Turkey	0.32	"	0.35
Cabbage, per doz	0.50	"	1.00
Turnips, bbl	0.00	"	1.00
Retail prices are given for green goods:			
Radishes	0.00	"	0.05
Mushrooms	0.00	"	0.40
Cranberries	0.00	"	0.20

GROCERIES.

Choice seed raisins, 1s.	0.10½	"	0.10¾
Fancy, do	0.10¾	"	0.11
Currants, cleaned, 1s.	0.12	"	0.12½
Cheese, per lb	0.19	"	0.20
Rice	5.75	"	6.00
Cream tartar, pure box	0.50	"	0.52
Bicarb. soda, per keg.	3.20	"	3.25
Beans, white	4.00	"	4.50
Beans, yellow eye	4.50	"	4.55
Split peas, bags	6.25	"	6.50
Pot barley, bbls	6.20	"	6.85
Cornmeal, per bag	1.75	"	1.80
Granulated cornmeal	6.00	"	6.10
Liverpool salt per sack ex store	1.05	"	1.10

PROVISIONS.

Pork, Canadian mess	29.00	"	29.50
Pork, American clear	29.00	"	30.00
American plate beef	25.25	"	25.75
Lard, compound, tub	0.13½	"	0.13¾
Lard, pure, tub	0.16	"	0.16¼
Molasses, fancy Barbados	0.51	"	0.52

SUGAR.

Standard granulated	7.40	"	7.45
United Empire, gran.	7.30	"	7.35
Bright yellow	6.90	"	6.95
No. 1 yellow	7.20	"	7.25
Paris lumps	7.00	"	7.05

FLOUR, ETC.

Roller oatmeal	0.00	"	6.25
Standard oatmeal	0.00	"	6.75
Manitoba, high grade.	0.00	"	7.35
Ontario, full patent	0.00	"	6.80

CANNED GOODS.

The following are the wholesale quotations per case:

Salmon, pinks	4.90	"	5.00
Salmon, red spring	7.75	"	8.35
Finnan haddies	4.50	"	4.60
Kippered herring	4.50	"	4.60
Clams	4.00	"	4.25
Oysters, 1s	1.70	"	1.75
Oysters, 2s	2.50	"	2.55
Corned beef, 1s	2.90	"	3.50
Peaches, 2s	1.75	"	1.90
Peaches, 3s	2.35	"	2.40
Pineapple, sliced	2.12½	"	2.15
Pineapple, grated	1.65	"	1.70
Lombard plums	1.25	"	1.30
Raspberries	2.12½	"	2.15
Corn, per doz	1.05	"	1.10
Peas	1.02½	"	1.05
Strawberries	2.35½	"	2.40
Tomatoes	1.22½	"	1.25
Pumpkins	1.05	"	1.10
String beans	1.05	"	1.10
Baked beans, 2s	1.15	"	1.20
Baked beans, 3s	1.55	"	1.70

GRAINS.

Bran, small lots, bags	27.00	"	28.00
Pressed hay, car lots No. 1	17.00	"	18.00
Pressed hay, per ton, No. 1	19.00	"	20.00
Oats, Canadian	0.57	"	0.62
Oats, local	0.53	"	0.55

HIDES AND WOOL.

Tallow	0.05	"	0.06½
Wool (unwashed)	0.28	"	0.30
Hides	0.15½	"	0.15½
Calfskins	0.15	"	0.17
Lambskins (Feb)	1.00	"	1.75

FISH.

Small dry cod	4.75	"	5.00
Medium dry cod	6.00	"	6.25
Pollock	4.00	"	4.10
Grand Manan herring, half-bbls	3.00	"	3.10
Smoked herring	0.12	"	0.14
Pickled shad, half-bbls.	8.00	"	12.00
Fresh cod, per lb	0.05	"	0.06
Bloaters, per box	0.80	"	0.90
Halibut	0.12	"	0.18
Kippered herring, per box	0.00	"	0.90
Swordfish	0.12	"	0.13
Haddies	0.07	"	0.08

FRUITS.

Marbot walnuts	0.16	"	0.17
Almonds	0.18	"	0.19
California prunes	0.09	"	0.15
Filberts	0.15	"	0.16
Brazils	0.18	"	0.19
Peanuts, roasted	0.11	"	0.14
Bag figs, per lb	0.10	"	0.15
Lemons, Mesina, box	0.00	"	4.00
Cocoanuts, per doz	0.60	"	0.70
Cocoanuts, per sack	4.00	"	4.50
California oranges	3.25	"	4.00
Oranges, Fla	3.25	"	3.75
Apples	2.25	"	6.00

OILS.

Palacine	0.00	"	0.20
Royalite	0.00	"	0.16½
Turpentine	0.00	"	0.71
Exera lard compound	0.00	"	0.91
Extra No. 1 lard compound	0.00	"	0.82½
"Premier" motor gasolene	0.00	"	0.35

AMERICAN LEGATION CLERK UNDER ARREST

Paris, March 23, 5 p. m.—A despatch to the Balkan agency from Bucharest today says that the chief clerk of the American legation at Sofia is reported to have been arrested by the Bulgarian authorities, accused of giving a present to an employe for using greater haste than ordinarily done in vising passports.

The American minister is said to have protested energetically to the Bulgarian government, insisting on the clerk's immediate release.

SECOND IN COMMAND OF 26TH KILLED

Major Belyea Meets Death in Action—Gallant Officer Only Few Days Out of Hospital—Former Mayor of Newcastle—Well-Known in St. John—Capt. May's Tribute.

General regret was expressed throughout the city yesterday morning when it was learned that Major Warren Herbert Belyea, second in command of the 26th battalion, had fallen on the field of glory while doing his part to crush the barbaric Teuton.

Mrs. R. D. Christie, of 78 Sydney street, who is a sister of Major Belyea, received a telegram at 10.30 o'clock yesterday from Mrs. Belyea, advising her of the death of her husband.

Major Belyea left here as major in command of "C" Company of the 26th,

MAJOR W. H. BELYEA

He has made the supreme sacrifice for king and country and home.

and was promoted, late in the fall, to the rank of second in command, which position he ably filled.

He was wounded in the thigh on February 14, and was sent to the Duchess of Westminster Hospital, where he was discharged on February 19. From that date until March 9 he spent at the base, as he was not quite fit to enter upon his trench duties. On March 10 he entered the trenches again, and it was only ten days later that he received the fatal wound, on March 20.

Major Belyea was the manager of the Miramichi Farm Implement Company, with his office in Newcastle. Before the war he had taken an active part in military matters, and held the rank of captain with the 73rd regiment before joining the colors.

Major Belyea was the youngest son of Mr. and Mrs. Geo. R. Belyea, aged 39 years, and was born at McDonald's Point, Wickham, Queens county. The gallant major leaves besides his mother, who resides with her daughter, Mrs. Rebecca Christie, 78 Sydney street, St. John, also two brothers, George H. V. Belyea, barrister, St. John, and Wallace L. Belyea, secretary-treasurer of the Page Wire Fence Company, Winnipeg. Mrs. Charles V. Lewis, of Queenstown, Queens county (N. B.), is a sister.

Lee Belyea, with Frost & Wood, Ltd., is a cousin, and T. H. Belyea, collector of inland revenue, St. John, is an uncle.

Clergyman's Tribute.

Rev. W. R. Robinson, who knew Major Belyea intimately, said to a reporter:

"The cable news today conveyed the sad intelligence of the death of Major W. H. Belyea, of the "fighting" 26th, who laid down his life on the field of honor. He died as he lived, defending the right, a man in the highest and noblest sense of the term. Major Belyea was one of New Brunswick's finest type of manhood, honorable and upright in business, true to his friendships and loyal to principle. Before leaving for the front, he was engaged in mercantile pursuits in the town of Newcastle, and his splendid manly bearing and Christian character won the confidence of the people, who in return elected him as the chief magistrate of the town on successive occasions.

"His loss will be keenly felt not alone by his immediate relatives and friends, but distinctly so by the business interests and social reform element of this province.

"Major Belyea's heroic effort on the battle fields of Europe should serve as an incentive to others, to sacrifice as he has in defence of honor, home and country. I am sure his bereaved wife and orphaned children have the sincere sympathy of a grateful country in the noble death of a loving husband and kind father, who honored his native province and adopted town in this last and greatest sacrifice. 'He laid down his life for his friends.'"

Newcastle Shocked.

Newcastle, N. B., March 23—The people of Newcastle were deeply shocked when word was received here this morning stating that Major Belyea had been killed in action. Before enlisting he was one of Newcastle's most progressive business men, being manager of the Miramichi Farm Implement Co. here. He was mayor in 1912, and alderman for several years. He was associated with many North Shore industries.

Major Belyea leaves his wife, formerly Miss Cora Cleveland, and several small children. He was commander of "H" Company, 73rd Regt., and was in charge of the garrison at the wireless station from the beginning of the war. He had evidently just returned to the front from hospital, after recovering from wounds received early in February.

Fellow Officer Pays Tribute.

Capt. F. F. May, of the "Fighting 26th," who is now home on sick leave, was second in command of "C" company, which was commanded by Major Belyea, the latter being at the same time second in command of the battalion.

Captain May, speaking on the subject of his death, said: "Major Belyea was without a doubt the most popular officer in the whole battalion, and I know his death will come as a decided shock to all the boys of the 26th. Being second in command of "C" company I knew Major Belyea very intimately and he was one of my staunchest friends, a man to whom I could appeal for advice.

"His duties as second in command of the unit often placed him in very exposed positions. It was his duty to go along the first line of trenches and inspect the work done during the preceding twenty-four hours. He was absolutely fearless in the discharge of his duty, very conscientious and would never ask a man to go to any position, however exposed, but that he accompanied him and took equal risk with the man in the ranks.

"He was a true type of Canadian officer, one to be relied upon in the most trying and critical moments, a soldier beloved by every man in his battalion and the 26th will feel a great loss now that he is gone. As for myself, I mourn for him as one who has lost his best friend, but I have the consolation of knowing that he fell nobly in doing his duty for king and country."

THE SPENDTHRIFTS CALL FOR ECONOMY AMONG THE PEOPLE

(Continued from page 1.)

had been opened and additional employes had been appointed for purely political purposes. This was wholesale waste of public money and it was no wonder the minister of finance had to impose additional taxation.

Hon. Dr. Roche introduced in the house of commons today the resolution providing for the settlement of difficulties which have arisen out of the surrender of the St. Peter's Indian Reserve, near Selkirk (Man.), under the Laurier administration. The minister of the interior pointed out that a commission of three judges had been appointed in 1907 to consider the measure in which the surrender was arranged with the Indian band and the terms of the agreement. The majority of the commissioners has decided that the surrender should be declared null and void, and, moreover, the registrar of deeds of the district had declined to give titles to the lands which had been sold. Dr. Roche said that it was felt that the Indians had been badly treated in the surrender. Finally, a settlement was reached whereby it was agreed that the purchasers' title to the property should be confirmed upon payment of an additional dollar an acre. As a tract of 45,000 acres was involved, the arrangement would add $45,000 to the Indian fund.

Hon. Frank Oliver, who was minister of the interior when the surrender took place, held that the present action of the government indicated that the transaction in 1907 was a perfectly regular one and that the allegations of George Bradbury and other Conservatives on the subject had been disproved. He said the refusal of the Manitoba government to recognize the surrender and permit that registration of the titles of the purchasers to the land, was a "political hold-up" arranged between that government and som emembers of the house of commons.

Hon. William Pugsley held that, if the ministry believed that there had been fraud in the surrender, it should have taken the case to the courts and had it tried long ago.

Hon. Dr. Roche added that the department of Indian affairs had received representations from the Indians approving of the terms of the settlement.

During the discussion of the salaries of interior department officials in the west, Hon. William Pugsley said that in his opinion the government should not from the first have paid full salaries to civil servants in khaki; it should have adopted then the policy adopted later, of paying only the difference between the civil service and military salaries. The member for St. John went on to criticize a vote of $630,000 for immigration agencies, stating there was no use spending the money when it was common knowledge there had been no European immigrants since the war. There was no use in retaining men in the public service who were doing no good for Canada, and who could do no good while the war lasted. These men should be dismissed.

Mr. Pugsley said that in 1911, when immigration had been heavy, a million dollars had been spent upon it. This year, when there was practically none, it was proposed to spend a million and a half. The member for St. John therefore moved that the vote of $630,000 be reduced by one-half.

Hon. Dr. Roche in reply pointed out that though European immigration had certainly ceased, there was still immigration from the United States to a considerable degree. Furthermore, the department had been busy counteracting a campaign of misrepresentation which had been carried on in the United States to discourage the exodus to Canada. As for Great Britain, the minister said that some thirty Canadian immigration agents there were now at the front and some had already died for their country. He did not think it fair to cut off the salaries of these men. He felt confident there would be a large continental immigration after the war and on that account the department was trying to keep interest alive in Europe.

Hon. G. P. Graham stated that when men were being turned adrift in Canada by hundreds and thousands, without receiving other than their military salaries, it was asking the country to be too humane to maintain a staff of officials in Great Britain when it was impossible to do any good.

Mr. MacDonald, arguing along the same lines, asked why the government preached economy and practiced extravagance. Mr. MacDonald stated that at the meeting of the special committee on pensions it had been estimated that $25,000,000 a year would be needed for pensions. The expenditure on immigration in Europe should be cut out entirely at this time. There was no use for the finance minister to be talking national economy while this sort of thing was going on. Mr. MacDonald instanced recent appointments of immigration officials at a Nova Scotia port to "look after the placing of immigrants." He regarded such appointments at this time as ridiculous and wasteful expenditure of public money.

After further discussion a vote on Dr. Pugsley's motion to reduce the vote of $630,000 was defeated by a straight party vote of 81 to 19.

The house adjourned after passing some four million dollars worth of estimates.