FIRE ON STEAMER MATATUA CAUSES MANY EXPLOSIONS

Body of Commander of Liner, in Which Explosions and Fire Occured, was Found in Cabin by Firemen—Vessel Likely Sound, Say Officials, After 30 or More Trying Hours.

Monday, March 13.

Just as the earth was throwing off the darkness this morning like the weeds of widowhood, the big New Zealand liner Matatua made her final bow and slipped beneath the water at her berth on the west side, and with her going Vulcan's grip upon her hulk was loosened and soon altogether broken.

A weary crew had battled all day long with fire raging in the forward hold of the Matatua and at night when it was declared "all out" it was with feelings of deep gratitude, despite the loss, that they went to bed, Capt. Gillman, the gallant master of the ship, bleared-eyed from his long "tricks" and weary to that point nearing exhaustion, threw himself upon his bunk ready to sleep.

Fire Again Broke Out.

Men were still on watch and before eight bells had been sounded the enemy was again found lurking in No. 2 hold. Quickly those who were sleeping were roused. By this time the fire was raging in all its fury. Chief Officer Jimson took charge, whilst the second officer rushed into the captain's cabin and bade him arise, telling him that the ship was on fire again.

"Shall I take your books and traps out, Sir?" he questioned. "No," replied the captain, "I guess we'll be able to handle this fire all right. There'll be lots of time." It was the last order given by the gallant captain of the Matatua, and the second officer left the cabin to assist in the work.

Chief Officer Jimson, the second officer and others of the crew were then gathered on the starboard side of the bridge discussing briefly the situation. Beneath them the fire was raging. The second officer seemed suddenly to be seized with a premonition of danger and said, "That fire is right under us, let us move back a little." With that the party moved away from the spot and hardly had their positions been changed when there came the first deafening explosion, which turned the starboard side of the bridge into a twisted mass of debris.

This caused great alarm among the men and they began to get the valuables out of the ship at once. The captain, they thought, was coming soon, when suddenly a second explosion came directly beneath his cabin and a second later it was engulfed in an inferno of flames. It was folly to attempt to reach his quarters but, hoping against hope, they watched for him—he did not come. The crew by dint of rapid work managed to save their clothing and the navigating instruments of the ship were also brought on shore.

By this time five streams were playing on the ship from the wharf and on the starboard side the tugs Sin Mac, Lord Kitchener, Neptune and Alice R. were pouring tons of water upon the burning steamer. Nearer and nearer the demon flames crept to the big coal bunkers, that were filled only a few days previous in preparation for the long voyage to Australia, and it soon became evident that in spite of the efforts of the fighters the fire would gain its objective.

Then the order came "open the sea valves." It was surely an inspiring sight that then greeted the eyes of those who were nearby. As the air gurgled up and burst in great bubbles over that part of the deck now submerged, it seemed as if a great giant was being strangled. The big leviathan trembled from stem to stern as she began to settle in the water with stern high in the air and propellers exposed, she seemed to be burying her head to hide from the grim dragon that had clutched her vitals.

As she sank slowly a chart floated down beside her. The action of the water caused it to unroll, and there spread out on the surface of the water was the seven seas over which her master would never again pilot her.

The explosions continued, but not so violent in their character. The fire raged and the port hole windows of the saloon were lighted up as the flames danced hither and thither playing high carnival. The tugs pressed their curious noses nearer the sides of the careening giant, and puffed and panted as if almost exhausted by their herculean efforts to save the big ship. A life buoy, which might have saved the captain now trapped in his cabin, perhaps unconscious from the force of the explosion, floated idly by. As the water gained ground in the various compartments the upper structure of the ship still above the water was enveloped in smoke, only to be cleared away by a series of explosions followed by a burst of flame.

Inside the shed a sort of systematized chaos reigned. The building was full of freight of an inflamable character, and an army of men with hand trucks trundled the myriad of packages across to the other side and there deposited them in box cars, which were whirled away to a place of safety by a waiting engine. Before the fire had gained any great headway the big shed was as clean as a ball room floor, and one great factor towards the spreading of the conflagration had been removed.

Again and again schemes were formulated to attempt to recover the captain, but at no time during the fire were any of them feasible. Before any could be put into action the water had risen to the ceiling of the cabin in which he had been trapped and further efforts were futile.

Perched high on her stern was a grim looking gun, devoid of covering, silhouetted against the brightening sky. This seemed a being indomitable for the waters failed to reach it, and there it remained, seemly on guard over the ruined ship and its dead master.

With the filling of the ship the fire was extinguished, but not until the last vestige of it disappeared were the efforts of the fighters diminished.

Much credit is due the captains and crews of the various tugs that gave valuable assistance in fighting the fire. Capt. Stevens of the C. P. R. tug Sin Mac, was on the scene of the fire five minutes after the call for help was given and had two large nozzles pouring tons of water into the holds. One hour before high water Capt. Stevens suggested letting all chains and anchors go into the water, which was quickly done and the powerful wreckage pumps were soon at work, assisted by the syphon from the tug Neptune. The crew of the tugs all stuck to their posts during the heavy explosions and did their work in a most creditable manner.

Captain Had Designed Her.

Captain Gillman who lost his life in the fire which swept his ship, was a comparatively young man, being but thirty-seven years of age. He was born in Chiswick, London, and was a true type of the British sea rover. He designed the Matatua, and she was the apple of his eye. The destruction of yesterday bore heavily upon his spirits, but could he but view his gallant ship now his grief would be intense. He was a married man and his wife, who is in extremely delicate health, is at present residing in England. Officers of the ship said this morning that before the present voyage Mrs. Gillman had told her husband that she greatly feared some harm would befall him before it was successfully concluded. It is feared that, learning of the death of her husband, the shock will place her in a very precarious state of health.

Captain's Body Found

The body of Captain Gillman was found this morning about 9.30 o'clock by District Chief John McAndrews and firemen Edmund Craft, George Laskey, William Sanderson and J. Campbell. It was lying just inside his cabin door and was quite badly burned. Judging from the position of the body, it was evident that the unfortunate man had been trying to get out when debris either knocked him unconscious or else he was overcome with the fumes of gas or smoke.

When it was learned that the body was found there was considerable commotion among the men who lined the wharf. Sergeant O'Neil summoned Coroner Kenney and, accompanied by Captain Malcolm, M.D., and Superintendent George Waring, he went on board the steamer and viewed the body. Arrangements were then made to have it brought on shore.

The Fire.

The fire started in the fore hold of the Matatua a little after midnight on Saturday and it was only after a fight lasting twenty-four hours that the firemen and officers of the ship decided that the flames had been thoroughly extinguished.

She is a ship of 4,179 tons and undoubtedly one of the finest freighters coming to this port. She was loaded with a cargo valued at between $600,000 and $800,000, the major portion of which has probably been destroyed, either by fire or water. At one period during the Sunday fight the fire reached No. 4 coal bunker on the port side, but this invasion of new territory was quickly checked. The cause of the fire will likely never be learned for its second onslaught, and the one which did the most damage, no doubt obliterated any marks which might have led to this important discovery. During the course of the Sunday fire the captain is reported to have remarked, "My fine vessel is burning and I can do nothing until the fire is put out. It all goes to retard the end of the war, too," he added. "Why this vessel is capable of carrying enough to keep all the allied soldiers in France provided for a month."

The most important items on the ship's manifest are provisions, carbide, steel, iron rails, and five hundred automobiles consigned to firms in New Zealand.

The ship was built in 1904 at Belfast, Ireland, by the Workman-Clark Company. She belongs to the New Zealand line, with head office at Liverpool, England, the company being an English one. Up to a few weeks ago she was being used as a transport and had given valuable service in that capacity.

At 8 o'clock this morning the bridge was on fire and the firemen, aided by the tug Sin Mac, fought the flames, and at 9 o'clock had them well under control, and soon afterwards completely extinguished. It was then that the search for the body was made.

District Chief McAndrews said he had fought many fires in his day, but he had never encountered anything like this. The fumes of the gas were obnoxious, and his men suffered from pain from their eyes and throats; one bled quite freely from his nose from the effects.

At 10 o'clock all water was turned off and the lines of hose were taken off the steamer. At that time the tide was beginning to drop and the upper deck began to appear above water. Steamship men who were assembled on the wharf and one or two contractors who were also attracted to the scene, were unanimous in the opinion that the steamer could be successfully floated if strong pumps were used to get the water out of her. They said that the explosions had apparently been under the upper deck, and that the plates on the hull had in all probability escaped damage. There was some fear expressed regarding strain caused by the pressure of the water, but the concensus of opinion was that there should be no great difficulty in floating the ship.

While Coroner Kenney's duty necessitates his presence at many sad spectacles, the one this morning was unusually so, as the unfortunate man, whose charred body lay huddled in his cabin, had been his guest at dinner last evening. Coroner Kenney was deeply grieved at his friend's fate.

Hew Walker, superintendent of the Seamen's Mission, has arranged to take care of the crew of the steamer until arrangements are made to ship them.

The Matatua was one of the largest freighters that sailed from this port, having a capacity of 4,179 tons. She was 488 feet in length, 56.5 feet wide and a depth of 30.6 feet. Local agents for the steamer were unable this morning to give any details regarding insurance on the cargo.

Force of it Great

An idea of the force of the explosions on board the Matatua this morning may be gleaned from the fact that an officer of the Bengore Head, which ship was lying immediately ahead of the burning vessel, said that when the first explosion took place on the Matatua, the force of it threw every picture from the cabin walls of his ship.

Cargo Insured

While the cargo of the sunken steamer Matatua is insured and probably pretty well covered the steamer herself is not insured. The company owning her follow the policy of carrying their own insurance. Representatives of the underwriters interested in the cargo are on their way to St. John from New York and will arrange for their own surveys when they arrive.

In the meantime the Matatua is merely occupying one berth and is not obstructing the use of any of the other berths.

OBITUARY

Victor Norman Babin.

Victor Norman, infant son of Mr. and Mrs. Andrew Babin, died at his parents' home in Canon street on Wednesday, aged eighteen months. The funeral took place yesterday afternoon at 2.30 o'clock. Interment took place in the new Catholic cemetery. The sympathy of many friends will be extended to the bereaved parents.

Mrs. Mary Dickie.

The death took place February 27, at the family residence, 1327 Hornby street, Vancouver, of Mary, beloved wife of Robert Dickie, aged 68 years. The late Mrs. Dickie was born in Quebec, but resided in Campbellton (N. B.), for a number of years and went to Vancouver 28 years ago and has since resided there. She is survived by her husband and three sons, George A., R. A., and E. A., and one daughter, Mrs. A. H. Thatcher, all of that city.

J. T. Currie.

Friday, March10

The death of John Thomas Currie occurred yesterday morning at his residence 65 Richmond street. Mr. Currie has been ill for some time but the end came unexpectedly. He leaves, besides his wife, one daughter, Mrs. B. L. Crawford, of this city; two brothers, George, of Parrsboro (N. S.), and Alfred, of Boston, and one sister, Mrs. Charles McCluskey, of East Boston.

Duncan Farris.

Sussex, March 9.—Duncan Farris, an aged and highly respected resident of Waterboro, Queens county, died last evening at the home of his daughter, Mrs. Melbourne Reece, Cumberland Point. Mr. Farris had been ill for some months and in February underwent an operation. He is survived by four daughters, Mrs. Melbourne Reece of Cumberland Point, Mrs. Coy Jeffries of Young's Cove, Miss Louise, a teacher in the Sussex Grammar School, and Miss Helen, on the staff of the Sussex Mineral Springs; two sons, Archibald of the King Lumber Co., and Beverly of Sayre & Holly, Chipman. Hon. L. P. Farris is a cousin.

Mr. Farris was widely known in Queens county and was a deacon in the Baptist church. The funeral will take place on Saturday afternoon, service at Cumberland Point conducted by Rev. Mr. Hopkins. Interment will be at White's Cove.

Miss Ellen Barton.

Miss Ellen Barton died Wednesday at her residence, after a few days' illness of pneumonia. She was a daughter of the late Oliver and Elizabeth Barton, and is survived by one brother, Robert Barton, of Staten Island (N. Y.); three sisters—Mrs. Andrew Gibson, of Red Head, and the Misses Catherine and Annie, of this city. She was a prominent member of St. Mary's church, and had taught in the Sunday school for several years.

William Ruddock.

Friday, March10

A large circle of friends will learn with genuine regret of the death of William Ruddock, which occurred last evening at his residence, Tower street, West St. John. A native of Ayr, Scotland, Mr. Ruddock came to St. John at an early age and settled in this city, where he has since made his home and has occupied a prominent place in the life of the city. Mr. Ruddock has been in business for many years in King street, West St. John, where he conducted a carriage business. He was a very prominent member of Carleton Presbyterian church, with which he has been connected for a great many years. Mr. Ruddock was a deacon in the church and also a member of the choir. In curling circles he was well known and was an active follower of the sport, being a member of the Carleton club. Besides his wife, Mr. Ruddock is survived by three sons and one daughter. The sons are Albert G., of West St. John; William, of Boston, and Charles, manager of the Haymarket square branch of the Bank of Nova Scotia. The daughter is Mrs. H. C. Olive, of this city.

Mrs. Bethiah Bonnell.

The death occurred on Monday at Medford (Mass.), of Mrs. Bethiah Bonnell, widow of George W. Bonnell, formerly of this province. Mrs. Bonnell was in her 78th year. The funeral took place yesterday.

James Drummond.

Friday, March10

A telegram received by relatives yesterday afternoon conveyed the sad news of the death of James Drummond, formerly of Coldbrook, which occurred yeserday morning at Kamloops (B. C.) The deceased was a son of the late John and Ellen Drummond, who for years resided on the Gilbert estate, the present site of the Manor House. He left here thirty-four years ago and had only visited his native city once in that time. At the time of his death he was engaged in ranching at Kamloops (B. C.), in which business he had been very successful. Three sisters and one brother survive. The sisters are Mrs. Patrick Ryan, Mrs. Robert Carr, and Mrs. D. Gallivan, all residing in this city. Thomas Drummond, also of this city, is a brother.

Miss Maria Murray.

Saturday, March 11.

Many friends in this city will regret to learn of the death of Miss Maria Murray which took place in Fredericton at an early hour yesterday morning. Although Miss Murray had reached the advanced age of eighty-seven years, she retained her faculties. She was a daughter of Wm. Murray, formerly ship builder of this city, and leaves to mourn one sister, Miss Annie Murray, who will miss a kind and loving sister's love.

Mary Evangeline Lavigne.

Saturday, March 11.

Friends of Mr. and Mrs. George Lavigne will sympathize with them in the death of their little daughter, Mary Evangeline, which occurred yesterday.

Henry A. Hood.

Yarmouth, N. S. March 10—Henry A. Hood, a prominent jeweler of this town, died last night. He had been ailing for some years, but his death was unexpected. He was the youngest son of the late John Hood and was born in Yarmouth sixty-four years ago. A large part of his life was spent in the United States, but he came back here twenty-seven years ago, and has been in business here since. He was one of the best informed men in Nova Scotia. He leaves his wife and two sons, Thomas in the Royal Securities, Montreal, and Phillip, manager of the Bank of Montreal in Outlook, Sask. There are also two sisters, Mrs. W. F. Journeay, of Weymouth, and Miss Kate of Halifax, and three brothers, Alfred in Victoria, B. C., Arthur in Shelbourne, and Samuel C. in Halifax.

Mrs. Obadiah Wilbur.

Hopewell Hill, March 9—Mrs. Mary Wilbur, widow of Obadiah Wilbur, and one of the oldest residents of the county, died at the home of her son, Deacon Wellington Wilbur, Lower Cape, yesterday morning at the great age of 97 years. She had been in excellent health with full possession of all her faculties almost up to the time of her death. When long past her 90th year, she could read and do excellent needle work and conversed most interestingly not only of the present day's doings but in regard to the times and conditions of three-quarters of a century ago. Mrs. Wilbur was a native of Nova Scotia, her maiden name being Bishop. She came to Albert county on a visit to relatives when a young woman and shortly after was married to Capt. Geo. Wm. Oliver, a well known master mariner of Harvey, who, a few years after, was lost at sea when his vessel was wrecked on Nantucket Shoals. Her second marriage occurred some years later. She was a woman of devout Christian character, kindly and sympathetic and was universally esteemed. Besides the son and daughters living, one son, Silas Wilbur, was drowned many years ago, and another son, Sylvester Oliver, went from home and was never heard of. During her last days she resided with her son, Wellington, where she received the kindest care.

Mrs. Lucy M. Hamm.

Monday, March 13.

Many will learn with regret of the death of Mrs. Lucy M. Hamm, widow of Thomas Hamm, a well known citizen of the North End. Mrs. Hamm was seventy-eight year old and was connected for many years with the Victoria street Baptist church. She leaves two sons, William of this city and Willard, of Boston and three daughters, Mrs. Walter Whittaker of this city, Mrs. James Bliszard of Wickham, Queens county, and Mrs. Samuel Taylor of Halifax.

Thomas Hughes.

Fredericton, March 11.—Thomas Hughes of St. Marys died suddenly yesterday afternoon while hauling cordwood. He was eighty years of age and is survived by two sons, James A., principal of the Regent street school, and Peter J., barrister, of this city; and three daughters, Rose, Ella and Mary at home.

Mrs. John A. Gosline.

Sussex, N. B., March 12—(Special)—Clara E., wife of John A. Gosline, died at her home, Newton, on Saturday, aged 86 years. Deceased is survived by her husband, four daughters—Mrs. S. R. Wilcox, of Moncton; Mrs. Thomas Hill, of Congo, Africa; Mrs. C. C. Clark, of Blaine (Me.), and Miss B. P. Gosline, at home; and six sons—D. P., of Boston; W. A., of Gardiner (Me.); Rev. J. E., of Grand Manan; J. A., of Cambridge (Mass.); G. H., of Worcester (Mass.), and W. J., of Baltimore.

The funeral will take place at 10 o'clock Tuesday morning, service at the home, interment at Newtown. Rev. Messrs. Steeves and Currier will officiate.

Francis H. Lucas.

Francis H. Lucas, of Sussex, who underwent an operation in the public hospital a few days ago, died in the hospital on Friday morning, aged forty years. The body was taken to Sussex Saturday afternoon and taken to his home, Main street. The funeral will be held at 10.30 o'clock Monday morning, interment in the town cemetery. Rev. Mansel Shewen, assisted by Rev. H. C. Rice, will conduct the service.

George Lucas, now with the 64th battalion, Halifax, and William, with the 26th battalion, France, are brothers.

Harvey Ibbitson.

Bayfield, N. B., March 11—Harvey Ibbitson, of Murray Road (N. B.), passed away on Tuesday, March 7, at the home of his parents, at the early age of 20 years. He leaves to mourn, besides his parents, a large number of brothers and sisters, who have the deepest sympathy of the community.

Christopher B. Coy.

Apohaqui, March 11—The death of Christopher B. Coy took place at Collina on Thursday after an illness of several weeks. Mr. Coy suffered from a stroke of paralysis some time ago, from which he never fully recovered and gradually weakened until another stroke proved fatal. He is survived by his wife, formerly Miss Ethel Long, daughter of Mr. and Mrs. Israel Long, of Collina; also four little children, the oldest of which is nine years and the youngest seven months; his father, Joseph Coy, of Lower Millstream; five brothers—Harry C., of Lower Millstream; Woodford E., of Vancouver; James, of Fredericton, and Fred. and William, of Collina; also one sister, Mrs. Charles Stewart, of Lower Millstream. The late Mr. Coy was thirty-nine years old and his death comes as a great shock to his family and friends. The funeral took place on Saturday afternoon at 2 o'clock, under the auspices of the Orange order. Interment was at Collina cemetery.

Miss Leah Crocker.

Hopewell Hill, March 10—Many friends heard with regret of the death, which occurred yesterday morning, of Miss Leah Crocker, eldest daughter of Freeman Crocker, of Hopewell Cape. Miss Crocker suffered an attack of nervous prostration some months ago and her frail constitution never fully recovered its effects, though a fatal outcome was not anticipated. The deceased lady was possessed of many fine qualities of heart and life and had the respect and esteem of all who knew her. Besides her father, she is survived by three half-brothers, Walter and Jack Crocker, of Lawrence (Mass.), and Harry, of New Glasgow; and a half-sister, Miss Ella Crocker, at home.

Duncan Buchannan.

The funeral of Duncan Buchannan took place March 6 from his late residence, Marysville. By the death of the late Duncan Buchannan Marysville loses one of its most highly respected citizens. He was born at West Scotch Settlement, Kings county (N. B.), sixty-seven years ago but early in life moved to Marysville, where for many years he worked at his trade as a master carpenter. He was a member of the Presbyterian church. He was twice married, his first wife being Sarah Estabrooks; his second, Josie Hanson, who is left to mourn. Two daughters and one son by his first wife survive him—Mrs. Prescott McDowell, of Los Angeles (Cal.); Mrs. Herb Peterson, of Marysville, and Hudson Buchannan, also of Maysville; three step-children—Gordon, Violet and Chester Kelly—are also left to mourn the loss of a faithful father. Services were conducted by Rev. E. J. Barrass, interment being made at Sunny Bank, Gibson. At the house the hymns Rock of Ages and Jesus Lover of My Soul were sung and a male quartette beautifully rendered a selected piece. There were many beautiful wreaths, showing the esteem in which the departed was held. The pall-bearers were F. Brown, J. S. Inch, S. Richardson and C. Smith.

Miss Katharine McCarron.

Miss Katherine McCarron, of 2 Dufferin Row, W. E., a teacher in the Elm street school, died suddenly on Saturday afternoon. She was suddenly taken ill in Main street, Fairville, after visiting friends and collapsed on the sidewalk. She was quickly carried into the home of O. D. Hanson, the druggist, where everything was done to restore her to consciousness but she died very soon after.

Duncan Ferris.

Chipman, March 11—Many friends here will learn with regret of the death of Duncan Ferris, which occurred early Thursday morning at the home of his daughter, Mrs. Melbourne Reese, Lower Cumberland Bay. Mr. Ferris is survived by two sons, B. F. Ferris, in the employ of the Sayre & Holly Co., and A. G. Ferris, in the employ of the King Lumber Company, Chipman, and four daughters—Mrs. Melbourne Reese, Lower Cumberland Bay; Mrs. Coy Jeffrey, Cox's Point; Mrs. Louise, teacher at Sussex, and Helen, St. John. One brother, Wm. Ferris, residing at Waterborough. Funeral was held at Mill Cove on Friday afternoon.

Wm. S. McKnight.

Newcastle, March 11—Joseph G. McKnight, of Douglastown, has received word from Irma (Alta.) of the death there on the 5th inst. of his brother, Wm. S. McKnight, at the advanced age of 84. He had been ill only a short time. The late Mr. McKnight was a respected native of Napan, in this county, and moved west about thirty years ago. He resided with his son. He leaves three children—James, of Irma (Alta.), and two daughters in St. John (N. B.)—Mrs. W. S. Knight and Mrs. Hoyt. The following brothers and sisters also survive: Joseph G. McKnight, Douglastown; George McKnight, Napan; and Mrs. Thomas Jardine and Wm. Gillis, both of Napan. Deceased's wife, formerly Miss Elizabeth Greghan, of Kouchibouguac (N. B.), pre-deceased him several years. Deceased was a member of the Presbyterian church. The funeral took place in Irma on the 8th.

Mrs. Joseph Allen.

Bayfield, March 9—The death messenger lately visited Shemogue, taking a respected citizen in the person of Mrs. Joseph Allen, who was formerly Miss Mary Amos, of Shemogue. Her loss is mourned by a husband and three daughters—Misses Clissy, Agatha and Patience, all at home. The deepest sympathy is expressed for the stricken family in their great bereavement.

John Sleeth.

The death of John Sleeth, of Douglastown, Northumberland county, occurred Friday evening. He leaves besides his wife, one son, Chester, three daughters—Marion, Gladys and Pearl, all at home. There also are three brothers and one sister, all of West St. John.

Michael Shea.

Monday, March 13.

The death of a well known citizen occurred last evening in the person of Michael Shea, at his residence, 138 Duke street. Mr. Shea was in the employ of William Thomson & Co. For several years Mr. Shea had resided in Fredericton but, of late years, he has made his home in St. John. Besides his wife, Mr. Shea is survived by two sons, A. H. Shea and William J. Shea, who is a member of the teaching staff of St. Peter's school. The daughter is Miss Mary Shea, also a teacher in St. Peter's.

Mrs. Jessie Porter.

Mrs. Jessie Porter, a respected resident of the North End, passed away at her home, 277 Main street, on Saturday. She was the widow of Robert Porter and was eighty years of age.

Mrs. Porter is survived by two sons, Robert, of Philadelphia, and Arthur, at home; and two sisters, Mrs. James Dalzell, of Grand Manan, and Mrs. Fred Godsoe, of Kansas City. The funeral will be held Tuesday afternoon.

Joseph Adolphe Comeau.

The death of Joseph Adolphe Comeau occurred at the St. John Infirmary Saturday night. The deceased was a native of Saulnierville (N. S.), and a son of S. D. Comeau, of that place. He was a nephew of His Lordship Bishop LeBlanc and had been brought to St. John for treatment but was unable to stand an operation. The body will be taken to his late home by the steamship Yarmouth today. Mr. Comeau was an employe of the Nova Scotian government.

WEDDINGS

Bannister-Scott.

A very pretty wedding was solemnized Wednesday evening in St. Luke's rectory, when Miss Margaret Scott, of this city, became the bride of George W. Bannister. The attendants were Miss Bella Scott and James Scott, brother and sister of the bride. Mr. and Mrs. Bannister will reside in the city.

Walthall-Taylor.

Harvey Station, March 10—In the Episcopal church at San Antonio, Texas, on the 4th inst., Miss Marjorie M. Taylor was united in marriage to Dr. T. J. Walthall, of that city. The bride is a native of Harvey and has a number of relatives and many friends here. She is a graduate of the Provincial Normal school and Halifax Ladies' College and formerly taught school in this province. She has for some years been engaged in the nursing profession and has occupied some important positions in hospitals in Philadelphia and in the southern states, and was for about two years chief superintendent of the hospital of the University of Texas at Galveston, and was clinical instructor of nursing in that institution for some time.

She has been engaged in hospital management at San Antonio during the last three years and will continue to reside in that city, where her husband has a large practice. The newly married pair will spend their honeymoon in New York and may visit New Brunswick before returning to their southern home.

Murray-Masson.

Newcastle, March 11—At the Methodist parsonage, on the 9th instant, Allan J. Murray, I. R. C. engineer, was married to Miss Margaret Jean, eldest daughter of Mrs. Margaret Masson, Rev. Dr. Harrison performing the ceremony. The bride is a sister of George Masson, of the first contingent, C. E. F.

DEMAND IN HOUSE FOR DEFENCE OF CANADIAN SHORES

(Continued from page 1.)

but had since been laid up in the dockyard. Sir John Eaton's steam yacht was a useful little vessel, but not available for winter service. There were several other small craft also tied up. Then there was the Niobe, which was in the naval yard with her guns being taken off, the ship stripped, the 700 members of the crew doing practically nothing. This was the sole defence of the coast so far as the Canadian naval service was concerned.

British naval officers whom he had met, Mr. MacDonald declared, told him that the Niobe was a good vessel, capable of very efficient active service. She was larger and carried heavier armament than five of the vessels forming the British Atlantic squadron.

Mr. MacDonald declared that there were thousands of fine men in Nova Scotia who led a sea life and one of the reports of the naval service department a couple of years ago stated that many men could be recruited in Canada for naval service. Just before the outbreak of the war the Niobe was unable to go to sea for lack of men, according to the report of the department. Yet no effort was being made to get men.

Hon. Dr. Pugsley reminded the minister of naval affairs that if the Niobe had not been out of commission when the war broke out several valuable German ships which were off Halifax at the time would have been taken as prizes of war.

Premier Borden spent considerable time on scrap-book contributions to Hansard, reading from a campaign pamphlet the speeches of Sir Wilfrid Laurier deprecating an emergency. The premier stated that he had received a memo from the admiralty in 1912 other than that made public and that it had been shown to certain members on the other side of the house. The premier thought that Canada had done its part in raising land forces and announced that 275,000 were now under arms.

Mr. Carroll thought the premier had not helped himself by his "partizan speech" read from campaign pamphlets prepared apparently for "an election which did not come off." The facts were that the Canadian coasts were unprotected and there was no emergency in the North Sea, where the German fleet was still imprisoned in the Kiel canal.

Plea for Higher Pensions.

Ottawa, March 13—Mr. E. M. MacDonald moved at the opening of the house for a copy of the Canadian pension list. Mr. MacDonald went on to point out that the present pension scale made a distinction between injuries received by soldiers while in training and those in the face of the enemy. This, he thought, anomalous. Mr. MacDonald also thought the Canadian pension was too low for privates as compared with officers, differing in this respect from the Australian scale.

He considered that single men should be better treated as compared with married men since the latter at least had some one to look after them. Reverting to the distinction between rank in the matter of pensions Mr. MacDonald said that in Canada a colonel was given five and a half times the pension of a private whereas in Australia he received only two and three-quarter times that amount. Mr. MacDonald advocated a permanent pension board and government assistance for soldiers home.

He also suggested that men who had enlisted for overseas service should be given a rate of one cent per mile on government railways when they wished to visit their families as well as a rate of 50 cents per meal in dining cars.

Hon. Frank Oliver thought there should be a general revision upwards as well as a general equalization of the pension scale, and endorsed the suggestion of a permanent pensions board. He stated that the present practice was to pay $100 to a soldier only slightly disabled. This he thought not proper as a full discharge of the country's obligation towards its defenders.

Premier Borden's Reply.

Sir Robert Borden said the government wished to hear the views of the house before it took action in regard to pensions. He pointed out that the Canadian scale was almost the same as the Australian one. A totally disabled unmarried soldier received $264 in Canada, $258 in Australia, and $316 in Great Britain. A married soldier with a wife received $396 in Canada, $350 in Australia, and $316 in Great Britain. A married soldier with one child received $456 in Canada, $448 in Australia, and $348 in Great Britain. Other figures could be given showing that the Canadian scale was greater than in Australia.

There was less difference between the ranks in Australia, but that was because officers received more in Canada though on the other hand, considerably less than in Great Britain. An unmarried lieutenant-colonel in Canada received $1,200 if totally incapacitated; in Australia $638 and in Great Britain $3,000.

Sir Robert, referring to the disparity between married and single men, said that in this respect the Australia plan had been followed. As far as married men were concerned the Canadian rates were slightly larger than in Australia and considerably higher than in Great Britain. As regards unmarried men they were lower than in Great Britain but not lower than in Australia.

Sir Robert said that pensions were now dealt with first by the Pensions and Claims Board under Colonel Dunbar, which made recommendations. These recommendations were considered by the treasury board and finally went before the governor-general in council. Sir Robert, however, said he agreed with those who thought it desirable to have a permanent pensions board established.

Mr. E. W. Nesbitt said that in France it had been found that some eighty per cent of those classed as totally disabled were being taught to earn their own living. He suggested a parliamentary committee on pensions.

Dr. Alfred Thompson advocated the establishment of special lunatic asylums for insane soldiers. Mr. Frank Glass thought such men could be better treated in existing institutions. He strongly supported a system of vocational training.

In conclusion Mr. MacDonald advised care in the medical examination of recruits.

Hon. A. E. Kemp made a statement at the opening of the house in reply to allegations uttered by F. B. Carvell, of Carleton (N. B.), a few days ago with regard to purchases by the old shell committee from the Sheet Metal Products of Canada, Ltd., of which he said Mr. Kemp was president and manager. "I have never," said Mr. Kemp, "received any favors from this or any other government of Canada."

BULGARIA TO GUARD AGAINST ROUMANIA

(Continued from page 1.)

were five men killed and thirty-five wounded."

Turkish Statement.

"Constantinople, March 13—In the fighting in the Felahie sector the enemy was defeated, sustaining losses estimated at 5,000, while sixty prisoners and two officers fell into our hands.

"Two monitors and a cruiser fired at long range upon our batteries at Seddul Bahr, (Gallipoli). Our batteries replied effectively and drove them to the open sea.

"Our troops destroyed enemy fortifications near El Emeihale (Yemon front), capturing all the pioneer material found there. A great number of bodies the enemy had been unable to bury were found on the battlefied.

"A reconnoitering detachment, which afterwards (January 15) was despatched against El Saile, encountered a strong hostile cavalry column with machine guns. After fighting half an hour the enemy fled in the direction of Sheikh Osman, leaving twenty dead or wounded."

Relief in Poland.

London, March 13—The question of relief work in Poland is being anxiously considered by the British cabinet, but it has not yet arrived at any decision in the premises, according to a statement issued by the foreign office today.

The entire question of relief for the suffering civilians is greatly complicated by the problem arising from the fact that the territory is occupied by Teuton armies, and the added fact that Russia occupies the same relation to Poland as England to Belgium, and that nothing can be done there without consultation with Petrograd.

That there is necessity for an early decision in the matter is acutely felt by the foreign office, the statement says, but the question of securing the necessary guarantees, especially those for conserving the native food supplies, are so complicated that no immediate decision can be expected.

Itatlians Launch Offensive.

Rome, March 13, via London, March 14, 2.22 a.m.—The following official statement was issued by the Italian war office today:

"On the Isonzo front incessant rain and fog hindered our artillery activity during the greater part of yesterday. The afternoon bombardment, however, was resumed with great violence, and was especially intense in the regions of Plava. After careful preparation with artillery fire, and despite the bad weather, our infantry, supported by machine gun and bombing detachments, charged against the enemy's position, thereby continuing the destruction of his defences.

"Towards the church of San Martino, in the Carso region, noticed several large explosions caused by our bombs.

"The enemy also displayed greater activity along the entire front."

Turkish Coast Bombarded.

Constantinople, via London, March 14—The following official communication was issued today:

"On the Caucasian and Irak fronts there is nothing to report.

"In the sector of Felahie one English aeroplane was brought down by our fire. The occupants of the machine were killed by their own bombs, which exploded when the machine fell.

"Two destroyers and one monitor fired some shells in the neighborhood of Jenikalo, on the coast near Smyrna, and at Tchesme, and then withdrew."

MANITOBA VOTES DRY TWO TO ONE

(Continued from page 1.)

toxicating liquors within the province of Manitoba for beverage purposes (sec. 48).

The act will if passed—

(a) Abolish all licensed bar-rooms, clubs and wholesale stores, and thus will do away with the treating system.

(b) Provide for the sale of liquor for medicinal, mechanical, scientific and sacramental purposes through licensed drug stores—Sections 37, 40 and 41.

(c) Permit hospitals to keep liquor for use of patients and will allow a sick person to keep liquor in his room—Section 49, sub-secs. 2 and 3.

(d) Allow such persons as are properly registered in their particular professions, as druggists, physicians, etc., to obtain alcohol for strictly medicinal, mechanical or scientific purposes—Section 49, sub-sec. 1.

(e) Allow a householder to keep liquor in his own home for his private use (sec. 49), provided it is not purchased within the province (sec. 119) It will prohibit keeping any liquor in hotels, clubs, offices, places of business, boarding houses, etc

(f) Provide against the abuse of this privilege (sec. 61). A private dwelling house ceases to be such within the meaning of this act if offences against this act are permitted (sec. 63.)

(g) Prohibit selling or giving liquor to minors (sec. 58).

(h) Impose a heavy fine and imprisonment for infraction of the act.

What it will not do—

(a) It will not stop the manufacture of liquor in the province, as this right is granted by dominion statute (seq. 51).

(b) It will not prevent the importation of liquor from outside the province, as this right is granted by dominion statute. It will prevent the sale of such within the province (sec. 119).

These provisions may be offered by the dominion house.

ARMY OF 12,000 ON VILLA CHASE

(Continued from page 1.)

Officers here talked of a march straight southward in pursuit of Villa.

Agreement With Carranza.

Washington, March 13—The United States government today entered into a formal agreement with the de facto government of Mexico under which American troops will cross the border to hunt down Villa and his bandits with the expectation of hearty co-operation from the Carranza forces.

Secretary of State Lansing made public the tex of ta note accepting General Carranza's proposal for a reciprocal agreement between the two governments and announcing that the United States held this arrangement to be now in force and binding upon both parties. General Funston will carry out his task under this agreement. Official announcement was awaited tonight that the American force had crossed the border