

The effect of the explosion was instant, horrible and disastrous in the extreme. Every building in the City was damaged, the north end, or Richmond section, was almost demolished and part of Dartmouth seriously injured, buildings collapsed and fires started everywhere, thousands were killed or wounded, maimed or blinded, the water-front was in ruins and the dockyard sidings destroyed, 20,000 men, women and children rendered homeless and destitute with property losses placed at \$25,000,000. Later estimates stated that 2,000 were killed and 8,000 wounded; many more suffered severely, perhaps permanently, in the terrible blizzard and cold which followed the explosions and fire and found thousands living in improvised tents or windowless, freezing houses. This storm of snow and wind was, in turn, succeeded by almost torrential rains and the combination proved a climax of misery. Many men on ships in the harbour were killed or injured—especially on the *Pictou*, a steamer loaded also with munitions. Its Captain, a former British sailor named J. W. Harrison, when the balance of his crew fled, remained on the burning ship. Knowing that if the fire once reached its explosives their proximity to the City would cause an infinitely greater disaster—perhaps wipe the place out entirely—he, single-handed, cut the hawsers of the ship so that it might drift away, fitted up a hose and eventually succeeded in putting out the fires. Many a V.C. has been won for less. Another act of heroism was that of Vincent P. Coleman, telegraph operator at Richmond Station, who lost his life sending a message of warning as to "munition ship on fire making for Pier 8" and saved the lives of many on board trains which were nearing Halifax and were stopped in time.

Every kind of help was given to the sufferers or rushed into the unfortunate city from outside. The devoted nurses in the hospitals, and the doctors, worked day and night, soldiers from the Garrison, and sailors, aided them, and every available building was packed with dead and wounded, while panic-stricken crowds in the streets were, in the earlier stages, kept in order and guided by marines and sailors from the ships; the shops and druggists threw open their supplies to the public. St. John sent immediate relief in carloads of clothing and food and Red Cross supplies with a Committee to help the sufferers personally; corps of doctors and nurses were rushed from Sackville and Moncton, as well as St. John, and Amherst, Windsor, Truro, Sydney, responded with all available help; telegrams offering aid or promising money came from all over Canada and Sir John Eaton went down from Toronto in a private car with help and supplies of all kinds; the Dominion Government appropriated \$1,000,000 at once and later made it \$5,000,000; Sir Robert Borden contributed \$1,000,000, personally, to the local Relief Fund and, with Hon. F. B. Carvell and A. K. Maclean abandoned the Election campaign to help in the city; the British Government granted £1,000,000 and the U.S. Congress talked of voting \$5,000,000 which, however, was not done; Boston sent a fully-equipped 500-bed Red Cross unit with nurses and medical staff and N.Y. Central trains speeded from New York (Dec. 7) with \$200,000 worth of supplies, 600 men, tools, lumber, portable houses and motor trucks; Montreal placed \$100,000 at command of the city and the Militia authorities at Ottawa sent a car-load of supplies. Messages came from H.M. the King, President Wilson, the Governor-General of Australia and many others. Mr. Justice R. E. Harris issued a statement on Dec. 7 for a local Committee that: "While every building in Halifax and Dartmouth was more or less damaged, the devastated area is found near the scene of the explosion, and embraced chiefly districts occupied by workers and the poorer classes. Between 3 and 4 thousand of such dwellings have been completely destroyed by the explosion or by fire. The number of those affected is estimated at 25,000, the destitute poor in the area will number upwards of 20,000, and their actual loss and the estimated cost of their temporary maintenance will reach between 25 and 30 million dollars." This was followed by an appeal from Mayor P. T. Martin of Halifax and Mayor E. F. Williams of Dartmouth (Dec. 10), addressed to the people of Canada, which stated that the damage to shipping and Port equipment was very serious and the devastation in the city appalling, estimated the dead at 2,000 and asked for \$25,000,000 to re-organize and rebuild. Later semi-official figures put the material damage and financial losses at \$15,000,000. This did not include Government losses or destruction of docks and cargoes and public buildings, which were estimated at another \$15,000,000. Insurance particulars were not published at this time, but one estimate—*Monetary Times*—was \$21,000,000.

Relief continued to pour in. The Ontario Government gave \$200,000, Toronto voted \$100,000 and Hamilton forwarded \$2,500 and voted another \$5,000; Lord Shaughnessy and the C.P.R. sent a \$50,000 carload of supplies and a Manitoba *Free Press* Fund contributed \$70,000; the City of Winnipeg voted \$25,000, the Govern-

ment of Saskatchewan \$25,000, the a home in Halifax for unclaimed c \$50,000, the Ottawa *Journal-Press* c Outside of Canada contributions w London received £5,000 from H.M. the City of St. John's \$10,000, the Lord Northcliffe \$5,000, Jamaica v granted \$125,000, the Government ford and Syracuse \$5,000 and \$10, total in hand was \$2,735,000. In charge of Lieut.-Col. F. McKelvey Committee was headed by R. T. Mc on Dec. 21 to report on the rehabilit Powell, G. Fred. Pearson, G. W. H. F. B. McCurdy, M.P.

The year closed with an investi headed by Mr. Justice Drysdale w missioner, and Capt. W. Hose, R.C.N. As the investigation proceeded publ in German plots and spies to one Port or Harbour authorities. Under arrested but afterwards released an Percy Sherwood to investigate. It by the *Imo*; also that the *Mont Bl* ship on entering the harbour. The *Chronicle* (Lib.) and *The Herald* (C declared the Dominion Governmen Harbour and demanded reparation catastrophe as "the result of carele had been conflict of authority betw F. G. Rudolph, and urged re-organi nections. There the matter rested

Industrial Research

as in other countries, covered many it concerned Governments, industr food, the application of science to ind war-work, the preparation for futu enemy alike in the markets of the food, the briquetting of peat, the co line, the extraction of metals from evolution of anaesthetics, the varied of cheap concentrated fertilizers, ele gen from air, were some of the ma doing much along these lines with N a year and 2,000 persons engaged i search Council, as developed by w with many important Committees: Council of Science and Industry wit manent Institute was in process of o Council Committee on Scientific a Council and in 1917 a Government

In Canada an Advisory Council established by the Government in 1 men and institutions concerned in t the Dominion Government to (1) e: \$600 to \$750 per annum, and sever \$1,500, at the universities or techn assistance to the Provincial Govern should they desire to establish local important industrial centres in Can ducing a coal or fuel in the West w problems. In October representa

terrible and disastrous in the extreme. At the north end, or Richmond section, was seriously injured, buildings collapsed and many were killed or wounded, maimed or blinded, the buildings destroyed, 20,000 men, women and children with property losses placed at \$25,000, killed and 8,000 wounded; many more were killed by the terrible blizzard and cold which found people living in improvised tents or windbreaks and wind was, in turn, succeeded by a climax of misery. Many men were killed—especially on the *Pictou*, a steamer of the British sailor named J. W. Harland, who was killed on the burning ship. Knowing the proximity to the City would cause an all-out effort—entirely—he, single-handed, stayed away, fitted up a hose and eventually the ship was won for less. Another man, a telegraph operator at Richmond, was killed as to “munition ship on fire” on board trains which were nearing

hospitals, and the doctors, worked day and night, and every available building was filled with the stricken crowds in the streets were, by the arrival of the ships; the marines and sailors from the ships; the relief to the public. St. John sent in a Red Cross supplies with a Commandant and nurses were rushed from Toronto in a private car on Government appropriated \$1,000, Robert Borden contributed \$1,000, Hon. F. B. Carvell and A. K. Maclean contributed the city; the British Government of voting \$5,000,000 which, however, the Red Cross unit with nurses and from New York (Dec. 7) with \$200,000 for mobile houses and motor trucks; Monarch the Militia authorities at Ottawa and H.M. the King, President Wilson, and others. Mr. Justice R. E. Harris stated that: “While every building in the devastated area is found near the districts occupied by workers and the such dwellings have been completely destroyed of those affected is estimated at upwards of 20,000, and their actual maintenance will reach between 25 and 30 million from Mayor P. T. Martin (Dec. 10), addressed to the people of the port and equipment was very good, estimated the dead at 2,000 and 3,000. Later semi-official figures put the total at 2,000. This did not include Government and public buildings, which were particulars were not published at this time \$21,000,000.

Government gave \$200,000, Toronto gave \$50,000 and voted another \$5,000; Lord Dufferin gave \$5,000 and a Manitoba Free Press \$25,000, the Govern-

ment of Saskatchewan \$25,000, the City of Kingston \$7,500, the I.O.D.E. established a home in Halifax for unclaimed children, the British Columbia Government gave \$50,000, the *Ottawa Journal-Press* collected \$13,000, Calgary raised a Fund of \$45,000. Outside of Canada contributions were generously given. A Lord Mayor's Fund in London received £5,000 from H.M. the King, Newfoundland granted \$50,000 and the City of St. John's \$10,000, the Furness-Withey Steamship Co. gave \$25,000 and Lord Northcliffe \$5,000, Jamaica voted \$5,000, the British Red Cross Fund, Toronto, granted \$125,000, the Government of Bermuda \$4,320, and the U.S. Cities of Hartford and Syracuse \$5,000 and \$10,000 respectively. By the end of December the total in hand was \$2,735,000. In Halifax, meanwhile, medical organization was in charge of Lieut.-Col. F. McKelvey Bell as Chief of Committee, the Citizen's Relief Committee was headed by R. T. McIlreith, K.C., and a special Committee was chosen on Dec. 21 to report on the rehabilitation of Halifax composed of H. R. Silver, W. R. Powell, G. Fred. Pearson, G. W. Hensley, Hon. R. G. Beazley, F. H. Bell, K.C., and F. B. McCurdy, M.P.

The year closed with an investigation under way into the causes of the tragedy, headed by Mr. Justice Drysdale with Capt. L. A. Demers, Government Wreck Commissioner, and Capt. W. Hose, R.C.N., assisting. W. A. Henry of Halifax was Counsel. As the investigation proceeded public opinion changed somewhat from its first belief in German plots and spies to one of fear that carelessness had been displayed by Port or Harbour authorities. Under the first impression 14 Germans in the City were arrested but afterwards released and a special officer was sent from Ottawa by Sir Percy Sherwood to investigate. It became clear that signals had not been obeyed by the *Imo*; also that the *Mont Blanc* had not displayed the red flag of a munition ship on entering the harbour. The pertinent query was at once made by the *Halifax Chronicle* (Lib.) and *The Herald* (Cons.) as to why this was permitted. The former declared the Dominion Government responsible as having exclusive control of the Harbour and demanded reparation for damage; the latter (Dec. 28) described the catastrophe as “the result of carelessness and lack of foresight,” stated that there had been conflict of authority between the Naval authorities and Harbour-master, F. G. Rudolph, and urged re-organization and clear definition of duties in both connections. There the matter rested at the close of the year.

Industrial Research and the War. This problem in Canada as in other countries, covered many vital problems of War action and after-war policy; it concerned Governments, industries and institutions alike. The production of food, the application of science to industrial work of almost every nature, but especially war-work, the preparation for future competition with the experts of friend and enemy alike in the markets of the world, the question of prices, the use of fish for food, the briquetting of peat, the conservation of heat, substitutes for coal and gasoline, the extraction of metals from refractory ores and creation of explosives, the evolution of anaesthetics, the varied and wider applications of chemistry, the creation of cheap concentrated fertilizers, electric-power problems and the extraction of nitrogen from air, were some of the matters involved. The United States was already doing much along these lines with National institutions spending (1915) \$25,000,000 a year and 2,000 persons engaged in scientific investigations, while its National Research Council, as developed by war conditions, was greatly strengthened in scope with many important Committees; Australia had a strong and active Advisory Council of Science and Industry with Committees in each State and, in 1917, a Permanent Institute was in process of organization; in Great Britain there was a Privy Council Committee on Scientific and Industrial Research with, also, an Advisory Council and in 1917 a Government grant of £1,000,000 for its work.

In Canada an Advisory Council for Scientific and Industrial Research had been established by the Government in 1916. This body issued a series of questions to men and institutions concerned in technical or industrial problems and had advised the Dominion Government to (1) establish 20 studentships, each having a value of \$600 to \$750 per annum, and several scholarships, each having an annual value of \$1,500, at the universities or technical colleges of the Dominion and (2) “to render assistance to the Provincial Governments, local industries, or other recognized bodies, should they desire to establish local institutes or bureaux for industrial research at important industrial centres in Canada.” In 1917 it studied the question of producing a coal or fuel in the West which could be used in the East and other similar problems. In October representative Mining and Chemical Committees were

dealt with the Workmen's Compensation Act as standing a severe first year's test and bringing comfort to hundreds of homes; described arrangements with the Federal Government under which the Nova Scotia Hospital, the Sanitarium and the Technical College were being utilized for wounded soldiers or for re-training purposes; referred to the Highway Act organization, the mining disasters of 1917 and the need for food production and promised extension of the franchise to women. The Address was moved by D. A. Cameron, K.C., of Cape Breton and J. J. Kinley of Lunenburg. The latter estimated the requirements to compensate sufferers from the year's disasters as follows: New Waterford Mines \$121,000 and Stellarton Mines \$300,000. After debate the Address passed without division.

There was some important legislation during the Session, which closed on Apr. 26th and it included measures amending and consolidating the Towns' Incorporation Act, Municipal Act, Assessment Act, Education Act, N. S. Temperance Act, Coal Mines Regulation Act, Public Health Act, Motor Vehicle Act, Bills of Sale Act and The Juries Act. The Halifax disaster was dealt with in the incorporation of the Halifax Relief Commission, the passing of the Disaster Provincial Loan Act which authorized the borrowing of \$100,000 for this purpose, and a measure permitting towns, cities and municipalities to contribute to a Fund for the relief of the sufferers. The N. S. Water Power Act dealt with the conservation and utility of water-powers for industrial purposes; under the consolidation of the Franchise Act women were given the right to vote on about the same terms as men. These were that they should be British subjects by birth or naturalization and, at the time of last assessment, were assessed on real property to the value of \$150, or on personal, or personal and real property together, to the value of \$300. Further, that at the time of the last assessment they were assessed on income to the amount of \$250 or more. Amendments to the Public Health Act enabled the Provincial Health Officer to make stringent regulations as to Venereal diseases and to enforce them by arrest, detention, isolation and fines.

The Provincial Medical Board was enlarged to 15 members, of whom the Government appointed 9 and the Medical Society 6; under the taxation of Companies measure concerns such as the N. S. Tramways and Power Co. had to pay to the Government 2 per cent. on gross income and a further sum of 6 per cent. on one per cent. of that income; a Bill presented by the Premier authorized the borrowing of \$1,000,000 to retire maturing obligations; an amendment to the Fishery laws gave power to County Councils to grant or refuse licenses giving exclusive right of fishing on private property; the City of Halifax was given the power to hold a Plebiscite as to its form of Civic government; the Mines Act amendments gave the Provincial Government drastic powers in speeding-up production through its control over licenses or leases of coal areas; penalties incurred for breaking the N.S.

Temperance Act were increased. Relief Act created much controversy. Incorporation of a Federal Commission of \$20,000,000 and meeting the people. It gave necessary and re-planning the new area, expression of limits under its jurisdiction; some clauses affecting workmen with equally strong opinions expressed became law in due course.

W. L. Hall, K.C., Opposition (C) supported universal suffrage for to age and citizenship; urged introduction of a Provincial measure for Daylight the Statutes and the abolition of Dec. 17th a Convention of Liberals and Commons and Provincial parliament at Halifax with J. H. Sinclair, M.P. issued to the effect that conclusions Hon. G. H. Murray, Hon. W. S. J. were appointed Hon. Presidents of Association and J. B. Douglas of H.

The local event of the year was which was placed by the Dominion in the hands of a Relief Commission Halifax, (Chairman), W. B. Wallace Oshawa, with R. P. Bell as Secretary of recommendations by a Special member by the N. S. Government and Hon. R. G. Beazley, H. R. Silver, W. Hensley and G. Fred Pearson. Expenditure, construction, town-planning and its work was divided into and financial aid to the victims of the disaster in buildings and property.

Departments were formed dealing with audit, relief, building, legal matters, Pensions, appraisal. During 1918 the relief totalled \$7,500,000 and the reputation for property, or damages, came to Low was in charge of Reconstruction Armstrong, Toronto; the Rev. Dr. Geo. Welfare Advisory capacity, Miss Jane B. MacKenzie was head of the Appraisal losses were put at \$35,000,000 and \$1,225,000, dwellings \$6,475,000, churches \$3,330,000, merchandise, etc.,

Compensation Act as standing ailing comfort to hundreds of homes; the Federal Government under which the Sanitarium and the Technical or wounded soldiers or for re-training highway Act organization, the mining ed for food production and promised o women. The Address was moved Cape Breton and J. J. Kinley of imated the requirements to compen- disasters as follows: New Waterford n Mines \$300,000. After debate the sion.

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Temperance Act were increased in stringency. The Halifax Relief Act created much controversy and was concerned with the incorporation of a Federal Commission controlling an expenditure of \$20,000,000 and meeting the needs of about 6,000 homeless people. It gave necessary and almost autocratic powers as to re-planning the new area, expropriation of land, and definition of limits under its jurisdiction; protests were presented against some clauses affecting workmen and against its Housing scheme, with equally strong opinions expressed in support. The Bill became law in due course.

W. L. Hall, K.C., Opposition (Cons.) Leader, during the Session supported universal suffrage for men and women subject only to age and citizenship; urged increased production of fish and a Provincial measure for Daylight Saving; asked for a revision of the Statutes and the abolition of the Legislative Council. On Dec. 17th a Convention of Liberal members in the Legislature and Commons and Provincial party leaders in general was held at Halifax with J. H. Sinclair, M.P., in the Chair and a statement issued to the effect that conclusions were united and harmonious. Hon. G. H. Murray, Hon. W. S. Fielding, and Hon. L. G. Power were appointed Hon. Presidents of the ensuing Provincial Liberal Association and J. B. Douglas of Halifax was elected President.

The local event of the year was the reconstruction of Halifax which was placed by the Dominion and Provincial Governments in the hands of a Relief Commission composed of T. S. Rogers, K.C., Halifax, (Chairman), W. B. Wallace, Halifax, and F. L. Fowke, Oshawa, with R. P. Bell as Secretary. This body was the outcome of recommendations by a Special Committee appointed in December by the N. S. Government and composed of F. B. McCurdy, Hon. R. G. Beazley, H. R. Silver, W. R. Powell, F. H. Bell, G. W. Hensley and G. Fred Pearson. Large powers of organization, expenditure, construction, town-planning, expropriation, were conferred and its work was divided into (1) rehabilitation, or physical and financial aid to the victims of the disaster and (2) reconstruction in buildings and property.

Departments were formed dealing with claims, finance and audit, relief, building, legal matters, medical conditions, Housing, Pensions, appraisal. During 1918 the expenditures for Emergency relief totalled \$7,500,000 and the repair of housing, or compensation for property, or damages, came to \$11,000,000. Colonel R. S. Low was in charge of Reconstruction work and afterwards G. H. Armstrong, Toronto; the Rev. Dr. George B. Cutten acted in a general Advisory capacity, Miss Jane B. Wisdom did good service in Welfare work, Dr. Kendall was in Medical charge and G. A. MacKenzie was head of the Appraisal Board. The total material losses were put at \$35,000,000 and included Dominion Government and shipping losses of about \$10,000,000, Government Railways \$1,225,000, dwellings \$6,475,000, churches \$1,000,000, contents of houses \$3,330,000, merchandise, etc., \$1,041,000, manufacturing

plants \$3,420,000. The larger Relief contributions included the following:

Imperial Government	\$5,000,000	British Columbia Government	50,000
Dominion Government	12,000,000	Dominion Iron & Steel Co.	50,000
British Red Cross	125,000	New York Special Fund..	75,000
Bank of Nova Scotia	100,000	St. John's, Newfoundland.	50,000
Chicago (U.S.) Committee	130,000	Royal Bank of Canada...	50,000
Lord Mayor's Fund, London	600,000	Greater Vancouver	56,180
Province of Ontario	100,000	Winnipeg Free Press Fund	85,011
Australian Government ...	250,000	Massachusetts (U.S.) Com-	
New Zealand Government.	50,000	mittee	500,000

Thousands of workmen were brought to the City in January, quantities of glass and construction supplies were shipped in, temporary houses erected, self-contained flats prepared; Lieut.-Col. McKelvey Bell was in early charge of Medical relief and did splendid work; the Dominion Government, on Mch. 13th, added a grant of \$7,000,000, to its preceding one of \$5,000,000 although, as the Prime Minister stated in his Order-in-Council, no legal liability rested upon the Crown in a matter which was essentially "an emergency of the War"; the total number of men working at reconstruction on Mch. 17th was 3,850; the contributions to the Fund for the 41 persons blinded in the disaster totalled \$72,000 in April and the final estimate of dead or missing was 1,630 men, women and children. Meantime, there was a demand in Halifax for Dominion Government reparation in the matter of losses which was supported by all classes and public bodies; there was a similar call for complete and careful investigation as to conditions with some popular misunderstanding as to degrees of responsibility. The Port of Halifax was in full charge of the Canadian Naval authorities and the Department of Marine; the Admiralty had certain control over shipping but such rules and regulations as existed were local. There was much press denunciation of Francis MacKay, Pilot, and A. Lemedec, Master, of the *Mont Blanc* whose destruction caused the disaster and of Commander F. Wyatt, R.N.R., chief examining officer of the Port; there had long been disputes between the Canadian Naval authorities of the Port and the Pilots and this was shown in Court evidence and public discussions. The first Inquiry was that of a Board appointed by the Minister of Marine (Dec. 6th, 1917) and composed of Mr. Justice Arthur Drysdale with L. A. Demers and Walter Hose as Nautical Assessors. The main points of its decision on Feb. 4th were as follows:

1. The explosion on the S.S. *Mont Blanc*, on Dec. 6th, was undoubtedly the result of a collision in the harbour of Halifax between the *Mont Blanc* and the S.S. *Imo*.
2. Such collision was caused by violation of the rules of navigation.
3. The Pilot and Master of the S.S. *Mont Blanc* were wholly responsible for violating the rules of the road.
4. Commander Wyatt was guilty of neglect in performing his duty at C.X.O. in not taking proper steps to ensure the regulations being carried out and, especially, in not keeping himself fully acquainted with the movements and intended movements of vessels in the harbour.

An official inquiry into Pilots appointed by the Minister of number of recommendations with effect—Lieut.-Col. H. St. G. Lin missioner. Meantime, a preliminary and Lemedec, charged with ma before Stipendiary McLeod; the t at the Supreme Court and Wya called. The case of the two o before Mr. Justice B. Russell who under Habeas Corpus with the be no evidence whatever upon w hold him criminally culpable. The Judge Russell, later on, refused to of MacKay. On Apr. 16th Wyat Russell and a jury; on the 19th Admiralty Court that the *Mont B* collision and indicated a belief in ship-building industry was started and J. W. Norcross of Montreal, M Brown as leading figures in a synd Shipyards, Ltd.

As to Educational matters the enrollment from 109,032 to 108,097 1918; Normal-trained teachers in schools in operation in 1918 were and Sections without schools increas teachers was 3,037 or a decrease o salaries of those up to 5 years' ser 5 and 20 years. The annual Re Superintendent of Education, show College, 131 in Rural Science Scho Truro Agricultural College, 1,612 Schools and none in the N. S. Technic for military purposes, with 453 in t value of school property was \$3,8 expenditures of Province, Municipali alled \$1,872,444. The N. S. School Boc text-books during the year with an a total distribution since 1915 of 725,6 Blind under Sir C. F. Fraser had a graduates.

Dalhousie University had a successi incurred in the Halifax disaster which, Corporation assumed. Senator and Mr. with \$60,000 a Chair of Governmen memory of their son, Lieut. E. R. De May 9th celebrated the centennial year marked by an historical address from and the Presidents of Acadia and King