NO. 22, 1915

ANTED—FEMALE

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ITALIAN ADVANCE IS MAKING GOOD GAINS

Bonno Mountain, Important Tyrol Height, Captured.

Au[illegible]s, Surprised, Abandoned Supplies To Enemy.

London Cable—"The general situation is entirely satisfactory," says the Italian official report received from Rome this evening. The statement announces that Mont Bonno, an important height on the Tyrol-Trentino frontier, was occupied by Italian troops on Tuesday. Little opposition was offered apparently by the Austrians, who, taken by surprise, retreated from the mountain, leaving their tents and a quantity of war material behind them.

An Austrian battery at Tonezzo was located by the Italian artillery and silenced, the Rome report states. Steady progress also is reported on the other fronts against the Austrians. The heaviest resistance so far offered by the troops of the dual Monarchy has been at Ploecken Pass, in the Carnic Alps, north of Udine, and at the Predil Pass, south of Pontebba and north of Caporetto, already taken by the invaders. Battles are now raging at these passes.

In the Adige valley, up which the Italian force which crossed the frontier near Lake Garda is moving, the fighting has been confined to skirmishes. Heavier guns have been mounted on the Italian gunboats in the lake, which is traversed by the frontier line.

German reinforcements, including several regiments of Bavarians, are on their way to the threatened positions in Southern Tyrol by way of Innsbrueck. Forty-five trains are passing daily from Salzburg to Innsbrueck with men and war material. There is only one railroad line—the Innsbrueck-Bozen-Trent road — by which troops can be sent south through Tyrol.

Both the Austrians and the Italians are giving much attention to the aerial auxiliaries of their armies. Many aeroplanes and airships have been gathered at Venice to take part in the defence of the city from air raids and naval attacks. It has been learned that a Parseval airship arrived yesterday at Trent by rail from Bavaria, and the garrison of the place expect a Zeppelin shortly.

Your correspondent was informed today from a diplomatic source that owing to the intervention of Italy, which is soon to be followed by that of Roumania, the secession movement in Hungary is rapidly gaining ground. The correspondent's informant said the Hungarians seem to be convinced that Austria cannot much longer hold out, and they are seeking to make a separate peace to ensure Hungarian independence and save Transylvania.

For this reason the Roumanians, who aspire to Transylvania, are urging immediate intervention, realizing that delay would be fatal to their dream of territorial aggrandizement at the expense of the dual Monarchy.

SPIES AT ANCONA.

Many German spies have been arrested by the authorities at Ancona, the Adriatic port which was subjected to a violent bombardment by an Austrian naval squadron on the morning of the declaration of war. Several of the Germans are said to have been caught redhanded signalling to the warships, which directed a large part of their fire against the cathedral and a hospital.

The object of the Austrian raid was apparently to destroy the railroad passing through Ancona along the Adriatic coast from the "heel" of the peninsula to Venice and other northern cities. The line is now being used for the transport of military supplies and men to the front.

BROUGHT DOWN AEROPLANE.

A correspondent dating his despatch "At the Italian front, Eastern Friuli, May 26," says:

Italian gunners to-day brought down an Austrian aeroplane in the first contest of the Italian campaign between flying machines and anti-aircraft guns. An aeroplane, rising from behind the Austrian lines at 9.30 o'clock this morning, darted over the rocky ground in front of the Italian positions. A field battery opened fire as it came within range. The first shot missed. The second struck fairly, causing flames to burst from the motor. The aeroplane plunged downward and was splintered on the rocks beneath.

This was one of the incidents attending the opening of the Austro-Italian campaign, as witnessed by a correspondent of the Associated Press. Along this part of the front where the Italians are advancing in the direction of Trieste, there were stirring scenes, although as yet there has been little heavy fighting.

The correspondent was permitted to go close enough to the front to obtain a panoramic view of the section of the fighting line. Visits to Santandrat, Palmanova and other towns near the border furnished a good idea of the conditions under which the Italian invasion of Austria is being carried on. At Palmanova it was possible to obtain a bird's-eye view of the surrounding country, which falls away from that point. The people of the village were watching the spectacle of cavalry charges and artillery action over the nearby front. It is a picturesque region of green hills and quaint villages, among which wind dusty white roads.

When the order was given earlier in the week for the advance across the border, the Italian troops were in readiness for the move. The command came at 2.30 o'clock in the morning, and half an hour later the soldiers were on the march. The infantry proceeded in long files, headed by sharpshooters. From converging roads came artillery carriages, motor truck and detachments of cavalry.

The first shot of the war was fired by a frontier guard at Bellacqua who, having seen in the semi-darkness a shadowy figure approaching, shot dead an Austrian soldier, who was attempting to fire a mine. With the sunrise artillery fire opened from the direction of Cividale. Italian troops everywhere sprang to the attack, fording the Idria, swarming across bridges and climbing the hills beyond.

BLOW UP ALL BRIDGES.

From time to time tremendous explosions were heard above the roar of artillery. They marked the firing of mines by means of which the Austrians were blowing up their bridges as they fell back. The Austrians made little attempt to halt the Italian advance, although elaborate preparations had been made along the border. Railway lines were obstructed by heavy beams, laid across the track and fastened down with chains. The roads were blocked with trenches, trees and fire entanglements.

Brazzano is the first village on Austrian soil in which the Italian flag was flown. It was run up on the belfry of the village church.

The declaration of war by Italy has so slightly dislocated business affairs that it has been decided no moratorium is necessary. While the Government gave permission to banks and institutions for the deposit of money to suspend operations for five days, all these places have remained open.

The Chamber of Commerce suggests, however, that in order to assist persons who are dependent on tourists for business, such as hotelkeepers and shopkeepers of various kinds, magistrates be permitted to order them to defer payments until the war is over.

FRENCH GAIN NEAR ARRAS

Germans Are Driven Almost Entirely From Ablain.

Further Details of Air Raid On Ludwigshafen.

Paris Cable—French troops have won decided successes in the region of Arras during the last 24 hours, and have secured possession of a greater part of Ablain. In addition they have driven the Germans from their strongly fortified positions in the cemetery near Ablain and have advanced for some distance beyond it.

During this fighting, says the War Office report, the German losses were very heavy to-day, as they had been yesterday. Nothing is said as to the price in lives at which the French made their progress. It will be remembered that Carency was occupied by the allied troops several days ago, who were subsequently forced to retire by the violence of the German counter-attacks.

Otherwise in this sector, where the principal fighting of the last few days has occurred, the French have taken some of the German trenches southwest of Souchez at Chateau Carleu.

An official statement issued to-night describing the French air raid, says:

"The aeroplanes which bombarded Ludwigshafen numbered eighteen. They took the air at 3 a.m. Thursday. The works of the Badische Anilin and Soda-fabrik Company, the largest explosives factory in Germany, occupy an entire quarter of Ludwigshafen, near Mannheim, and an important annex has been established near Oppau, a mile and a half from Ludwigshafen.

"The aeroplanes threw 47 four-inch bombs and two six-inch bombs on the main establishment, and thirty-six 4-inch bombs on Oppau. All the bombs reached the mark.

"Towards 6.15 three enormous columns of yellow flames could be seen at Ludwigshafen, and at 6.30 the aviators saw Ludwigshafen and Oppau covered by vast volumes of smoke.

"The aeroplanes were fired at, but all returned except one. According to the pilots the latter machine was obliged to land at Ludwigshafen, and was seen to be in flames as soon as it landed. They believe that the landing, which was caused no doubt by the enemy's fire, was effected normally, and that the pilots burned the machine to prevent it from falling into the hands of the Germans.

"This expedition, which shows to what degree of skill and daring our aviators have attained, constitutes the finest aerial exploit yet accomplished during the war."

Ludwigshafen, an important commercial and manufacturing town, forms practically one city with Mannheim, the two places being connected by a bridge and ferry service across the Rhine. The population of Ludwigshafen is about 75,000, while that of Mannheim is nearly 175,000. Ludwigshafen was several times the scene of sanguinary contests during the period of the French Revolution.

MEDICS' HEADS

Officers Elected by Ontario Medical Association.

Peterboro' Despatch—At to-day's sessions of the Ontario Medical Association Dr. V. B. Anderson, of Toronto, where the next convention will be held, was elected president. Other officers elected were: Vice-Presidents, Dr. G. S. Cameron, Peterboro'; Dr. A. T. Emmerson, Goderich; Dr. E. B. Oliver, Port William, and Dr. W. H. Colbeck Welland; Secretary, F. A. Arnold, Toronto; Assistant Secretary, Dr. F. C. Harrison, Toronto; Treasurer Dr. J. B. Elliott, Toronto. The delegates to the Canadian Medical Association are Drs. D. J. Gibb Wishart Toronto; F. C. Neal, Peterboro', and J. J. Hamilton, Toronto.

Among the resolutions adopted was one expressing the association's appreciation of the fact that very many of its members have entered upon overseas services. It was urged that the interests at home of these members be protected and that their practices be retained and restored on their return.

EYE-WITNESS TELLS OF WAR

Striking Incidents of Late Fighting Are Reviewed.

Bath-house Full of German Officers Were Slain.

By "The Eye-Witness."

London Cable — The recital of occurrences at the front written by the British "eye-witness," under date of May 25, and given out in London today, is devoted largely to the telling of minor incidents. The account deals with comparatively small actions in various parts of Flanders, and the writer says the German losses lately have been very heavy.

"A building in La Bassee used by the Germans as a bathing establishment, was hit recently by one of our howitzer shells while it was full of German officers," the eye-witness relates. "Between 20 and 30 of them were killed or wounded.

"Not far from Ypres our anti-aircraft guns brought down a hostile aeroplane, which fell headlong on a parapet of the German trenches, within sight of the French lines. Both the pilot and the observer must have been instantly killed. The French, noting that the falling machine was exciting considerable interest among the occupants of the enemy's works, trained machine guns on the spot and waited until a sufficient number of Germans had collected; then they opened fire on them."

Continuing, the eye-witness relates how a detachment of Germans, attempting to make use of their deadly gas at Ypres, were themselves suffocated by this gas, after a French shell had burst the cylinder containing it.

Notable among the recent German losses, the eye-witness asserts, were those sustained by the 37th Prussian Infantry in the action of May 16-17. This organization lost 2,400 out of 3,000 men.

TOWN OF LENS FINED.

The Germans are still extracting the utmost from the country they occupy. Mention is made of one incident in connection with the recent sporadic bombardment of Lens by the allies. "Six shells fell on the Lens station," the writer says, "and the town was fined 3,000 marks ($750) for each projectile, or a total of 18,000 marks ($4,500), part of which was distributed among the soldiers. The ground for the fine was the allegation that some of the inhabitants must have been in communication with the enemies of Germany, hence the bombardment.

"That some of the enemy at least are not enjoying themselves in Flanders is shown by the following message flung into the British trenches: 'We are too few to attack, too many to retire, too proud to surrender, but we all want to go home.' A few days ago a kite was flown over our lines. On it was written: "Please send this back when the wind is favorable. Wouldn't you like to come over here, as you have no more ships left? Won't you give up soon? We do not like it any longer.' Similar overtures have been made at different points on our lines."

The only considerable advance by the British forces that the eye-witness chronicles was on the evening of May 20, when they seized points to the northeast of the Festubert-La Quinque road, gaining ground a quarter of a mile deep and a half-mile wide. The German attacks to retake this terrain broke down under very heavy loss.

SERGT. O'LEARY, V. C., SLAIN.

Dublin Cable—Relatives of Sergt. Michael O'Leary, of the Irish Guards, who has been hailed as "the bravest man in the British army," because of his feat in capturing unaided a German position at Cuinchy, were notified to-day that he had been killed in battle.

For his valor at Cuinchy, O'Leary, who was 22 years old, was awarded the Victoria Cross and promoted from corporal to sergeant. He formerly served in the North-West Mounted Police.

TISZA'S BRAGGADOCIA.

Budapest Cable — Count Stephen Tisza, the Hungarian Premier, explained the position of the Austrian-Hungarian monarchy toward Italy in a speech to-day before the Hungarian Chamber of Deputies:

"We will wage this war to the last breath against all the devils of hell, and force victory from fate," he exclaimed. The remark was received with applause.

SHIP IS BLOWN TO ATOMS AND 325 MEN SLAIN

Former C.P.R. Liner, Now Mine Layer, Victim of Internal Explosives Off Sheerness.

WORK OF GERMAN

Disaster Took Place Where Bulwark Was Lost, and is Just as Mysterious.

London Cable says—The Princess Irene, a British mine-laying ship, was literally blown to atoms with at least 350 men aboard as she lay at anchor in Sheerness harbor this morning. The explosion apparently was internal, its origin being marked by complete mystery, and so far as known only one man has survived, a stoker named David Wills, who was picked up badly injured.

It is understood that all but three of her crew of 250 men were aboard the steamer, as well as 78 dockyard men carrying out repairs. Some estimates, however, place the number of victims much higher. The Daily Mail asserts that in addition to the 78 shipwrights there were on board 100 workmen from Chatham, as well as 240 members of the crew, which would give a total of 418 persons on the steamer at the time she was blown up.

The disaster has immediately recalled the fate of the British battleship Bulwark, which was mysteriously blown up on November 26 at practically the identical spot in which rested the Princess Irene, with the loss of some 736 officers and men. The destruction of the Bulwark was never explained. There were rumors at the time that a German submarine had slipped into Sheerness harbor and launched a torpedo at the warship, subsequently stealing away without detection. It has since seemed more probable, however, that the Bulwark was blown up by an internal explosion—the inference being, of course, that a spy accomplished the work.

WAS 70 YARDS FROM SHORE.

The Princess Irene, which is a Canadian Pacific liner requisitioned by the Government, was lying at her moorings 70 yards off Port Victoria at 11 o'clock this morning, her decks crowded with busy workmen. The harbor was filled with vessels of all descriptions. Nothing of an extraordinary nature had occurred to arouse suspicion.

At a few minutes after 11 there was a terrific explosion. The neighborhood was shaken for miles around, windows being blown in and chimneys toppled over. A huge flame shot up from the Irene's deck. It was followed by a cloud of smoke and a series of crackling explosions. Then followed a deep roar and the steamer was rent from stem to stern.

The air was filled with a perfect hailstorm of flying splinters. Volumes of smoke rolled leisurely upward from the spot where the Irene had been moored. For a few moments there was nothing to mark the locality but a dense cloud of dust, steam and smoke. Then the atmosphere cleared. The steamer had simply melted from sight. On all sides pieces of the wreckage were falling. The water in which the vessel had rested was in a turmoil. For the moment sailors, deckhands and all workers in the neighborhood stood, apparently expecting a second explosion.

The order to rescue any survivors was quickly put in action from a dozen steamers in the vicinity. One eye-witness of the explosion says that a sub-lieutenant aboard his steamer went to a small boat and found in it a man, lying unconscious, with a great gash in his head.

ALL BLOWN TO PIECES.

The explosion killed a four-year-old girl four miles from the scene. None of the officers or men of the Irene, excepting Wills, were rescued, say the despatches from Sheerness, all of them having been blown to pieces. The only others to survive were three who had gone ashore. No trace of a steam launch which had been tied at the steamer's gangplank and her crew of five men could be found.

Reports from surrounding towns show that the force of the explosion threw fragments of charred wreckage over an area of several miles and broke windows in Sittingbourne and Faversham. The shock was even felt at Southend, where the people thought that another Zeppelin had arrived and was dropping bombs.

The Princess Irene was a new steamer, built last year for the Pacific coast passenger service of the Canadian Pacific Railway. She was commandeered by the Admiralty only a few months ago.

The Princess Irene was employed by the Admiralty as a mine-laying vessel. She was undergoing repairs at the time of the disaster. It is stated that fragments of wreckage from the explosion were picked up as far away as Maidstone, 15 miles distant. The noise of the explosion is described as having been far louder than that which accompanied the blowing up of the battleship Bulwark in Sheerness last November.

Only one body has thus far been picked up from the Irene.

WAS ILL; FOUND DROWNED.

Kingston Despatch—The body of Harvey Chadwick, Stuart street, was found in Anglin's slip early this evening. Chadwick disappeared last night, and search was made all day for him. He was taken ill in the Grand Opera House about 9.30 o'clock last night and went out, telling his friends he would return. It is supposed he wandered about and, taking a weak spell, fell into the water, which was only four feet deep.

BLOCK GUTTED

Fire at Orangeville Endangered Business Centre.

Orangeville Despatch—A fire occurred here last night which at one time threatened the destruction of the valuable blocks on East Broadway. The blaze was discovered in a frame stable in the rear of Frampton's bakery at 11.20. It spread to the large three-storey mercantile block owned by John McKim and occupied by him as a grocery store and butcher shop and by the local office of the Department of Agriculture. The upper flats were used as rooming apartments, and several of the occupants had very narrow escapes, some being taken out of the upper windows, while others came down ropes. They lost all their belongings, as the entire McKim block was gutted. The roof was burnt off and the tons of water poured into the building ruined the contents of the upper flats and streamed over the stocks in the stores on the ground floors. Frampton's bakery shop suffered considerably from smoke. The block will be rebuilt at once. The loss is placed at about $15,000, with insurance about $12,000.

CROP BULLETIN IS OPTIMISTIC

Latest Ontario Information is Very Promising.

Grain, Roots, Fruits, All Doing Well.

The following information concerning agricultural conditions in this province is contained in a bulletin prepared by the Ontario Department of Agriculture, based upon information furnished by a large staff of correspondents under date of May 15th.

FALL WHEAT.—This important grain crop, with its largely increased acreage, gives promise of an unusually good yield, should favorable weather ensue. It wintered well, and eventually was not much injured by the "heaving" during the very open weather of March-April. In fact, spring injury may be regarded as practically nil. Many fields of fall wheat land has been plowed up and very little has been re-sown to spring grains. Injury from insects, also, has been slight, only the barest mention being made of the presence of the wire-worm, cutworm, or Hessian fly. While a few patchy fields in low lying places are reported, the opinion is very generally expressed that the crop never looked better at this time of the year. Some correspondents are inclined to fear that growth has been rather too rank.

CLOVER.—Nearly all the injury to clover occurred from drouth, either last year or the season before, as the crop wintered well. While some spring heaving was reported, it was not so serious as usual, and the remarkable early growth has very fully compensated for any losses in that way. The crop is now looking unusually well, although thin or bare ground in places owing to the poor catch at sowing. Taking altogether the May reports regarding clover are the most cheerful for years.

ALFALFA—Like clover, this crop had a poor catch last year, but otherwise it has come through the winter and spring in fair condition. It appears to be steadily growing in favor as a fodder crop, although some unfavorable reports have been received as to its suitability to local growing conditions.

VEGETATION.—Unusually warm weather in April brought growth forward with a bound, and correspondents writing about the middle of May reported vegetation as being a week or two in advance of the ordinary, although the cold dip then prevailing had halted advancement. Cattle had then been on the grass in some localities for a fortnight, with good picking.

SPRING SOWING—Reports regarding spring crops are almost an unbroken chorus of praise for the excellent condition of the soil at seeding, and the general successful nature of the catch. Sowing was unusually early, as most of the spring grains were in, and some of them nicely started by the 1st of May. More land than usual is being put to crop this year, and beans especially will experience a considerable increase in acreage judging by expressed intentions. On the other hand potatoes will be the one crop likely to have reduced area, owing to the poor prices realized for last year's crop.

FODDER SUPPLIES—There will be a sufficiency of grain, hay and other fodders to meet all demands on the farm, and in some quarters a surplus for market if the prices there pay better than feeding does. Of course there has been a pinch in some individual cases, but most Ontario farmers are now experienced and wise in the matter of wintering live stock. The shortage of straw was felt in some localities, but the other fodders were well supplemented by good corn supply. The early grass has been helping out the hay nicely.

FRUIT—Correspondents making returns regarding fruit conditions up to the 15th of May report prospects as generally favorable. Peaches, cherries, and plums had been in generous blossom, and in most instances had set safely, while apples and pears were coming in bloom, although not so profusely. Up to that date practically no injury had been done by cold spring weather, and it is thought that the light frosts since reported will do little damage to the tree fruits. More anxiety is felt regarding strawberries, as in some places between Toronto and Hamilton the old fields, which blossom first, were caught by late frosts, although the newer fields, planted last spring largely escaped. Up to the time of writing injury to strawberries on the Niagara is said to be comparatively light. Bush fruits and vines are promising, although some complaints have been received of the winter-killing of raspberries. The presence of the tent caterpillar is noted in several countries.

DEADLY WORK

British Submarine Visits Constantinople With Terror.

London Cable — The British Admiralty issues the following report from the Vice-Admiral in the Eastern Mediterranean.

"The submarine E-11, Lieut. Commander Martin E. Nasmith, has sunk in the Sea of Marmora a vessel containing a great quantity of ammunition, comprising charges for heavy howitzers, several gun mountings and a six-inch gun. She also chased a supply ship with a heavy cargo of stores and torpedoed her alongside a pier at Rodosto. A small store ship was also chased and run ashore.

"The submarine E-11 entered Constantinople and discharged a torpedo at a transport alongside the Arsenal. The torpedo was heard to explode."

THE MAJESTIC WAS TORPEDOED

Another British Battleship Sunk at Dardanelles.

Almost All Her Officers and Crew Saved.

London Cable says—The Admiralty announced to-night that the British battleship Majestic, Capt. H. F. G. Talbot, was torpedoed and sunk this morning by an enemy submarine while the battleship was supporting the allied land forces on the Gallipoli Peninsula. Nearly all the officers and men were saved.

It is supposed that the submarine that sank the Majestic was the same that sent the British battleship Triumph to the bottom on Tuesday last.

The Majestic was completed in the year 1895, and was the oldest battleship on the active list of the navy. She was one of nine vessels known as the Majestic class. Her displacement was 14,900 tons, length 390 feet, speed 17 knots, and she carried four six-inch and sixteen twelve-pounder guns of old pattern, with five torpedo tubes. Her nominal complement was 757 officers and men.

The sinking of the Majestic is said to have occurred at the southern point of the Gallipoli Peninsula. This statement is made in a Constantinople despatch received by way of Berlin.

A despatch to the Times from its Mudros correspondent says that 460 men of the crew of the battleship Triumph, which was sunk Tuesday in the Gulf of Saros, were saved. The officers and crew on board the Triumph in peace times numbered about 700 men.

The Turkish official communication issued here to-day concerning the sinking of the British battleship Triumph Wednesday in the Gulf of Saros says: "The Triumph was accompanied by two destroyers, while other vessels were on guard to protect the battleships, when a German submarine attacked and sank her. The torpedo which the submarine fired exploded amidships. The Triumph listed and nine minutes later capsized. She floated keel upward, however, for 20 minutes. The crew, who had rushed on deck, were rescued by destrovers and other ships. The submarine was chased by destroyers, but escaped uninjured."

News in Brief

The President of Portugal, Manuel de Arriaga, has resigned.

The house owned and occupied by Mr. Andrew Coxon, of Elma, near Milverton, was burned down.

Fire in the shipping department of the Atlantic sugar refineries, St. John, N. B., caused considerable damage.

Five lives were lost at Digby, N. S., when the auxiliary fishing schooner Elmer, of that port, went ashore in a hurricane.

The police have nearly completed their task of rounding up enemy aliens in London, Eng., and 30,000 are already accounted for.

Archibald MacDonald, aged 64, a tailor living at 21 Murray street, Toronto, fell downstairs Thursday afternoon and was fatally injured.

The new Government dock at the foot of Church street, Windsor, which was completed last fall at a cost of $65,000, was formally opened.

The bodies of Joseph and Mrs. Gareau were found at 409 Valois street, Montreal, Thursday afternoon. Suicide by poison is suspected by the police.

John E. Playfair's cheese box factory at Fallbrooke was destroyed by fire, with all the contents excepting the engine, boiler and veneering machine.

Mrs. Rivers-Bulkeley, widow of the late Captain Rivers-Bulkeley, states that the Canadian Red Cross is forwarding 200 boxes of food for the Canadian prisoners in Germany.

Joseph Porto, aged one year and six months, of Toronto, was fatally poisoned, and his sister, Lillian, aged three years, was made seriously ill, Thursday morning by eating a number of pills.

Jack Fraser, aged 25, of Chatham, an employee of the Pere Marquette Railway, was instantly killed at Frieau, when he was crushed beneath a huge piece of falling timber while unloading material from a flat car.

Although the organization is not complete, the University Company, Canadian Expeditionary Force, has been asked by the British War Office to recommend four men immediately for commissions in the British army.

Announcement that the members of the University Base Hospital arrived safely in England was received by Mrs. Roberts, Toronto, in a cablegram sent by her husband, Col. C. A. Roberts, commandant of the unit.

A substantial gift of money to extend hospital accommodation for wounded and sick Canadian soldiers in France and England will, it is understood, be the next contribution of the Ontario Government toward helping along the imperial cause.

Mrs. Matilda Gonyeau, of Montreal, died Thursday on her 103rd birthday, a short time before a celebration which had been planned for the day had begun. She was born in Montreal. She had 22 grandchildren and 19 great-grandchildren.