

# POLICE SAY THE FIRE WAS ACCIDENTAL

## Officials Say Disaster at Kingsland, N. J., Was "Possibly" of Incendiary Origin.

### Total Loss Will Be \$16,000,000, of Which the Russian Government Loses \$10,000,000.

New York, Jan. 12.—Investigation today by New Jersey and New York police authorities of the explosion and fire in the Kingsland, N. J., plant of the Canadian Car and Foundry Company disclosed nothing to indicate that the origin was other than accidental, it was announced.

Police investigators indicated that the fire started when a spark fell upon a pile, with the spread of the blaze spreading when a workman attempted, with water, to extinguish it.

The property loss is estimated at between \$4,000,000 and \$5,000,000. This includes loss of shells, the destruction of the munition plant and damage to homes and other buildings in Kingsland. It is expected there will be considerable salvage on account of the failure of thousands of shells to explode. Fire burned briskly in the company's works all day, and it may be another 48 hours before the main buildings can be entered.

Early reports of loss of life have not been confirmed.

### "Possibly" Incendiary.

New York, Jan. 12.—A statement that the fire and explosions which wrecked the plant of the Canadian Car & Foundry Company at Kingsland, N. J., yesterday was "possibly, if not probably, of incendiary origin," was issued here today by the officials of the company. The total loss, it was said, was \$16,000,000.

### Russian Government Heavy Loser.

Of this total \$10,000,000 consists of shells and explosives owned by the Russian government. The rest was in destroyed property of the Canadian Car and Foundry Company, of which half was covered by insurance. Until investigation is completed no further statement will be made as to what evidence of incendiary origin has been found, it was stated by an official of the company.

It was explained that the danger of fire or of explosions from purely accidental causes was reduced to a minimum by the fact that no complete ordnance was on hand at the plant. The officer said the propelling charges for the shells were not attached until the same was true as to the detonating caps by which the trinitrotoluol in the shell bodies is exploded.

In March, 1915, the Canadian Car & Foundry Company, Ltd. of Montreal, entered into contracts with the Russian government to supply 6,000,000 rounds of 3-inch ammunition, half shrapnel and half high explosive shells.

These contracts were partly completed by March, 1916, and on March 8, 1916, they were assigned to a New York corporation, assigned to a Canadian Car & Foundry Company, Ltd., which took over the two main Russian contracts and all subsidiary contracts and supplies, and undertook to complete and deliver the full quantity of five million rounds.

The contracts were practically completed, a large quantity of shells had been delivered in storage at Kingsland to the representatives of the Russian government, and the balance of the shells were being assembled and packed yesterday, when a fire took place in one of the large buildings used for cleaning shells.

The buildings destroyed were valued at \$750,000. The company was protected to the amount of about \$3,000,000 in insurance on the buildings and contents.

So far the company has been able to ascertain no one was killed or seriously injured as a result of the fire and explosions.

Cheer up—You can still buy a Remington Typewriter at old prices. A. Milne Fraser, Jas. A. Little, Mgrs. 37 Dock Street, St. John, N. B.

### HEAD OF MILLSTREAM.

The people of this place was shocked to hear of the sudden death of Dudley B. Sheek. Mr. Sheek was blanketing his team on December 27 when they started and he was thrown under the wheels. His skull was badly fractured, and being rendered unconscious died before he reached the hospital. Mr. Sheek who was forty years of age was born in this place, but has been a resident of Somerville, Mass., for a number of years. He leaves to mourn a bride of little more than a year, also three brothers, Chas. E. Sheek, of Boston; Allan W. Sheek, of Somerville; Walter B. Sheek, of Dedham, and one sister, Mrs. John McMillan, of this place.

Mr. and Mrs. John McMillan left on the C. P. R. Thursday to attend the funeral of Mrs. McMillan's brother, Mr. Sheek, which took place on December 31, at 2 p. m., at the Methodist church, Somerville.

# FEAR OF DEPORTATION LEADS THE BELGIANS TO ADOPT ANY MEANS OF REACHING ENGLAND

## "Underground Railway" Working Overtime in Efforts to Get Men Across the Border into Holland.

### Dutch Smugglers Are Reaping a Rich Harvest by the Aid of Belgian Poachers—Canal Tugs the Favorite Method of Getting Through.

London, Jan. 12.—The Belgian "underground railway" is working so well and the deportations from Belgium have caused such alarm that efforts to cross the border into Holland are now more numerous than any previous time since the Germans occupied the country. Belgians who recently escaped on canal tugs and made their way to London where they enrolled in the Belgian army, report that there is little difficulty in reaching the Dutch border, even from points as far distant as the French frontier. Once on the Dutch border their real troubles begin, and to cross the frontier into Holland it is necessary to use any means at hand, even to killing of sentries.

According to the information received here, ninety men of military age on two canal tugs succeeded in making their way down the Meuse and across the border. In one case, the men who reached London report they

branded the German guard, while the men on the other tug fought their way through patrols, rammed and broke the last lock and floated across the barbed wire fence on the flood ways, grounding on a shoal within Dutch territory.

Dutch smugglers, both sides of the line are reaping a rich harvest. They have the assistance of Belgian poachers who in peace times are a terror to the local authorities but who now daily risk their lives without pay for their efforts to assist their countrymen across the border.

The deadly charged barbed wire at the frontier accounts for many victims, but so many succeed in getting through that their number forms a useful addition to the Belgian army.

Among those who have escaped are a number of men with families who had no intention of attempting to leave the country until they were threatened with deportation.

# GOVERNMENT FORCED TO BUY COAL IN THE UNITED STATES BECAUSE OF SHORTAGE HERE

## Have Already Confiscated One Hundred and Fifty Cars This Winter, and Feel That it Would Be Unfair to Continue to Do So.

### Special to The Standard.

Ottawa, Jan. 12.—In recent weeks the coal situation on the Intercolonial Railway has given the management and the minister of railways very grave concern, owing to the failure of the mines to supply the railway in accordance with their contracts. As anticipated the volume of business on the Intercolonial Railway has increased, but the amount of coal which the mines were producing has decreased to such an extent as to require the confiscation of commercial coal already this winter to the extent of about one hundred and fifty cars, and the railway was further obliged to deplete its storage piles at divisional points to the extent of 14,500 tons. It therefore became necessary for the minister of railways to decide whether the management should pursue the policy of confiscation of commercial coal in transit over its lines or whether the management should go into the American market and buy coal for transportation purposes to replace the shortage. About a million tons of coal had been contracted for use on the Intercolonial at from \$2.40 to \$3.65 a ton, and although the management advised the various maritime province mines that it was prepared to meet them in the matter of increased expense if by doing so the output could be increased, so as to render unnecessary the buying of American coal, the management had to face an assured shortage of fifty thousand net tons between December 31st and April 1st.

Mr. Gutelius was in the city yesterday and the question he and Mr. Cochrane had to consider was whether in view of the failure of the mines to supply, they should confiscate coal in transit from these mines over the Intercolonial Railway to make up the shortage, or whether they should buy American coal at \$10 a ton, almost three times the contract price. It was, however, felt that it would be unfair to the private consumers in the maritime provinces to confiscate any railway coal in transit, that to do so might injuriously affect and seriously curtail the output of the steel works, munition plants and factories of eastern Canada, many of which are running day and night.

Rather than to do this Mr. Cochrane decided that the Intercolonial would have to carry the increased expense due to the coal shortage and has authorized his general manager to purchase enough American coal to insure that there shall be no interference with either the quick dispatch of war munitions and supplies over the Intercolonial Railway nor any disturbance of industrial conditions along the line. To maintain this stand will cost the management over three hundred thousand dollars.

Yesterday in the police court Andrew Irvine was sent to the Municipal House for three months on the charge of vagrancy.

George F. Mahoney, charged with neglect and filleting his children, was remanded.

Two sailors charged with drunkenness, were allowed to go on board their ship. Two other drunks were fined \$8 each.

A charge against Frank Delron for breaking into the Cathedral was allowed to stand, and order was given that he be sent back to Dorchester prison to finish out his term of five years, he having been out on probation.

George Seaphin, for rounding the corner of King and Charlotte streets, and not sounding his automobile horn, was fined \$10. L. W. Wood reported for not having the rear lamp on his car lighted on the night of January 4, explained that his car was not out to his knowledge on that night. He was asked to make an investigation as to whether the car was out or not.

Left the Rails. An entire train, with the exception of the engine, left the rails on the St. Martins and Hampton road Thursday. Repairs were completed and the train was running as usual yesterday.

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# NO EVIDENCE OF "LEAK," SAYS COMMITTEE

## Majority Reports Charges Not Substantiated—Minority Report Contends They Were.

Washington, Jan. 12.—The "leak" investigation was brought into the House by a resolution by the Democratic majority of the rule committee that no evidence had been found, and opposition from the Republican minority which contended that evidence of a "leak" had been shown.

The majority report was brief. Presented by Chairman Henry, it merely said: "No evidence was adduced sustaining the charges in the 'Wood' resolution."

# ST. DAVID'S CHURCH CHOIR ENTERTAINED

One of the pleasantest social functions of the season took place last night at the home of Mrs. G. Wilford Campbell, when she entertained the members of the St. David's church choir.

Between forty-five and fifty persons were present and enjoyed Mrs. Campbell's hospitality. Dancing and bridge were indulged in and a number of musical numbers rendered by the guests. About midnight a dainty supper was served and the gathering dispersed in the "wee sma' hours."

# FUNERALS

The funeral of James Keleher was held yesterday afternoon from his father's residence, Guilford street. Interment was in the Holy Cross cemetery.

The funeral of Martin Codrre took place yesterday morning from his father's residence, 306 Douglas avenue, to St. Peter's church, where solemn high mass of requiem was celebrated by Rev. D. McDougall, C. S. R., assisted by Rev. D. Coughlan, C. S. R., as sub-deacon. Interment was made in the old Catholic cemetery. The pall-bearers were: Charles O'Neil, Gerald Murphy, Joseph Dever, Joseph Corkery, Robert Foley and Joseph Dryden.

The remains of the late Thomas Kieckham were laid to rest in the new Catholic cemetery yesterday morning. The funeral took place at 8:30 o'clock from the residence, 43 Charles street and was attended by a large number of friends. High mass of requiem was celebrated at the Cathedral by Rev. H. L. Coughlan, assisted by Rev. Miles P. Howland as deacon, Rev. Francis Walker, as sub-deacon, and Rev. Wm. Duke as master of ceremonies. The final absolution was given by His Lordship Bishop LeBlanc, members of the Hibernian Knights, Divisions 1 and 5, walked in a body, also the cadets. The pall-bearers were chosen from among the Uniform Knights.

# NEW RULES RE SEPARATION ALLOWANCE

## Widowed Mothers and Motherless Children to Be Considered As Dependents—Rates Established by Order-in-Council.

### Special to The Standard.

Ottawa, Jan. 12.—New regulations regarding rates of separation allowances for officers and men of the Canadian naval service have been established by order-in-council. Seamen and petty officers of the 2nd class will receive \$20 per month, 1st class and chief petty officers \$25, warrant officers and sub-lieutenants \$30, lieutenants and upwards \$40.

In the case of one motherless child the separation allowance is to be \$12 and the term dependent is to be considered as including widowed mothers and motherless children.

# OBITUARY

## Matilda Torrey.

The death occurred yesterday at 65 Chesley street of Miss Matilda Torrey after a short illness. Miss Torrey was an estimable lady and her death will be regretted by her many friends.

She leaves besides her father, two sisters, Mrs. Daniel Chisholm, of St. John, and Mrs. A. Clark, now residing in Boston, Mass. The funeral will be held on Sunday. The funeral will be held on Sunday.

## Blanche Marie Kierstead.

Much sympathy is expressed to Mr. and Mrs. Arthur Kierstead on the death of their nine-year-old daughter, Blanche Marie, who succumbed after an operation for appendicitis. Besides her parents, she leaves one brother, Harold, now in France with No. 4 Siege Battery; her twin sister, Ethel, and two other sisters, Freda and Grace. The funeral will be held from her late home, 137 Marsh street, this afternoon at 2:30 o'clock.

## Hazen Freeze Wetmore.

Hazen Freeze Wetmore, aged 19, son of Henry S. Wetmore, died yesterday morning at his home, 7 Ritchey street. The young man had only been ill one week with pneumonia. Besides his father, he leaves two brothers and five sisters. The brothers are Harry C. of Halifax and Louis, of Hampton; the sisters, Mrs. C. V. Johnston, of Montreal, and Misses Marion, Dorothy and Helen at home. The funeral will be held on Sunday afternoon from his father's residence, 7 Ritchey street.

## Charles C. Craig.

Perth, N. B., Jan. 11.—Many friends learned with deep regret of the death of Charles C. Craig recently at his home here. Mr. Craig had been suffering for some time and was indeed a great sufferer for the past three months. He was fifty-eight years of age and a son of the late Aaron Craig, and a great grandson of Sir James Craig. Besides his aged mother, he is survived by one brother and three sisters, Daniel H. Craig, sheriff of Benton county, Minnesota; Mrs. Charles Grant, Perth, and Mrs. Pelton of St. Cloud, Minn., who was with her brother until the last. The Rev. G. A. Giberson of Bath, N. B., preached the funeral service. Interment took place in the old Perth cemetery.

## REAL LIQUIDATION IN RAILS.

(McDOUGALL & COWAN'S.)  
New York, Jan. 11.—While most of the selling in the industrial list is professional real liquidation has started in the railroad list apparently on large scale. It is expected that the market will be able to work the persistent peace rumors to force prices lower temporarily. While the wheat market is weak on peace reports it is to be noted that Anglo-French bonds and cotton are also weak.

## Won Another Prize.

Miss Mary Chaisson, who has been the winner of many school prizes, has received another recognition of her ability. She has captured a prize of \$25 in Fredericton, offered by a citizen for the highest mark at the Christmas examinations in the senior class at Normal school.

## PASS EXAMINATIONS SUCCESSFULLY.

Special to The Standard.  
Ottawa, Jan. 12.—George K. Garnett of St. John was one of the successful candidates at the December preliminary examination for the outside civil service. He is a returned soldier.

Louise Wallis of Chatham passed the examination for typewriters and stenographers.

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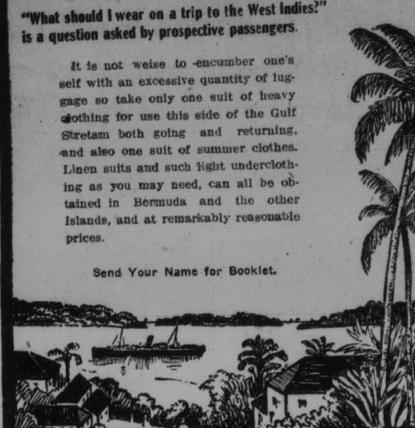
# TRANSPORTATION ADVERTISING.

## 9th Announcement CLOTHING

"What should I wear on a trip to the West Indies?" is a question asked by prospective passengers.

It is not wise to encumber one's self with an excessive quantity of luggage so take only one suit of heavy clothing for use this side of the Gulf Stream both going and returning, and also one suit of summer clothes. Linen suits and such light underclothing as you may need, can all be obtained in Bermuda and the other islands, and at remarkably reasonable prices.

Send Your Name for Booklet.



THE ROYAL MAIL STEAM PACKET COMPANY  
67-69 Granville Street, HALIFAX, N. S.

## CANADIAN GOVERNMENT RAILWAYS

### ST. JOHN - MONTREAL OCEAN LIMITED

Daily Except Sunday.  
Dep. St. John ..... 7.00 a.m.  
Arr. Montreal ..... 8.05 a.m.

### MARITIME EXPRESS

Daily Except Sunday.  
Dep. St. John ..... 6.10 p.m.  
Arr. Montreal ..... 6.30 p.m.

## CUNARD LINE

### CANADIAN SERVICE.

LONDON TO HALIFAX (Via Plymouth)  
HALIFAX TO LONDON (Calling Falmouth to land passengers)  
For particulars of sailings and rates apply to  
THE ROBERT REFORD CO., LTD.  
General Agents, 162 Prince William Street, St. John, N. B.

## New Zealand Shipping Co. Limited.

Montreal and St. John to Australia and New Zealand.

## TRAVELLING?

### Passage Tickets By All Ocean Steamship Lines.

## WM. THOMSON & CO. Limited.

Royal Bank Bldg., St. John, N. B.

## TUBES FOR STEAM BOILERS

Makers are without stocks and those in dealers hands are very few, but we are still able to fill orders quickly from our stocks in New Glasgow. It is most satisfactory to submit your exact specifications of requirements and have us quote.

## I. MATHESON & CO. Ltd. Boiler Makers

New Glasgow, Nova Scotia.

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## City Ticket Office.

City Ticket Office, 47 King street. A. C. CURRIE, Agent, St. John, N. B. A. E. FLEMING, T. F. & P. A., St. John, N. B.

## The Maritime Steamship Co., Limited.

On March 3, 1916, and until further notice the S.S. Connors Bros., will run as follows: Leave St. John, N. B., Thorne Wharf and Warehousing Company, Ltd., on Saturday, 7.30 a. m., daylight time, for St. Andrews, N. B., calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay of L'Etete, Deer Island, Red Store or St. George. Returning leave St. Andrews, N. B., Tuesday for St. John, N. B., calling at L'Etete or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor. Weather and tide permitting.

## Grand Manan S. S. Co.

After Oct. 1st and until further notice S. S. Grand Manan leaves Grand Manan, Mondays 7.30 a. m., for St. John, returning leaves St. John Wednesdays 7.30 a. m., both ways via Campobello, Eastport and Wilson's Beach.

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# TO INVESTORS

THOSE WHO, FROM TIME TO TIME, HAVE FUNDS REQUIRING INVESTMENT MAY PURCHASE AT PAR

## DOMINION OF CANADA DEBENTURE STOCK

IN SUMS OF \$500, OR ANY MULTIPLE THEREOF

Principal repayable 1st October, 1919.  
Interest payable half-yearly, 1st April and 1st October by cheque in exchange at any chartered Bank in Canada) at the rate of five per cent per annum from the date of purchase.

Holders of this stock will have the privilege of surrendering at par and accrued interest, as the equivalent of cash, in payment of any allotment made under any future war loan issue in Canada other than an issue of Treasury Bills or other like short date security.

Proceeds of this stock are for war purposes only.

A commission of one-quarter of one per cent will be allowed to recognized bond and stock brokers on allotments made in respect of applications for this stock which bear their stamp.

For application forms apply to the Deputy Minister of Finance, Ottawa.

DEPARTMENT OF FINANCE, OTTAWA  
OCTOBER 7th, 1916.

## PAINS QUIT! BACK-SORENESS GOES! TORTUROUS LUMBAGO CURED BY "NEURVILINE"

## This Wonderful Curative Liment Has Almost Magical Powers.

You can compare a congestive pain to a little fire. When congestion smolders, pain comes and goes. Congestion grows into inflammation, but pain, now intense, grows excruciating, and stays, too. There is an absolute antidote of pain—it is Nerviline.

New to you, perhaps is Nerviline, but known well in many lands as the most penetrating and pain-subduing pain remedy ever discovered. Not only pain-remedy, but pleasant—it rubs on. Not temporary action, but permanent in its control of pain.

Not an ache or a pain anywhere that it cannot reach. No soreness, or strain that it has not the power to relieve.

Nerviline is the only remedy in the world sold under guarantee—if it does not relieve you, you get your money back. Proof enough that Nerviline is a remedy that will fulfill absolutely every requirement of a pain-reliever, both for internal and external use.

Backache it cures like magic. For rheumatism, sciatica, lumbago, neuralgia, stiffness, sprains or strains, it is the only thing. 25 cents, at druggists, or The Catarthzone Co., Kingston, Canada.