

BRITISH FLEET BLOCKADES BIGHT OF HELIGOLAND

WILL ATTEMPT TO STOP MOVEMENT OF U-BOATS

More Vessels Sunk by German Under-Sea Piratical Craft—Berlin Government Tells Washington Why British Steamer Traverack Was Torpedoed.

London, Jan. 29.—The Berliner Tageblatt, says an Evening News despatch from The Hague, announces a British blockade of Heligoland Bight, involving, to some extent, portions of the Dutch and Danish coasts. It says the measure is mainly directed against the entrance and departure of German submarines.

Advices received in Washington Saturday from the American embassy at London announced a warning issued of an extension of the North Sea zone designated as "dangerous for shipping," the area extending from a point off the Jutland coast to a point seven miles off the coast of the Netherlands. This takes in the entire German North Sea coast including the German naval base at Heligoland, and including a large stretch of North Sea waters.

More Vessels Sunk.

London, Jan. 29.—Lloyd's shipping agency today announced the sinking

of the British steamship Matheran, of 7,654 tons gross.

The captain and crew of the vessel were landed. The Matheran was 470 feet long, built in Belgium in 1906 and was owned by T. & J. Brocklebank, Limited, of Liverpool.

Lloyd's also announced that the Norwegian steamer Donstad, of 698 tons gross has been sunk. The Russian steamer Egret was posted as "lost" in the Bight.

Captain a Prisoner.

London, Jan. 29.—The crew of the Norwegian steamer Theresed, 1,762 tons gross, sunk by a German submarine, has arrived at Las Palmas, says a Reuters despatch from that Canary island port today. The captain was held a prisoner on board the submarine.

Why Huns Sink Vessel.

Berlin, Jan. 29, via Sayville.—The German government today handed to United States Ambassador Gerard its answer in the case of the British steamer Traverack, says a semi-official announcement. The reply is as follows:

"The steamer was stopped by a German submarine on November 16 last. The crew left upon signal, without further complications, with the ship, and sailed away from the submarine in the boats. The ship was then searched and sunk as a hostile vessel."

START WORK ON IMPORTANT NEW BRIDGES FOR THE VALLEY RAILWAY

Nerepis Structure Will Be Combined Road and Railway Bridge With Three Spans—Labour Problem for the Contractors is a Serious One—Ross Thompson Speaks of Substantial Progress of the Work on the Valley Line.

"Work on the construction of the Valley Railway is being pushed vigorously. Wherever it is possible to do winter work such as the rock cuts and bridge work substantial progress is being made."

This was the statement made to The Standard yesterday by Ross Thompson, C. E., chief engineer for the St. John and Quebec Railway Company.

Mr. Thompson said that this week would witness the commencement of the erection of the bridge at Nerepis. It was the desire to have all the bridge work above high water mark before the spring freshets were encountered. Track laying from Westfield as well as from Gagetown south, and with normal conditions Mr. Thompson looks forward to the early completion of the railway. Upwards of five miles of track have already been laid by the contractors for constructional purposes.

In connection with the bridge work Mr. Thompson explains that it is the intention to complete the foundation and superstructure of the Nerepis bridge at an early date. The bridge will have three spans, two approaches fifty feet each and a channel span of sixty feet. The structure will be a combined road and railway bridge. The foundations of the new bridge at Oaknobog, which structure will be the same site as the bridge across the Nerepis, has practically been completed. The work on the bridge at Jones Creek will also be pushed vigorously.

"In fact all the bridge foundations for the line are now in process of construction, or will be during this week," was Mr. Thompson's statement. He said further that the work on heavy rock cuts was well advanced.

"Of course, much will depend on the supply of labor," said Mr. Thompson, in referring to the outlook for the work during the spring. At the present time between 350 and 400 men are employed on the line. During the fall as many as 700 were employed, but the contractors when the different branches of the construction are in progress could use from 1,000 to 1,200 men to good advantage. All nationalities are represented in the labor employed on the work. For the most part the labor is foreign, each contractor bringing in his own supply. But at the present time a number of provincial farmers and other local men are working on the line. The labor problem is a serious one and it is hard to say where the labor that will be needed will come from. There are a good number of men at the present time from Antigonish working on the new railway.

The Valley Railway from Fredericton to St. John is the same standard as the Transcontinental while from Fredericton north the standard is the Transcontinental Railway with the exception of the grades. North of Fredericton one per cent. grades are being used on the line. The present standard of the railway is superior to that of the original standard on the Intercolonial.

INVESTIGATION INTO THE CAUSE OF THE FIRE AT THE ST. JOHN COUNTY HOSPITAL

Building Committee of Municipal Council Hold Enquiry Yesterday—Witnesses Tell of Conditions Which Were Found—Nobody Willing to Accept Responsibility.

The inquiry into the cause of the fire at the St. John County Hospital was held yesterday afternoon in the court house by the building committee of the municipal council. The warden conducted the inquiry and the other members of the committee, Councillors Hayes, Fisher, O'Brien, Boland and the county secretary were present. Evidence was heard from those in charge of the institution, the installing parties and from a travelling representative of the firm who supplied the range, as well as from the employee of the institution who had charge of the kitchen on the night of the fire. Chief Blake and other members of the fire department also testified of conditions as they found them the night of the fire.

H. B. Schofield.

H. B. Schofield, chairman of the hospital commissioners, was the first witness. He told of buying the range from the Gurney Foundry Co., the kitchen fittings including the range was to cost \$1,450 installed in the building. Dr. Farris had found fault with the foundation under the furnace and he did not know himself that it was set on the wooden floor, he thought it was set on galvanized iron. He had charge of the insurance and had placed it through T. B. and H. B. Robinson, and their representative had inspected the building before the insurance was placed. He had questioned the installation of the range but was satisfied with the explanation given.

R. B. Emerson.

R. B. Emerson, of Emerson & Fisher, who had installed the range, was the next witness. The range had been installed by their foreman, Mr. Allan, according to directions furnished by the manufacturers. They had not sold the range nor were they agents of the Gurney Co.

W. C. Allan.

W. C. Allan, foreman for Emerson & Fisher, was the next witness. He had been employed for twenty years in the business and considered himself competent to install a range such as the one in question. He had not received any detailed instructions, merely a blueprint from Mr. Brodie. There was a card in the range which said to fill a shallow pan accompanying it with sand and put it under the range but no directions regarding any foundation or brick hearth.

Dr. Farris.

Dr. Farris, superintendent of the hospital, had seen a range not quite as large as this one in the provincial sanatorium in Nova Scotia, which was set on the floor and it had set fire to the floor. When the range was being installed in the hospital he had suggested a cement base and in fact he had been referred to Mr. Brodie, who had expressed himself as satisfied with the directions sent by the Gurney people and the matter had rested there. He judged that the fire had caught under the oven. He thought that there was about fifteen pounds pressure on the night of the fire and found an extra large fire in the stove and opened the top to cool it off. About eleven o'clock he was called and told by the maids that they smelled smoke and started looking for fire. When he had gone into the kitchen about eight o'clock he found a fire in the stove and called to the city for help and stretched their own hose. At first there was no pressure of water, but as soon as the pump got to work they had plenty of water. He did not think that the present fire fighting equipment was sufficient for their needs and four times in the last month they had been without water all day.

Simon Aumen.

Simon Aumen, assistant cook, judged that the fire was under the parti-

tion between the fire box and oven. He did not see the floor when the range was moved as he was helping to get the patients down stairs. In answer to Councillor O'Brien he said that hard coal was the fuel used in the range.

Herbert W. Flower.

Herbert W. Flower, travelling salesman for the Gurney, Massey Co. of Montreal, said their firm sold ranges but did not install them. They would quote a price set up and then get some local man to install, and he would consider the man who put up the range was responsible. He submitted a catalogue showing that the base required for a range of the size of the one in the hospital was a concrete slab 1 1/2 inches thick laid on six inches of ashes and this was supposed to extend six inches past either end and three feet in front of the range.

Lorraine Wood, superintendent of the Municipal Home, was present when the range was moved, the fire was in the end of the stove near the power house, the floor had quite a hole burned in it and one of the joists was nearly burned through. As nearly as he could tell the fire was under the fire box.

Walter Vaughan and John Hamilton, firemen, told of helping to move the range and they judged that the fire would be under the oven. Neither had seen any protection on the floor.

F. N. Brodie.

F. N. Brodie had charge of the installation to a certain extent as he was the architect of the building. The agreement of sale for the range had been made with the Gurney Co. and was for installation. He did not know Emerson & Fisher in the matter at all and he would consider the Gurney firm responsible.

G. E. Blake.

G. E. Blake, chief of the fire department, told of going to the institution the night of the fire and of the conditions found. He thought that no range should be installed without a brick or concrete base and in fact he would refuse to install one under any other conditions. He placed the responsibility on the men who set the range. He thought that a hydrant was needed for better fire protection at the institution. He thought that there was about fifteen pounds pressure on the night of the fire. It was his opinion that the fire had been smouldering for at least forty-eight hours before it was discovered.

At the close of the evidence, Mr. Brodie told of the concrete base which was proposed to install under the range before it was set up again to extend about six inches past each end and two feet in front.

A Runaway Girl.

A young girl who ran away from her home in Halifax was found entering an uptown hotel Saturday by one of the detectives. She was held and returned to her mother who arrived in the city yesterday.

It's a Waltham

TRUST me to know real 'Fightin' Blood' in a Watch. That's why the Waltham and I get along so well together.

Get the armor plate it wears? Fully protects the crystal from breaking. And for accuracy! Well! it's taken every medal and "D.S.O." for over sixty years.

A Fighter's Watch with a Fighter's Works and a Fighter's Idea of Exactness—that's the Waltham Military Wrist Watch. It's as necessary as Victory.

Your Jeweler can show you Walthams that'll suit any fighter's likes for trimness, sturdiness and accuracy. And the price can be as low as \$10.00. Write for the booklet "Concerning a Time-piece."

WALTHAM WATCH COMPANY
MONTREAL

NORTHERN N.B. IS PROSPEROUS

The growth of the towns on what is termed the North Shore of New Brunswick, especially Bathurst and Campbellton, is apparent to any visitor who goes there after an interval of several years.

He finds more people, more industries, better stores, and greater activity on every side. The towns of Newcastle and Chatham, on the Miramichi, are also flourishing. That section of the province, from the Miramichi to the Restigouche, has great resources, especially in lumber, and there are many enterprising concerns which give employment to large numbers of men and pay out very large sums in yearly wages. A large development of the pulp and paper industry is one of the promising prospects of the future, and there is an abundance of raw material. There are also thirty farmers in the northern counties, and altogether that portion of New Brunswick offers much to the settler and investor. It is expected that region will provide the site for some of the farm settlement communities which the government hopes to plant in the province in the not distant future, each of them around an illustration farm to be a guide and helper for the new settler. The reclassification of the crown lands of the Province will also be of benefit to the north shore counties, providing information of much value for settlers, lumbermen and manufacturers.

On the Miramichi at the present time there is also a good deal of interest in the development of mineral deposits which may prove of considerable value. The taking over of the railway from Campbellton to the Maine border as a permanent part of the government railway system should be followed by a policy of development of industry and traffic along that line.

—Maritime Merchant.

MARKED PROSPERITY IN CANADIAN WEST

Special to The Standard.

Montreal, Jan. 29.—Grand Trunk Pacific officials in Montreal are receiving reports indicative of the prosperous conditions which prevail in the great agricultural territory served by the line in Western Canada. One correspondent at Holden, Alberta, states that with good crops and high prices received for grain, the price of raw land is keeping up to about twenty dollars an acre. This is considered cheap, however, as many farmers are regaining from the soil in a single season the whole purchase price of their land.

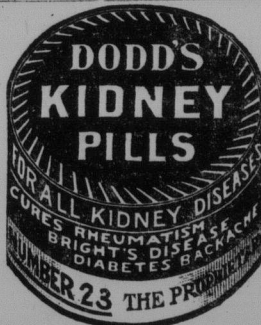
A settler in this Holden section of Alberta bought a quarter section of raw land in 1915 for \$16.50 an acre. He broke up fifty-three acres and last year sowed it to wheat, threshing \$2,900 worth of grain. The price of the farm was \$2,640, so that the one crop off fifty-three acres paid for the one

hundred and sixty acres of land and gave the farmer about three hundred dollars in addition. With such opportunities awaiting the man who is willing to work on the land, the railroad authorities believe that tens of thousands of the best type of settler can be readily attracted to Canada when conditions become normal.

HARGRAVES MINE SHOWS 4,000 OUNCES TO THE TON.

Special to The Standard.

Toronto, Jan. 29.—The report that ore running 4,000 ounces to the ton had been found on the Hargraves property, has been confirmed, which no doubt accounts for the renewed interest in the stock, 27,000 shares changing hands. It is thought that the new six-inch vein which has been located on the 375 foot level of the old workings, is an extension of the No. 2 vein of Kerr Lake. A winze will be sunk on this ore chute at once.



Bringing Up Father

