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PROBS - FAIR AND MILD

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GERMAN AIRCRAFT MAKE LONG-THREATENED RAID ON ENGLAND; DROP BOMBS ON SEVERAL TOWNS

Number of Deaths Reported From Towns Attacked and Considerable Damage to Property—Attempt to Blow up King's Residence at Sandringham Failed—Their Majesties Had Left For London on Monday—Raiders Probably Came From Cuxhaven and Made 150 Mile Flight Across North Sea—One Zeppelin Brought Down at Hunstanton, Near Sandringham By Fire From British Warship—London Prepares Against Attack.

London, Jan. 20, 2.25 a. m.—German aircraft made their long-threatened raid on England last night and attempted to blow up with bombs the King's royal residence in Sandringham, County Norfolk.

This intention was ill-timed, for King George and Queen Mary, with their family, who had been staying at Sandringham, had returned to London yesterday morning, to resume their residence in Buckingham Palace.

It is still not definitely known whether the raiders were Zeppelins or aeroplanes, but Zeppelins were reported yesterday afternoon as passing over the North Sea in a westerly direction, and most of those reporting that event incline to the belief that these were the raiders. The night was quite calm but very dark and cloudy, which made it impossible for the people in the towns over which they passed to distinguish even the outlines of the raiders, though the whirr of their propellers and the droning of their motors could be distinctly heard.

A Zeppelin is reported to have been brought down by the fire of a warship at Hunstanton, a few miles north of Sandringham.

Bombs were dropped in Yarmouth, Kings Lynn, Sandringham, Cromer, Sheringham and Beeston and everywhere, except at Beeston, casualties and damage to property resulted.

The first place visited was the well known seaside resort and fishing town of Yarmouth, where the people were taken by surprise at the sudden visit. Two persons, a man and a woman, were killed and a number of other persons were injured, and much damage to property was done by the raiders in their visit, which lasted less than ten minutes. Four or five bombs were dropped in Yarmouth.

When the attack began, the authorities gave instructions that all lights in the town be extinguished and other precautionary measures were taken to safeguard the populace. Little signs of a panic were seen during the raid in Yarmouth.

Apparently the raiders, after visiting Yarmouth, proceeded to Cromer, where they also dropped bombs, and thence went to Sheringham and Beeston. Then turning inland they made for Sandringham, dropping explosive missiles there and at King's Lynn, where a boy was killed, and a man, a woman and a child were injured. It was variously reported that five and seven bombs were dropped in Kings Lynn. The damage done in Sandringham has not been reported. It is known, however, that the Royal Palace escaped unharmed. At Sheringham a bomb penetrated a house, but did not explode.

It was only yesterday that the Scottish Yard authorities issued instructions concerning the measures to be taken by the police and other officials in the event of an air raid.

The towns of Yarmouth, Sandringham, Kings Lynn and Cromer are all situated in the Province of Norfolk, which abuts the North Sea about 150 miles northeast of London. Yarmouth, known as Great Yarmouth, and Cromer are favorite watering resorts, while Sandringham contains the country palace of the late King Edward. Kings Lynn is a seaport and market town. It contains shipbuilding yards, iron foundries, machine factories, oil mills and other industries.

If the aircraft which made the attack were the same ones that passed over the island of Ameland they probably started from the vicinity of Cuxhaven. In this case they would have had to fly about 150 miles across the North Sea to reach England.

London, Jan. 20, 2.15 a. m.—A Zeppelin has been brought down at Hunstanton, a few miles north of Sandringham, according to a despatch from King's Lynn to the Central News. The despatch adds that the Zeppelin was brought down by the fire of a warship.

Norwich, via London, Jan. 20.—According to accounts of the air raid reaching here aircraft dropped bombs on Yarmouth, Sheringham, Cromer and Beeston, in Norfolk county. At Sheringham a bomb dropped in Wyndham street, went through a house, but did not explode, apparently because the fuse became detached in the descent.

The bomb dropped at Beeston did no damage. The bombs measured nearly four inches in diameter.

Bomb Fell Near Sandringham.

London, Jan. 20, 2.40 a. m.—A despatch to the Press Association from King's Lynn says that definite news has been received there that a Zeppelin

dropped a bomb not far from Sandringham Palace, but that no damage was done to the residence.

Bulletin, London, Jan. 19, 11.57 p. m.—The correspondent of the Central News at Yarmouth says it is reported there that four persons were killed by the bombs dropped by the German aviators in Yarmouth.

Bulletin—Paris, Jan. 19.—Violent earthquakes occurred Monday in Zante and Cephalonia islands in the Ionian group, in the Mediterranean, according to an Athene's despatch. It is feared that considerable damage has resulted.

Bulletin—London, Jan. 19.—Confidential despatches have been received by the Press Association of the dropping of bombs by an aircraft near Sandringham which is a Royal residence. Four bombs were dropped on Kings Lynn and others fell near Sandringham.

Attack on Cromer

London, Jan. 10 (1.10 a. m.)—An aircraft also attacked the town of Cromer, a watering place, twenty-one miles north of Norwich.

London, Jan. 20 (12.37 a. m.)—A despatch to the Central News from Kings Lynn reports that an aircraft passed over Sandringham and Kings Lynn last night and dropped several bombs, which exploded with terrific force.

Drill Hall in Yarmouth

Struck by Bomb

Yarmouth, via London, Jan. 19.—At half-past eight o'clock tonight a hostile aircraft passed over Yarmouth and dropped several bombs. Considerable damage to property resulted, and, it is feared, there was some loss of life. One man is reported to have had his head blown off.

One bomb fell in Norfolk square, close to the sea front, and another on the south quay. A third struck the York Road Drill Hall, fragments of the casing of the shell crashing through the glass roof of the billiard room of the headquarters of the National Reserve. A fourth missile fell near the Trinity depot.

The concussion resulting from the exploding bombs broke the windows in a number of shops and houses.

Town Plunged in Darkness

It was dark at the time of the attack and it was impossible therefore to see the aircraft. The noise of its engine, however, could plainly be heard. It was evident that the machine carried a searchlight, as flashes of light occasionally could be seen coming from it. The visit of the aircraft (Continued on page 2.)

SHRAPNEL HAS NO TERROR FOR PATRICIA'S

Gen. Snow Congratulates Canadian Regiment for Their Good Work.

TRUE TO THE BEST TRADITIONS OF ARMY.

Went Into the Trenches Jan. 6th—Maj. Gault and Capt. Smith Only Canadian Officers to Win 1914 Clasp.

London, Jan. 19.—General Snow has sent special orders to Col. Farquhar, congratulating the Princess Patricia's regiment on the splendid way they took over the trenches from the French troops, and maintained them under heavy artillery fire, "thus keeping up the best traditions of the army."

The Patricia's were the first regiment in the new division sent from Winchester, to take over trenches from the seasoned troops, they being one of three battalions selected.

Story of Gallant Charge Not True?

The Patricia's were not in action in December, declared Captain Cuthbert Fairbanks Smith to the Montreal Gazette correspondent today, while the London newspaper story, about the Patricia's charge with the rallying cry, "For Canada and Old England," though graphic, was not a fact. The regiment went into the trenches on the night of Wednesday, January 6th, but some days previous thereto Major Hamilton Gault and Captain Smith had been selected to enter the trenches. This being before the end of December, they will be the only two officers of Canadian troops entitled to wear the 1914 clasp. In this preliminary test, Captain Smith had a narrow escape, as a bullet whistled between him and an English sergeant as their heads were close together in conversation. To reach the trenches, Major Gault and Captain Smith had to cross 200 yards of ground over which a steady fire was proceeding.

The entire regiment, as stated, went into the trenches on January 6th. Of their behavior under fire, Captain Smith, who was in command of No. 4 Company, said:

"Never in my life have I seen men act so courageously. Regardless of bullets and shrapnel, the discipline was splendid."

The losses were one officer, four non-commissioned officers, and sixteen men wounded. Captain Newton was shot in the middle of the body, just as he was leaving the trenches in the evening, and he died the next morning, after being conscious during most of the interval. He was buried in a village cemetery in Belgium. Captain Smith was formerly a fellow-officer with Captain Newton in the 12th Middlesex Regiment.

Captain Smith himself was wounded after a perilous attempt to reach a German trench, which he accomplished, but he fell in, breaking his leg badly. An operation was declared necessary, but the condition of his nervous system has rendered him unable to endure the operation, as yet.

No. 4 Company, of which Captain Smith was in command, is composed of westerners from the Calgary district.

The first Canadian actually wounded was Private Hall, who was only slightly injured.

Captain Cuthbert Smith is a cousin of Manager Cassels, of the Bank of Montreal, in London.

FRENCH A FEW YARDS NEARER GERMAN FRONTIER

Make Small But Important Gains Near Pont-A-Mousson—Operations if Successful Will Relieve Verdun of Pressure by Enemy.

LONDON BELIEVES GERMANS WILL SOON FALL BACK ON THEIR OWN FRONTIER.

Russians Planning Invasion of Hungary from North and East—Continue Pursuit of Turks in Causasus.

London, Jan. 19.—The weather conditions have become so severe in France and in Flanders, where there have been heavy falls of snow, that the fighting has been confined almost entirely to artillery engagements. There has been an exception, however, to the southwest of Verdun, near Pont-A-Mousson, where the French are reported to have approached a few hundred yards nearer the German frontier.

Military men place considerable importance on the operations in this region, for, they say, in conjunction with the continued French pressure on the German lines to the west of the fortress of Perthes, they will, if successful, relieve the German operations against Verdun, around which they have had a half-circle drawn since they invaded France.

Of the progress of the battles in East Prussia and Poland the official reports are more scant in information than ever. Loquacity seems to be avoided when a big new movement is commencing, such as that which the Russians are carrying out between the East Prussian border and the lower Vistula. In this operation, as far as can be judged by the scant details furnished, the Russians are making a big sweep to the west and north, evidently in an endeavor to prevent Field Marshal Von Hindenburg's forces from forming a junction with the German troops in East Prussia.

RUSSIANS ACROSS THE VISTULA

Some Petrograd newspaper correspondents credit the Russians with crossing the Vistula river to the south and east of Plock. If this is true, military men say, they must have a very large force, and probably are in a position to threaten the left flank of the German army which has been trying for weeks to force its way through to Warsaw.

In some quarters in London there is a tendency to believe that the Germans soon will retire to their own frontier, in the fear that a winter spent on their present lines, the communications with which are declared to be bad, would result in a heavy loss of men.

The Russian troops which crossed the Carpathian Mountains are reported to have effected a junction, and when the plans for an advance into Transylvania are complete an attempt will be made, it is said, to invade Hungary from the north and east.

Reports from the Caucasus say the Russians still are busy pursuing the remnant of the Turkish army corps which they have defeated. These reports say that even the snow does not seem to interfere with the movements of the Russians, who are harrying the Turkish first army corps, which was defeated at Ardahan, and driving it across the Chorkh river, and are gathering in more prisoners and materials belonging to the 9th, 10th and 11th corps, which are declared to have been even more severely handled than the first corps.

No Change in Carpathians, Vienna Report Says.

Vienna, via London, Jan. 19.—"In Poland and in Western Galicia," says an official communication issued today, "the fighting is confined to artillery engagements, while in the Carpathians nothing has occurred."

"Near Jacobeni, in South Bukovina, a Russian attack has been repulsed with heavy losses."

"There is no change in the southern war theatre."

French Minister of Marine Gives Out Statement Concerning the Saphir.

Paris, Jan. 19.—The Ministry of

NO WORD OF LOSSES AMONG PATRICIA'S

INDIAN RESERVE

JAPANESE CRUISERS SIGHTED OFF LIMA

Ottawa, Jan. 19.—Total casualties, officially reported, among the Canadians at Salisbury Plain so far number 67, about 20 of them due to meningitis. Nothing has yet been heard of the Patricia's casualties, aside from the death of Captain Newton.

Lima, Peru, Jan. 19.—An official despatch received here from Chala says that two warships, believed to be Japanese, passed there this morning bound north.

WASHINGTON REQUEST REFUSED BY BR. BRITAIN

British officials Will Not Agree to Permit Steamer Dacia to Make Voyage to Germany With Cotton Cargo Pending Settlement of Questions of International Law Involved.

Washington, Jan. 19.—While the formal reply of the British government has not been made, Ambassador Page, at London, cabled the State Department today that Great Britain would not agree to the American proposal that, pending a decision on the important questions of international law involved, the steamship Dacia be permitted to make a voyage to Germany with the cargo of cotton she is loading at a Texas port.

Solicitor Johnson advised Edward W. Breitung, who bought the Dacia from the Hamburg-American Line, that the British fleet would regard his ship as a fair prize, if she started either for Rotterdam or Bremen. At the same time the owners of the cargo were notified that in the event of the Dacia's seizure, their cotton would not be held, and they would be free to sell it to the British government, or forward it on some other ship.

Though the State Department, with a view to relieving the immense pressure in the south for an outlet for the great cotton surplus, has been trying for the past week to secure assent to the single voyage proposition, officials here rather welcome the abandonment of this make-shift plan and

the prospect of an early decision on the legal questions involved, which, if not satisfactory to the United States, may properly be made a subject for diplomatic negotiations.

So far as can be gathered, Great Britain, in the Dacia case, has not undertaken to challenge the right of the United States to place its flag on a German vessel purchased by an American citizen. At present, according to the officials here, the objection to the American registry of the Dacia concerns the genuineness of the sale of the ship by a German corporation to Mr. Breitung, the inference being that the real ownership of the vessel remains in German hands.

A prize court would be obliged to consider all the phases of such a transfer, and though the burden of proof as to the ownership of the vessel might, and probably would, be placed upon the American purchaser, the department officials who have examined the data submitted by Mr. Breitung's attorney are so well satisfied with the evidence in his behalf that they are quite willing to let the case go before any tribunal which is not secret, and is governed by the ordinary rules of common law.

DECLARED A TRUCE TO BURY THEIR DEAD

Belated Stories of the Christmas Holiday in the Trenches

London, January 8. (Correspondence of the Associated Press)—Belated but interesting details of how men at the front passed the holidays continue to come in. Reuter's Agency has received a letter from a subaltern who says:

"Christmas has come and gone—certainly the most extraordinary any one of us will experience."

"In the yard of the farmhouse where my company was billeted there is a huge cauldron. In this no less than 125 pounds of pudding in tins were boiled at a time. We turned to see them dashed for the burial of the dead on both sides, who had been lying out in the open since the fierce night fighting of a week earlier. When I got out I found a large crowd of officers and men, English and German, grouped around the bodies, which had already been gathered together and laid out in rows. I went along these dreadful ranks and scanned the faces, fearing at every step to recognize one I knew. It was a ghastly sight. They lay stiffly in conorted attitudes, dirty with frozen mud and powdered with lime."

"The digging parties were already busy on the two big common graves, but the ground was hard and the work slow and laborious. In the intervals of superintending it we chatted with the Germans, most of whom were quite affable, if one could not exactly call them friendly, which, indeed, was neither to be expected nor desired. We exchanged confidences about the weather and the diametrically opposite news from East Prussia."

"They spoke of a bottle of champagne. We raised our wistful eyes in hopeless longing. They expressed astonishment, and said how pleased they would have been, had they only known, to have sent to Lille for some. 'A charming town, Lille. Do you know it?'"

"Not yet," we assured them. "Their laughter was quite frank that time. A tiny spruce little lieutenant, spoken of to his manifest chagrin, as 'Der Kleine' by his comrades, attached himself to me and sent back for a bottle of cognac, and we solemnly drank 'Gesundheit.'"

PARIS DARK, BUT ENEMY'S AIRSHIPS DID NOT APPEAR

Paris, Jan. 19.—For a time tonight all the street lamps in the city were extinguished, and the suburbs also were in darkness. The night, which was raw, damp, and foggy, offered every facility for aircraft to approach the capital unobserved.

After remaining in darkness for some hours, and having received no hostile aerial visit, the lights were turned on again.

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