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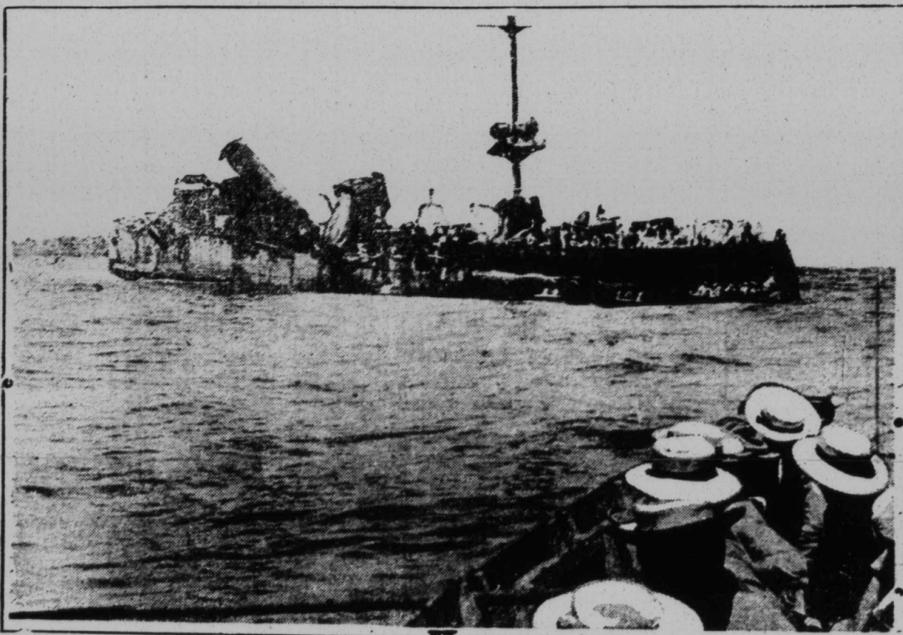
LVIII

NEWCASTLE, N. B., WEDNESDAY, FEBRUARY 3 1915

NO. 6

GERMAN OFFICER MADE AN ATTEMPT TO BLOW UP C. P. R. BRIDGE AT VANCEBORO

All That Was Left of the Cruiser Emden after the Engagement with the Sydney



Photograph of the Emden, taken just after the German terror of the seas had run ashore off Coos Island and pulled down her flag. Boats from the Australian victor, the Sydney, are shown taking off the survivors.

Canadians Showed Their Fighting Spirit

Wiped out of Their Trenches When Germans
Approached and Put Enemy to Flight

Paris, Feb. 1.—Numerous duels in the North Sea to Upper Atlantic reported in official despatches to the War Office. Near German artillery destroyed the staff of the Catholic mission at Fonquevillers, because the Germans thought it was being used as a centre for the French. The French batteries were completely silenced. It is believed, however, that the fire ceased to be effective and that none of the guns were destroyed. The North Sea coast the Germans are keeping up a continuous bombardment against the French and French trenches. The French War Office denies the claim of the German Staff that the French were bombed by a German aeroplane at St. Omer tells of a German aeroplane at Labassee, in the hands of Princess Patricia's Light Infantry of Canada figured. "A German Landstrum regiment attempted to take the trenches of the Canadian troops by storm, but the Canadians were ready for them. The German charge suddenly came to a halt in front of the trenches, and the Canadians leaped over the parapet and began a counter charge. Then they found that the German soldiers had become mired in the deep, sticky mud and were crawling painfully back toward their own lines. Four Canadians were killed, but the German loss was much heavier. The next day Lieut. Price, of the Canadians, was killed while leading a relief company to the trenches. Another officer named Pearson is reported to have been killed in the same way by a German sniper. The Canadian troops were bombarded by a German aeroplane at breakfast, but despite their newness to the game they behaved like veterans."

Church of England Annual Synod Meeting in St. John

Meeting of Montreal Spoke of Spiritual and Practical
Necessities of Ministry.

The meeting of the Anglican Synod took place in St. John, beginning on Monday at which Rev. W. H. Sharpe, of Newcastle, is in attendance at a very large meeting of the clergy and lay delegates. Bishop Farthing, of Montreal, opened the synod by a lofty and high minded address to the clerical delegates as a "quiet hour" at Trinity church Monday evening. (Continued on page 2)

Leger's Hotel At Bathurst Burned

Fire Started From Furnace Early This Morning
Destroying This Up-to-Date Hostelry.

The town of Bathurst was visited by fire early this morning, about five o'clock, when Leger's hotel was destroyed, the fire originating from the furnace. There are no other buildings handy, and as reports are meagre and the lines busy, it is impossible at present writing to get the full particulars. The report received also said that the I. C. R. freight house was on fire at seven o'clock this morning, but a later report from the trainmen of the Maritime said the report was incorrect. Word has also been received from Moncton that the Aberdeen High school in that city was destroyed by fire last night or early this morning.

Preparations for Opening of Parliament Tomorrow

General Opinion that the Session Will Be Short, and that the
Members Will be Back at Their Homes by Easter—
The Government Does not Fear Any Criticism.

Ottawa, Feb. 1.—The corridors of the parliamentary hall are again echoing the tramp of members, clerks and parliamentary officials. The advance guard of the members is already in Ottawa for the opening on Thursday, and as usual, thus far Western and Maritime members are the first on the ground. Speaker Sproule of the Commons and Speaker Landry of the Senate both arrived today, and are making final arrangements for the opening. Mr. John Stanfield, chief Conservative whip, and Mr. W. H. Sharpe, of Lisgar, the Western whip, also both arrived today and are making arrangements for the resating in the House made necessary by the many changes since the session of a year ago.

It will be a "khaki" opening of the House. The Duke of Connaught will be in service uniform, as well as his aides, and the Guard of Honor from the Governor General's body guards will be in attendance. There has been the usual heavy demand for seats, although there are few outsiders. Ten passengers were injured when at 2.55 o'clock Friday morning, No. 33 north bound Maritime Express, was wrecked near Me-Leod's, a small flag station about five miles south of Campbellton. Everything except the engine and postal car left the track. Two sleeping cars plunged over a thirty foot embankment. Officials here say the passengers' injuries were not serious.

Midnight Explosion Put One Span Temporarily Out of Commission--Werner Vanhorne said to Have Confessed to Deed

MADE TRIP FROM NEW YORK PURPOSELY

There Were No Fatalities in Connection With the Attempt
to Work Injury to Traffic to the Railway and Repairs
will be Made at Once--Undoubtedly Caused to
Prevent Handling of Supplies Over Road
for Allied Armies

St. John, Feb. 2.—At an early hour this morning the eastern end of the railway bridge on the C. P. R. line over the St. Croix river, connecting St. Croix, N. B., and Vanceboro, Maine, was blown up. The explosion occurred soon after midnight and caused the destruction of one span of the bridge. As no trains were in the vicinity at the time, no one was injured, as far as is known.

It is believed that the destruction of the bridge is the work of Germans, and was done for the purpose of interrupting communication between Upper Canada and St. John and to interrupt and delay the handling of supplies for the Allies.

When the explosion occurred an investigation showed the extent of the damage, the officials were notified, and instructions given for immediate temporary repairs until the bridge can be rebuilt.

This morning H. C. Grout, general superintendent of the Atlantic Division, and his engineers, left for the scene of the wreck to supervise the work.

On account of the fact that at this point the C. P. R. enters United States territory they have been unable to use their line for the handling of troops, who have all been transferred by way of the I. C. R. The C. P. R., however, has handled large quantities of supplies, much of which are supposed to be for shipment to Great Britain and her Allies, including food and other supplies for the armies.

The investigation this morning showed that the explosion had been caused by dynamite and had been carefully planned and executed. As no other reason can be imagined by the railway officials, it is believed that the destruction of the bridge must be the work of Germans either as emissaries of their Government, or as the work of fanatical volunteers.

The latest reports received by divisional headquarters of the C. P. R. regarding the damage to the Vanceboro bridge indicate that the span affected was not entirely destroyed; and that the railway officials hope that communication will not be interrupted for long. They hope to be able to seal trains across by pushing from one end and pulling from the other, although the structure is so weakened that it is impossible for it to bear the weight of a locomotive until repairs are made.

Vanceboro, Maine, Feb. 2.—The bridge is on the direct line of railroad from Halifax, N. S., and St. John, N. B., to Montreal, P. Q. It is 1,200 feet long, consisting of three steel spans on granite piers. The portion destroyed was

on the New Brunswick side of the river. The bridge connects the Canadian Pacific tracks with those of the Maine Central Railroad, over which the Canadian road has traffic rights between Vanceboro and Mattemawkeag. It was built about five years ago. Although the river is not wide at this point, it runs through a broad and deep ravine. Until repairs can be made it will be necessary to transfer passengers across the ice. The noise of the explosion aroused the inhabitants of the Maine and New Brunswick villages, many of whom rushed to the scene.

A man claiming to be a German officer was arrested on suspicion of having caused the explosion. He was taken into custody on the American side of the line.

St. John, Feb. 2.—Vanhorne, the German under arrest at Vanceboro, was described by passengers reaching the city this afternoon on the C. P. R., two hours late, as a military looking man, about middle age, respectfully dressed, and very talkative. While they were in the station waiting for their cars to be pushed across the bridge which he says he damaged, Vanhorne conversed quite freely with those who sought speech with him. Among the statements which he made was one to the effect that he had secured the explosives which he used on the Canadian side of the border according to a pre-arranged plan. He arrived in Vanceboro only on Saturday last, and had them in his possession a short time after.

He also had blueprints showing the location of the bridge, its approaches and other fixtures. Regarding the damage done to the bridge, passengers said that while it had been considerably damaged, the dynamite had not been placed so as to do what was planned. There had also been some damage done to private property nearby from the concussion, some panes of glass being broken in houses and a sawmill.

The town was aroused from slumber by the explosion, and while the citizens at once hurried to find what the cause was, Vanhorne quietly sought his comfortable bed at the hotel, and was accompanied by a Maine Central police officer. A short time later, however, he was aroused and placed under arrest. Just before the train pulled out he was taken from the depot apparently to a police station.

The official C. P. R. statement of the affair was as follows: "The eastern section of the bridge was blown up by dynamite about 2.05 a. m. The explosive was placed between bridge ties and a steel

beam and resulted in damaging one steel beam, six bridge ties and also the inside upright batter post. Putting passenger cars across. The explosion was the action of a German officer captured at hotel in charge of the U. S. authorities at Vanceboro. He gives his name as Van Horne, a German, who admits he came from New York on Saturday to destroy the bridge."

Vanceboro, Maine, Feb. 2.—The attack on the bridge caused great excitement on the New Brunswick side, where reports of a German plot spread rapidly, and resulted in an immediate investigation by the provincial authorities. Inquiry was also begun on this side and this led to the arrest in a local hotel, of a man who gave his name as Vanhorne.

According to the police, the prisoner claimed to be an officer in the service of Germany, but refused to divulge his rank.

The police asserted that he admitted that he exploded the dynamite under a section of the bridge, and that a dynamite cap and a plan of the bridge were found in his possession.

Vanhorne, according to the police, described himself as thirty-seven years old, he is five feet eleven inches in height, and weighs about 200 pounds. He is smooth shaven.

The arrest was made by Deputy Sheriff George W. Ross, who was accompanied by a Maine Central railroad detective and two Canadian officers from McAdam Jet.

REMEMBERED THE MIRAMICHI FIRE

Mrs. Dennis Maher Dead at
Chatham at the Advanced
Age of 94 Years.

Chatham, Feb. 1.—The death of Sarah, wife of the late Mr. Dennis Maher, occurred at one o'clock yesterday afternoon, deceased being 94 years of age. The late Mrs. Maher was four years of age at the time of the Miramichi fire, and being endowed with a remarkable memory she could relate many incidents of interest connected with the early history of the Miramichi settlement. She was also a woman of sterling character and will be missed by a large number on account of her charitable acts. Mrs. Maher leaves a family of five children to mourn their loss. These are Mrs. L. Kendall of Everett, Mass.; Mrs. J. Carey, of New York, and John, of Chatham; and Nellie at home; as well as grandchildren and great-grandchildren.