HOW A SUB-MARINE ATTACKS

Story of successful strike at British Warship--Vessel was made ready two hours before midnight to make attack at dawn—Foe cautiously stalked until within torpedo range—Only rocking of boat tells of success.

(Correspondence of the Associated Press.)

The Hague, Dec. 17.—A letter telling of an attack by the German submarine U-26 upon an unmentioned British warship is published by the Zeit. It begins with preparations for the expedition "two hours before midnight," in order make the strike at dawn. The letter, said to have been written by a member of the crew of the attacking boat, follows:

"Around the heavy granite rocks the long pier, monstrously black in the dark night, the storm sweeps up the water of the North Sea in angry waves. Inside the pier the water lifts up our submarine in the regular motion of heavy waves. Everything is pitch dark. The fact that many people are hurrying about on deck is only shown by the sombre figures who now and then pass in front of the single lantern. From out of the engine-room, already under water, there arises the sound of heavy pounding and the weird crackling of the engines which are being tried out.

The Submarine Starts.

"At half-past ten there is a shrill whistle from the little bridge which stands high above the submarine and which is covered with heavy canvas. The officer in command dressed in his oilskins, gives the sign of departure. The cables are loosened. A short, sharp signal to the engine-room, the sudden whirr as the motor catches, and the U-26 is under way. The sharp bow ploughs through the water. On both sides of the ship long waves are formed, shimmering with light foam in the blackness of the sea. We are going towards the enemy.

The heavens are covered with clouds Not a star is visible. A few feet away from the boat, nothing is noticeable at all. The commander, with his experienced eye, tries in vain to penetrate through this wall of solid blackness. The wind is from aside, and the bridge is entirely flooded with water. No noise is heard but the heavy droning sound of the motor and the swish of the water passing along our sides.

"The earliest signs of dawn appear when suddenly in the near distance there is the sight of a heavy hulk, swinging high above up upon the water. We pass through the long tail of foam which a hostile torpedo-destroyer has just left behind, speeding towards the east. We have managed to find our way through the first line of the enemy's advance guard. From now on we must be very careful.

Prepares to Dive.

"A signal is heard and men appear upon deck. The boat is prepared for action. The flagpole is taken down. Part of the bridge is folded together and well fastened. The periscope is brought up to the proper height. Then the entrance through the combined bridge and conning-tower is hermetically closed. The tanks are opened and the inrushing water tells us that the boat is about to submerge. The gasoline motors stop their endless song. Electricity will drive us from now until we shall appear upon the water.

"A young lieutenant is posted at the periscope and looks for the enemy. The sailors take their position near the torpedoes. The interior of the boat is lighted with two small electric bulbs. They make the darkness visible but give no light. Everywhere there is a stale smell of oil. It is impossible to speak to each other with the noise of the engine and of the water. The heat in the small room is oppressive.

"From time to time, the officer in command of the three torpedoes looks at his watch or at his compass, both of which he carries around his wrist. Intently the men all watch the signboard on the wall in front of them. The storm which is raging upon the surface makes itself felt in the depth. Every motion of the water causes the boat to rock up and down, up and down, up and down.

Preparing for Action.

"We think of the advantage of the man on board a warship. If his time comes, he can go down with a last look or the happy sun and the blue sky. We see nothing, hear nothing. If the boat is to go down we shall all suffocate in the darkness under water.

"Suddenly we all jump up and forget heat and bad air and discomfort. In small lighted letters, the signboard says: "Attention.' The officer in command holds the lever which will release the first torpedo. The sailors make ready to launch the second one as soon as the first shall have gone. A few seconds pass. We must be very near the enemy. Suddenly the first sign disappears. Half a second later and the red-glowing letters say 'Fire!' With a single jerk, the lever releases the torpedo. A short metallic click, the noise of the water rushing into the empty tube, and all is over. The second torpedo is at once pushed into the tube. A few seconds later and the interior of the submarine looks as before the attack began.

"But what of the first torpedo Did she reach her goal? Instinctively we all have kept count—one hundred metres, two hundred metres, three hundred—four hundred. Under water no sound penetrates. We only hear the noise of our engines. We wait. Nothing happens. Then, suddenly we are all thrown together by the jerky movement of the boat Twice or three times more we feel that we have changed our course very abruptly.

"Then the boat rolls as before. The regular purring of the engines is heard. Our submarine is rapidly moving eastward.

"We are on our way home. The attack has been successful."

FORGING THE LINKS OF THE TRIPLE ENTENTE

How England and France were brought together into present alliance.

How the bad blood made in England and France by the Fashoda incident was drawn off an the two nations brought into their present close rapprochement for the protection of mutual interests, Professor Archibald C. Coolidge showed last night in the fifth of his lectures at the Lowell Institute on "International Relations in Europe Since 1870." Once more Huntington Hall was filled to its capacity. Professor Coolidge appears not to have lost a single auditor. Last night the subject matter was less discursive than it had been in two previous conferences, so that the flawless unity which Mr. Coolidge was enabled to give his lecture interested the audience in double measure.

"On May 14, 1899, the first Hague convention was assembled. Many eloquent and admirable sentiments were expressed," said Mr. Coolidge, "and several quite harmless resolutions were passed, but they could have no real effect upon the relationships then existing among the nations. There was considerable desire for peace, extant, but very little actual good-will."

At this time China was first threatening to give Europe serious trouble. The Government was in difficulties and rebellion threatened. In fact, Mr. Coolidge pointed out, Secretary Hay's "open door" circular was drawn up largely with the idea that China might at any moment be disrupted. It also showed that England was after a new fashion willing to step down from an attempt to play the supreme role in the Far East and to let the United States represent her there. The usual questions were still present in the Balkans but they were at the time quiescent. In France the second Dreyfus trial was under way and the Fashoda incident was still rankling.

Suddenly the long disputes between England and the Transvaal Republic came to a head in an ultimatum that brought war. Through all the opening stages England suffered reverses. All over the continent sympathy for the Boers was rife, indeed the only nation which showed any official sympathy for England was Turkey. Much of this feeling may be traced to the generally prevalent envy of England. Great Britain was at the time in special difficulty with Russia, France was angry over Fashoda, and the Germans felt a racial sympathy for the Dutch of South Africa. In the United States opinion was divided. One would have argued that the natural trend of sympathy here would have been to the Boers as a nation seeking independence, but the fact was that England's friendliness during the Spanish War had materially changed relationships. At the same time had England counted on the United States' aid, in the event of a general war, there is by no means surety that public opinion in the United States would have supported her.

The danger of a general war—that was the terror which England now saw confronting her. Nowhere could she discover a friend who could be counted on to come to her aid in any such event. The great question which she had to consider was whether ever her fleet would be able to cope with the combined fleets of France, Russia and Germany. Through all of the Boer War England's prestige and influence suffered. She dropped out of foreign politics in most quarters of the globe. It became evident that the policy of "splendid isolation" was as dangerous as it was imposing, and that England could not stand without alliances in the event of such a general war as that which according to the Kaiser, was so narrowly averted in the midst of the Boer war on account of his friendship for England.

Anglo-Japanese Alliance.

Danger from Russia was imminent. Her movement towards expansion was being more and more felt by England. Wherever Britain looked in Asia there was Russia thwarting her interests. Thibet might be lost at any time, it seemed, and in Persia Russia was steadily advancing. In the event of war with Russia, France would have had also to be reckoned with.

Japan which had not before been much considered was now coming to the front. She was the power naturally opposed to Russian encroachment, yet even she did not covet war over Manchuria and would have been content to see Russia take the province if Japan could be assured of Korea. She turned to Great Britain for a definite statement of her position in regard to Japan's designs, pointing out that, if Japan entered into an alliance with Russia, the result would be disastrous to England's interests in the Far East. On January 30, 1902, the world was surprised by the news of the Anglo-Japanese alliance, which meant for England defence against Russia and France, and for Japan freedom from the fear of being suddenly thwarted by a coalition of all the European powers against her.

France and Russia immediately issued a counter-statement declaring their solidity in far East. Significantly enough French public opinion made it evident that the French people were not behind this statement that they would not fight for Manchuria. Immediately there came a stiffening in the English tone, and she formally asserted her right of priority in the Persian gulf.

Fret Troubles with Germany.

Relations were now becoming less satisfactory between England and Germany, The old intimacy between the two related reigning houses had been lessened by the accession of Edward VII, He was on good terms with the Kaiser, but little willing that his nephew should outstrip him. This new king made foreign politics his especial interest, and with the resignation of Lord Salisbury he became more and more his own foreign minister.

The less amiable tone between England and Germany was also due to the marvellous growth of German trade, which in theory need not have conflicted with English interests, but which in practice did conflict. Germany adopted a more active policy for the furtherance of her industries and put up a protective tariff. England retaliated by the movement against German goods. "Cheap and nasty" were the adjectives applied to them, and they stuck long after German products had become too good for them. Actual clash seemed in the future sure. The feeling grew on both sides, and Chamberlain and von Bülow came into open dispute. Another menace to England was Germany's growth in the Ottoman empire, where she had been steadily increasing both her trade and her influence. Wilhelm made his state visit to Constantinople and Jerusalem. Then the favorite German proposal of a railroad, German-owned and German-managed, from Constantinople to Bagdad conflicted also with the English plans for an Egyptian line and met marked hostility in Great Britain.

The growth of the German navy was also naturally bound to cause trouble. The Kaiser desired a navy that should be something more than a decoration. In 1900 came the famous German naval bill, whose programme has never been reduced, but on several occasions increased. For her purposes Germany had little seacoast, but excellent naval bases. The Kiel Canal practically gave her control of the Baltic. The importance of that little summer resort called Heligoland became evident.

England's one desirable move was plainly alliance with France. To this end old difficulties were smoothed over. King Edward decided to risk the possibilities of an official visit to Paris, and was met with great popular cordality. On April 8, 1904, the Anglo-French treaty was signed. It took up one by one the differences between the nations and effectively disposed of them. Questions of the Newfoundland fisheries, of West Africa, Siam and the New Heorides were quietly settled. England was given a free hand in Egypt and in return gave France a free hand in Morocco. The entente was delightfully accepted by the people of the two countries.

HOW TOMMY ATKINS FINDS HIS WAY IN FRANCE.

A FRENCH PEASANT ASSISTS THE BRITISH SOLDIER.

The above picture illustrates a predicament in which many British soldiers in France must find themselves on occasion. The cyclist having lost his way in the windmill country of France appeals to a French peasant for assistance, which is, of course, readily given. The difficulty of understanding a different language has been overcome in many ways by Tommy Atkins, who displays on all occasions the utmost resource and ability to tackle any new obstacle in his path. The overladen bicycle, to which is strapped a full war kit, and the general condition of fitness of both machine and man are eloquent of the nature of the work on which the cyclist is engaged.

BELLEISLE STATION

Belleisle Station, Dec. 16—The funeral of the late Ethel Northrop was largely attended. The funeral services were conducted by the Rev. Mr. Ramsay. Interment in the Union cemetery.

Mr. and Mrs. Ernest Howe, Lang, Sask., are home for a few months.

Miss Elsie Hayes has been sick, her school being closed for a few days.

We regret that one teacher at the station, Miss Abbie Knowles is not going to remain another term.

Mr. Thomas Williams has sold his farm to Mr. Redpath.

Mr. Geo. Gamblin, Cody's, spent a few days in this place.

Mrs. Howard Long is much improved as is also Mrs. Martin Freeze.

Miss Abie Knowlin and Mrs. E. Knowlin spent the week end at Chipman.

Mr. Jackson, Moncton, will deliver a temperance lecture in the Methodist church on Thursday evening, Dec. 17.

SUFFERED FROM BILIOUS HEADACHE.

At Times Thought She Would Go Mad.

Headaches are one of the most aggravating troubles a person can have. They are many and varying; but when the headache starts you may be sure that there is some other chief cause of this most painful difficulty. The stomach may go wrong, the bowels become constipated, the blood may not circulate properly, but the presence of the headache clearly shows that there is some other baneful disease which is liable to assert itself unless the cause of the headache is removed. Get rid of the headache and thus perhaps save yourself many years of trial and suffering.

Burdock Blood Bitters has, for the past forty years, been curing all kinds of headaches, and has also proved itself to be a remedy that cures where all others fail. It does this by removing the cause of the trouble.

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TAKING O BRITISH FACTOR

Capture of Stronghold at Every Stage of Con and Will Have Con

Writing from London, regar capture of Bossa by the Bri correspondent of the Christian Monitor says:

One, of the most striking of the present war is annou the press bureau at the mo writing, November 24. This taking of Basra by a British

Most of the papers publish bureau report without comm the capture of the chief Turki hold at the head of the Persi not only striking in itself at stage of the war between Eng Turkey, but is from more point of view of the utmos ance.

In his report on the matte retary of state for India say cent operations in the Per have been crowned with even and more rapid success than ticipated. The signal defeat on the Turkish forces on No 17 was followed, it is said flight of the latter without f sistance, leaving eight gun prisoners in British hands.

The Vali of Basra and Be companied the defeated Turk in their flight up the Th Basra was occupied by nava forces on November 21.

Important in Itself

Basra, which lies about 5 the Shat-el-Arab, the river the junction of the Tigris a phrates, is important in also in the fact that it wa been the terminus of the Ba way. Some work in conne this history-making railwa ready been carried out betw dad and Basra and for a co time Basra itself ha becom quainted with German tra German business activity

The Hamburg-Amerika Co a line of steamers running to this Turkish seaport, a number of British firms we tablished there. Basra bel ter of the date trade and annual import and export t at £2,000,000.

The fall of Basra will have a considerable influe dian opinion. One of the ous cities of the east, it ha taken by a force of the I after a journey of 1500 India and a march of 50 Sat-el-Arab, in course of feated a large Turkish forc doubtedly constitutes a fe on which the Indian gove army have reason to congra selves.

As against this British Germans can set their suc Africa as announced by t reau. It appears that a fo from British East Africa Germany railway termin to be weakly held. On and a half battalions the place and advanced, bu ing which showed the Ger in much superior strengt fell back and awaited ree

Attack was Ren

On November 4 the at newed, but when within mile of the town the Briti gaged came under heavy one hundred and first G the left flank, in spite of succeeder in entering th bayonet fighting ensued right the North Lancash and Kashmir rifles, pus in support under heavy tered the town. Findin opposed, however, by "i from the houses they fell 500 yards away, and it w ed, in view of the streng fending forces and the sustained by the attacke new the attempt to take

The force, therefore, and returned to its base, ualties in this unsucces being 795, including 14 cers and men. Referrin tion in East Africa in t Lords recently, Lord Cr the strengths of the Br man forces there mad position insecure and r were being sent from small actions, he said, ha within British territory results and involving losses.

No branch of the Bri military services could b ering than the flyin the war broke. It wa British military and na taking up flying serio friends in the armies ent, but one rarely hea of the success or lack tending their efforts. tendancy to think that those connected with t least were allowing th left behind.

Tribute to A

The glowing tribute been paid to British a war broke out, not only but by the French co others, and the work complished clearly prov not been wasting the latest feat, a raid on shed at Friedrichsha the most striking of all ficult conditions acro country a distance of German territory, Squa er Briggs, with Flight Babington and Flight L reached the airship fa on Saturday, Novemb

Flying down in quic very close range und from guns, mitrailleu the airmen launched they intended. Com had his petrol tank p compelled to descend ship factory, but in planed down in such a over the factory and th bombs. The other tw ly away with damag