

# War Regarded by British Officer as a Game or Sport

## Letter From One Describes the Bombardment of Dedeagatch—Bulgarians Are More Apt to Surrender if Their Property is Damaged Than Their Men.

London, Nov. 30.—(Correspondence of The Associated Press).—The much-anticipated British view of war as a sort of excited game or sport is emphasized in a British officer's description of the bombardment of Dedeagatch by the British fleet, contained in a letter published here. His letter begins with such phrases as "It was a grand picnic for the men," "the companies enjoyed themselves immensely," "The harbor-masters of Dedeagatch were splendidly," "The destroyers were able to creep in and plug all the gaps," "The officer began his letter by remarking that he was playing piquet with the captain when the orders came to lift anchor and bombard Dedeagatch, and he regretfully chronicles the exigencies of the service which he had to sacrifice a hand containing aces." There were some preliminary preparations for the battle in the captain's cabin, which had been turned into an operating theatre. No need arose for using it, however, as no defense of the port was attempted by the Bulgarians.

The description of the actual bombardment is in part as follows:

"At about a quarter past one in the afternoon we loosed off at the big barracks. Our first shot brought the soldiers tearing out of the buildings, and we ceased up a bit and let them get clear. Then we banged and battered away at about 2,800 yards, making enormous holes and smashing in the greater of walls. Unless someone was killed inside the buildings, I think we did not hurt anyone. (German accounts of the battle declare that several hundred soldiers were killed in these barracks.)

"We were only out for destruction and damage, not slaughter, as the thirty Bulgarian hates to have his property knocked about but cares very little if his neighbor—or even himself—is laid out.

"After a bit we went for the harbor

skylights, which were shattered by the shells and ventilated the fire nicely.

"The great thing about it was that nobody tried to put the fires out, and if one got smoky, a shell brightened things up a bit and improved the ventilation, so I don't suppose I shall ever see a finer blaze than Dedeagatch. The sparks from the big factory set fires to leeward, and these developed well. The coalheap fire unfortunately could not spread to anything, but it blazed and glowed in the wind.

"Sometimes a shell would not set fire to a building—it would make a hole in the front wall and burst inside, showing it up. Or, if a lyddite shell, it would blow the roof off and the brick wall out—satisfactory, but not picturesque. The barracks were in several detached sections and only one of them burned. The Bulgarians had a flag flying over one of the barracks buildings, and we brought it down in six shots, together with the building it had adorned.

"We stayed on until after dark, enjoying the blaze. The flames from the big warehouse must have shot up 30 feet or more from the roof, and the fire looked solid from the basement upward—streamers fifty feet long rushing upwards from each of the sixty windows on the front and from the two annexes and sides. The oil store burned during the afternoon with a glow and some flames, but mostly black, greasy-looking smoke, which rose 1,500 feet and clung together for about two miles. Unfortunately it was in a tank in the ground, so could not spread much. But one railway car had oil or tar in it, and the stuff ran out all blazing, a fine sight."

Why some people think that the crossing of the Rhine will be difficult is because of the number of fortresses which defend it. Strasbourg, Mayence, Coblenz, and Cologne are all heavily fortified, but experience has shown in this war that fortresses are not so formidable as was supposed a few years ago. The Rhine indeed, will chiefly be defended by trenches dug along the banks. At Cologne the river is about a fifth of a mile wide, its width increasing steadily up to half a mile at the Dutch frontier. The current is of rapid one, and the banks are mostly flat and marshy.

# FEEDING THE TORPEDOES OF BRITISH NAVY

## Life on an Oil Tanker Vividly Described by an Officer Who Served on One.

## No Matter How Thick the Fog or Snow, Torpedoes Would Find Them.

(Montreal Star.)

Life on an oil tanker feeding the torpedo craft of the British navy, was vividly described by The Star today by Second Officer Morton now of the steamer Cairnross.

After months of cruising in the Crimbelin around the Hebrides and north of Scotland, with spells at the great base of Scappa Floe Mr. Morton has an unbounded admiration for the torpedo flotillas of the British navy.

"In heavy gales, fog or snow, when we were not sure ourselves as to where we were, they would find us, the torpedo boats and destroyers," he said. "The first thing we knew was a shout from out the mist and mark, 'Crimbelin, take our lines,' and then they were alongside of us. I back water to no man on my opinion of the British navy, but good as I believed it was, these torpedo craft surprised me. I have seen the fog as thick as a hedge and the call would come just the same, 'Crimbelin, take our lines.' We would take their lines of oil hose then and connect up with the tanks. It doesn't take long to fill up a torpedo boat just three quarters of an hour.

"And the Crimbelin was a busy boat. We oiled close on 300 torpedo craft in a few months. Of course of that number we had what we called our regular customers,

and then again, we had our 'strangers.'

**MYSTERIOUS VISITORS**

"With decks awash and everything clouded in a smother of spray, long smoke colored destroyers would cut through the mist and tie up with a shout, 'Crimbelin, look out for our lines.' Before we could get to the connections soot black sailors would jump from the upper decks of the destroyer to ours and connect up the pipes. Their eyes would be blood shot from spindrift and long exposure to cold winds. Every available hose connection would be utilized and almost in a jiffy the destroyer's fuel thirst would be glutted. Her propellers would be throbbing and kicking at the same time as the oil-soaked, red-eyed sailors jumped clear from our decks to those of the destroyer thrashing below in a smother of foam. We never heard a word as to where they came from or as to where they were going. They appeared and were gone, that was all.

"We saw destroyers again, however, and in numbers. It was the few hours before the second raid of Germany when the Flucher was sunk. The British navy knew lots about that intended raid before it was pulled off. Our first indication was when four destroyers came at us off Scappa Floe, as if to run us down in the misty morning at five. We had two on each side. Each connected up with a hose and sucked us for, at least a day's fuel. Others came, and the later they came, the wilder and faster the speed.

**GREAT FLOTILLAS**

"Long before the first shot was fired in the battle which ended in the flight of Heligoland there were destroyer flotillas speeding south in incredible numbers. Had the Germans dared to come out and save their sinking Bleucher, they would have bumped against the whole weight of the mobile fleet of Britain. I will never forget that morning. We were quick with our hose lines, but not so quick as the black smoky figures which landed on them with their bare feet. The old tradition still holds. The British navy man fights in his bare feet."

Mr. Morton is now back in the merchant service, but after the quick action of feeding the mobile part of Britain's navy he finds life slow and will transfer back to the oil tankers which drift around the storm-girt naval bases of Britain's fleets.

## DOMINION OF CANADA WAR LOAN

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Marvellous coolness and presence of mind were displayed by the man the other night at Mullingar railway station. Just as the night mail from Dublin dashed into the station, a wagon examiner jumped down in front of the approaching engine with the object of getting to the far side to test the axle boxes when the train stopped. The poor fellow however caught his foot in the rails and fell almost right across them. The driver was rapidly coming on, though the driver was doing everything he possibly could to stop. To act with any hope of success was a matter of seconds, and a young postman realising this, jumped on the line, and landing between the rails pulled the wagon examiner's arms and legs from the metals. The engine by this time was almost on top of them. With wonderful presence of mind the rescuer grasped the peril of the position, and realizing that no other could get either of them off the permanent way before the engine came up, he threw himself flat on the prostrate form of the half dazed wagon-examiner between the metals and the engine and the train passed over them, without doing either of them any injury.

"Nellie," a bulldog on lease, led her master, William Burns, No. 313 East Thirty-second street, New York, to the police station, where Burns was locked up for intoxication. Her affection for her master in court also freed him.

### LOCAL TIME TABLES

#### Grand Trunk Railway

MAIN LINE EAST

Departures	
6:50 a.m.	For Dundas, Hamilton and East
7:38 a.m.	For Toronto and Montreal
7:58 a.m.	For Hamilton, Niagara Falls and East
9:30 a.m.	For Hamilton, Niagara Falls and intermediate stations
10:30 a.m.	For Hamilton, Toronto and East
1:37 p.m.	Hamilton, Toronto, Niagara Falls and East
1:56 a.m.	For Hamilton, Toronto, Niagara Falls and intermediate stations
6:00 p.m.	For Hamilton, Toronto, Niagara Falls and East
8:32 p.m.	For Hamilton, Toronto and East
8:32 p.m.	For Hamilton, Toronto and East
1:56 a.m.	For Hamilton, Toronto, Niagara Falls and East

MAIN LINE WEST

Departures	
3:30 a.m.	For Detroit, Port Huron and intermediate stations
9:37 a.m.	For London, Detroit, Port Huron and Chicago
9:55 a.m.	For London, Detroit, Port Huron and Chicago
1:02 p.m.	For London, Detroit, Port Huron and Chicago
7:32 p.m.	For London, Detroit, Port Huron and Chicago
8:34 p.m.	For London, Detroit and intermediate stations

#### BUFFALO & GODELICH LINE

East

Leave Brantford 10:05 a.m.	For Buffalo and intermediate stations
Leave Brantford 6:00 p.m.	For Buffalo and intermediate stations

West

Leave Brantford 10:05 a.m.	For Godelich and intermediate stations
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#### GALT, CREEP AND NORTH

Leave Brantford 6:38 a.m.	For Galt, Guelph, Palmerston and all points north
Leave Brantford 8:55 a.m.	For Galt, Guelph and Palmerston

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Recognized bond and stock brokers will be allowed a commission of one-quarter of one per cent on allotments made in respect of applications which bear their stamp.

## PLANE BROKE A SUBMARINE RIGHT IN TWO

### British Airman Puts Enemy Undersea Boat Out of Commission.

**REPORT OF GENERAL FRENCH**

London, Nov. 30.—A German submarine attacked by a British aeroplane off Middelkerke on Sunday was sent to the bottom, according to the official report of Field Marshal Sir John French, which was given out by the Press Bureau to-day. The submarine, says Field Marshal French, was seen to break in half.

The British commander further reports much activity on the part of the artillery and the aircraft, no less than fifteen encounters in the air taking place on the 28th. The text of the report follows:

**ENTER ENEMY TRENCHES**

"On the night of November 25th a party of our troops forced an entrance into the enemy's trenches near Goncourt Wood. Several deep dugouts full of Germans were bombarded with hand grenades. The party then withdrew back to our trenches.

"A mine was sprung by us in front of Givenchy on the night of the 25th. It destroyed two of the enemy's galleries and caused a considerable number of casualties amongst a hostile bombing party.

"During the last few days we have carried out bombardments on various positions of the enemy's trenches.

"Hostile artillery has been active east of Aveling, east of Loos, east of Neuve Chapelle, east of Arrerieres and east of Ypres.

**ONE FIGHTS FIVE Foe MACHINES.**

"The enemy's aeroplanes were active on the 28th. During the day there were fifteen encounters in the air, as a result of which one hostile machine was brought down near Ceguebin. One of our pilots fought with no less than five hostile aeroplanes during a single flight.

"Bombing attacks were successfully carried out against the enemy's aerodrome at Gips and an ammunition factory at La Chapelle. Fourteen machines were attacked at the former place and nineteen at the latter. Considerable damage was done in both instances. All our machines returned safely.

"Reports from the coast district state that German aeroplanes were active there on the 28th, dropping bombs. During the day a French aeroplane brought down a German aeroplane and a British seaplane brought down a German seaplane.

"In the afternoon a British aeroplane destroyed a German submarine off Middelkerke. It was seen to break in half."

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