ENGLISH COAST BOMBARDED

Electric Sky Sign Floated High in Air Over Whitby Directed by Spies on Coast

A despatch from London says: The casualty lists of the German naval raid account for 97 civilians killed and 122 wounned in the bombardment of Scarborough, Hartlepool and Whitby. Seven soldiers were killed and 14 wounded at West Hartlepool. The figures show:

	Killed	Wounded
Scarborough	20	19
Whitby	2	2
Hartlepool	41	101
West Hartlepool ...	41	14
Total....	104	136

Army officers who examined the ruins caused by the bombardment estimate that the Germans fired 200 shells, chiefly of the 9-inch and 12-inch kind. Several 12-inch shells which had not exploded were found later in the soft earth. The Hartlepools were raked from three angles by the enemy. Lying off the peninsula, which the Germans approached from the south, both towns were shelled by the forward guns as the cruisers advanced. Abreast of the peninsula the Germans poured a broadside fire over the entire length of the sister towns. As the cruisers made their escape to the north-east they poured a fire from their rear guns on the north side of the peninsula. Many destroyers were visible beyond the Germans during the bombardment. At first these were believed to belong to the hostile squadron, but competent observers say the Germans fired both seaward and toward the shore, which seems to indicate that the Germans slipped between the English flotilla and the coast during the heavy fog that prevailed just before the bombardment.

The shore guns acquitted themselves creditably and were not injured by the German fire. Persons who witnessed the fighting between the shore guns, and the cruisers say the smoke stack of one of the cruisers was smashed and that many shots landed on another while it was standing broadside to the shore batteries.

A despatch from London says: A short, fierce battle was fought in the fog off the Yorkshire coast between a mosquito fleet of British destroyers and the powerful squadron of the German high fleet, which fled from the wrecked cities of Hartlepool, Scarborouhg and Whitby.

Racing to the coast in response to the wireless appeals that were flung out from the bombarded cities to every British warship and depot, the destroyers encountered the German battle cruisers before their nearness was realized. In the mist that veiled the sea, the Tyne flotilla came into contact with the Germans, and did their best to delay the flight untis the British battle cruisers and dreadnoughts could come up. They were not successful, and they suffered some punishment from the heavy, long range guns of the German cruisers, but they made a plucky fight.

The light cruiser Patrol and the destroyer Doon were among the British ships which attacked the German cruisers. Both were struck by shells. They lost five men killed and fifteen wounded. The two vessels mentioned could have only a small chance of doing any serious damage to the larger German ships engaged.

It is assumed here that the British destroyers made such fast time in approaching the Yorkshire coast after the wireless had given the alarm of the bombardment of the three cities that they found themselves in the path of the retreat of the Germans.

Sank Three Merchant Ships.

Employing a defensive trick they used to some purpose on November 3, the German cruisers dropped mines in their wake as they slipped to sea in the fog. Three British merchant vessels were sunk by these mines, and at least seven men and probably more were killed.

The steamer Elterwater, of 743 tons, struck a mine off Flamborough Head and went to the bottom. Twelve of her crew escaped, but seven were lost. The Princess Olga, a coaster of 438 tons, was blown up by a mine off Hartlepool and about six miles from the coast. Members of the crew of this ship reported that they saw a German splaying mines near the point where the Princess Olga was lost.

The third steamer was the Vaaren. A trawler brought to Grimsby four survivors from this vessel. The Vaaren struck a mine in the North Sea on Wednesday night and 13 persons perished. The survivors were found clinging to an upturned boat.

The certainty that the Germans dotted the sea with mines compelled the Admiralty to issue a warning to shipping. Navigators and agencies were informed that traffic between Flamborough Head and Newcastle is endangered by mines.

In London and in all England rage against the Germans is tempered by grief for the helpless women and children who were struck out of life so suddenly and cruelly. A majority of the victims at Hartlepool were women and children. Fifteen school boys were killed by a single shell, only one lad in the group escaping. Ten persons lost their lives when a building in which they had taken refuge collapsed under the shock of shells. Seven of the dead at Hartlepool were volunteers of Lord Kitchener's new army. They were sent with their comrades to man the trenches in anticipation of an attempt of the Germans to land an invading force. The Germans had the range of the new defences perfectly, and this fact is only one of many evidences that they had complete information from spies as to the location of defence works and important buildings.

Directed by Spies.

A startling story, indicating that the German ships were directed by spies on the coast as to where to strike is furnished to the Daily Mail by Louis Tracy, the well known author. His home, "Fairlawn," at Whitby, was under the fire of the German shells, Mr. Tracy said: "The whole coast was excited by a brilliant sky sign, which shone over the moors for half an hour. It was an electric lamp fixed to a kite, and as it floated high in the air, it marked the position of Whitby.

"I saw it, and I can name dozens who saw it flaunting over our heads at 9.30 p.m., telling the German ships exactly where we were. It twinkled in defiance of our authorities."

The raid has had one very important and useful effect. Recruiting has been stimulated as never before in the war. The station at Scotland Yard was crowded all day with men to whom the news of the raid had brought home sharply the actual peril that England is in and the magnitude of the task before her. It is safe to say that the bombardment of Hartlepool, Scarborough and Whitby will bring forward not less than 200,000 men who might have hung back in a feeling of false security.

Pathetic Incidents.

An old woman was picking up coal dropped from cars on the railway embankment, when she was killed by a shell. An old man and his two daughters were just starting breakfast in the kitchen when a shell burst in the room, killing all three of them. A young woman went to the house of her aged mother, intending to conduct her to a place of safety. Entering the passageway she stumbled across her mother's body. A shell had pierced the roof and killed her. An elderly man, who thought the gun firing was that of British ships at practice, sat down unconcernedly to breakfast. A shell carried away the corner if his house, killing his two little grandchildren.

"May" Astonish the World.

On his arrival at Rome, Prince von Buelow, the former Imperial German Chancellor, and now Ambassador to Italy, was informed of the bombardment of the English coast by German ships, but showed no surprise. He said that this achievement had been arranged for prior to his departure from Berlin. He added:

"This is simply the prelude to what the German fleet is soon to undertake, which may astonish the world."

BRITISH GAINS ARE IMPORTANT

Advanced Their Trenches Toward the German Lines Defending Lille.

A despatch from Paris says: The Belgian and French troops attacked south-west of Ostend and pushed their line up the seacoast to a point which is nearer Ostend than the allies have been since they were compelled to evacuate the town on October 15. The announcement is made by the French Government and confirms unofficial news that Westende, a suburb of Ostend, has been attacked by the troops under King Albert and by the soldiers of the republic. The forward movement along the coast followed a heavy bombardment of the German positions by British warships.

The allies' offensive produced an advance also in the region of Armentieres, and it is assumed that the British advanced their trenches toward the German lines defending Lille. For many weeks the fighting between large forces covering the ground between Armentieres and Lille has been indecisive, but there are indications now that the allies are progressing at this point as well as at many points to the north and south. In order to relieve the gradually increasing pressure on their lines in Flanders and in the region of Arras, the Germans delivered attacks between Ypres and Menin, where advances had been made and positions seized by the allies. These attacks, it is officially announced, were repulsed.

A Belgian Christmas.
—From the New York Sun.

WORK OF FLEET OFF NIEUPORT

Enemy Subjected to One of the Most Dreadful Bombardments of War

A despatch from London says: "The task of pushing the Germans out of Belgium has begun on the whole line from Ypres to the sea. The British, French and Belgian forces have combined for a vigorous offensive and the British fleet began an attack from off Nieuport.

"The fleet opened a devastating fire on one German stronghold near Lombaertzyde and fired unceasingly for five hours. The French and Belgian batteries placed south and west of Nieuport added to the fire, and the Germans were subjected to one of the most dreadful bombardments of the whole war. They fled from place to place as the shells came tumbling about their ears in the trenches. The shells often hit, and the heaps of dead showed the tremendous violence of the fire.

"The firing ceased suddenly. The infantry was ready and waiting. There were Belgian and French infantry battalions and also some French marines, and soon the three roads leading eastward from Nieuport were the scene of the bravest charges of the allied infantry. The Germans were driven with rifle and bayonet headlong from the trenches to the houses or killed as they stood between two of the most northern roads of the three.

"Radiating eastward from Nieuport was the farm of Graoote Brambourgh, which was strongly fortified, and which has hitherto been a great menace to troops leaving Nieuport. The farm was assaulted by the infantry after a dreadful battering by shell. The German infantry formed on the road on the canal side opposed the rush, and the fiercest kind of a hand-to-hand encounter ensued, continuing till dusk. The French marines made a glorious charge, and bayoneted scores. The French infantry pushed on under a heavy rifle fire, and drove the Germans from the trenches to the houses.

"By nightfall the Germans had been driven back from Lombaertzyde and St. Georges and many of the strongest positions had been taken. Fighting of a hand-to-hand character continued after dark and from house to house scores of Germans were killed or wounded.

"Meanwhile between Nieuport and the sea the British had given the Germans a surprise by sending down the Yser Canal barges armed with machine and quick-firing guns. These fired with deadly effect on the Germans, who were seeking to escape the shell fire of the fleet.

"Further south along almost the whole line from the sea to Ypres a violent offensive of a similar kind was waged by the allies. The French, though suffering heavy losses, inflicted far greater casualties on the enemy. St. Eloi, Zillebeke, and the neighboring country, were cleared of the Germans and tremendous losses inflicted."

"NO QUARTER" NOW REPLY

British Naval Expert Says That German Naval Raid Will End Humane Policy of British Admiralty

A despatch from London says: Following is the comment of Fred T. Jane, the foremost naval writer in Britain, on the German naval raid:

"The full story of the German North Sea raid is clearly in accord with the senseless policy which, regardless of everything, has during the past few days been advocated in the German press. It is a maritime application of the German land policy in Belgium—wholesale destruction of helpless and inoffensive civilians in an effort to create a reign of terror. The British navy has hitherto seemed unduly humane in this war. We have gone out of our way to save the enemy's lives. We regarded the enemy as a civilized foe. Now all this is likely to be changed. 'No quarter' seems to be the only possible reply to the pure savagery of German action. The horrors of naval war will be increased, but the duration of operations will perhaps be shortened accordingly.

"This is to our advantage, but from no possible point of view has the German behavior been justified. Nor can it ever be forgiven. We shall probably manage to see to it that few of the German cruisers return to harbor. If we are wise we shall hang any prisoners taken. Then, and then only, shall we render ourselves immune from similar raids in the future.

"In these days war is a more or less exact science. The result of the success of any operation can be gauged beforehand. Germany must have known perfectly well that no material result could possibly accrue from the raid which her ships made on Wednesday. Perhaps it is a side issue, but the question certaintainly arises, How did the Germans get out so easily? It is not a question which should be insisted on. If the enemy got out so easily and finds return impossible, high strategy may be perceived in the circumstances of their easy exit."

Wounded Return to the Firing Line

A despatch from Paris says: No fewer than 54 per cent. of the French wounded returned to the firing line before December 12, according to interesting figures supplied by the surgical department of the Ministry of War. Of the remainder 24 per cent. had been given convalescent leave, 17 per cent. were still in hospitals, and 1½ per cent. had been discharged from the army. Three and a half per cent. of the wounded died. These statistics demonstrate the remarkable advance made in surgery, and show a lower percentage of deaths from wounds than in any preceding war.

AUSTRIAN DEFEAT COMPLETE

Positions Fell One After Another Until They Fled From Servia in Precipitate Disorder

A despatch from Paris says: Telegraphing from Nish, the correspondent of the Havas Agency says:

"Full details of the fighting around Belgrade have not yet been received, but enough is known to show that there also the Austrians suffered a defeat of a fatal nature. After several days of stubborn fighting the Austrian troops occupied a line of positions echeloned from the northeast of Obrenovatz, as far as Koviona, to the south-east of Avala (nine miles from Belgrade). The latter position was carried by the Serbs after several bayonet charges. Other positions fell one after another, until the Austrians were completely beaten on the last hills to the north of Avala. They were beaten also on the left flank by Servian columns de bouching from Obrenovatz. The Austrians retreated precipitately towards the Danube and Save, over which bridges had previously been thrown, and on which numerous monitors, lighters, and other craft waited to ferry the troops to the opposite bank. While the Austrians were crossing in the greatest haste, the Servians broke the last resistance. The Austrian columns, which were left to protect the retreat were thrown into wild disorder and abandoned heavy guns, rifles and other equipment, throwing some of it into the Danube.

"Servian artillery, which was rapidly brought up to positions commanning both rivers, shtlled and destroyed several bridges. The Austrian losses during the latter days were enormous, and those of the Servians were also serious. The Servians captured about 10,000 prisoners, of whom 67 were officers, 30 cannon, including eight mortars, 20 machine guns, 239 ammunition wagons, 20 field kitchens, numerous horses, and a great quantity of supplies. Many Austrians were drowned."

NOVEMBER TRADE INCREASE

Shows an Increase of About Fifteen Million Dollars Over November, 1913

A despatch from Ottawa says: An increase in the total trade of Canada for the month over the corresponding period of last year is indicated in the trade statement for November. The total trade was $126,455,299, an increase of about fifteen millions over November, 1913. Exclusive of the import of coin and bullion, which has largely increased, both total exports and imports showed a decrease, this being chiefly due to a falling off in the export of agricultural products.

Total imports for November, including coin and bullion, were $79,880,917 as compared with $52,016,560 in 1913, and the total for the eight months ending November was $447,911,144 as compared with $446,169,481 in 1913. Imports of coin and bullion in November were $48,328,727 as compared with $1,814,404 in November, 1913.

Exports in November, 1914, were $74,424,299 as compared with $107,964,484. Exports of manufactures have increased, a healthy sign, and were $6,376,500 for the month compared with $4,841,922 in 1913. Exports of animals and their produce were $8,470,602 compared with $7,795,511. Exports of agricultural products, however, dropped from $33,417,055 in November, 1913, to $18,846,286 this year.

EGYPT A BRITISH PROTECTORATE

Suzerainty of Turkey Over the Country is Terminated

A despatch from London says: The Official Press Bureau issued the following statement concerning the making of Egypt a British protectorate:

"His Britannic Majesty's principal Secretary of State for Foreign Affairs gives notice that in view of a state of war arising out of the action of Turkey, Egypt is placed under the protection of his Majesty, and will henceforth constitute a British protectorate. The suzerainty of Turkey over Egypt is thus terminates, and his Majesty's Government will adopt all measures necessary for the defence of Egypt, and the protection of its inhabitants and interests. The King has been pleased to approve the appointment of Lieut.-Col. Sir Arthur Henry MacMahon to be his Majesty's High Commissioner for Egypt."

Enormous Damage in Aerial Raids

A despatch from Paris says: "Despite German denials it is now clearly established that the recent aeroplane raids from Belfort were productive of real results. Six bombs were thrown on Frieburg, Baden, on December 4. In order to mislead the Germans the leader of the flotilla, a sergeant-major of Hussars, made a wide detour over the Black Forest, coming back on Freiburg without being molested. On December 9 the flotilla, flying in a single file at a height of 3,000 feet, amidst a furious storm of shells from the German guns, threw eighteen bombs, of which fourteen caused enormous damage. The leading aeroplane was struck by a shell splinter in the left plane, and several bullets grazed the gasoline reservoir, breaking some of the stays, without, however, impairing the stability of the machine. The aeroplanes, after undergoing a final bombardment, returned to Belfort without further incident."

British Troops Landing at Havre

A despatch from Havre, France, says: Thousands of British troops are arriving here daily on transports, and are being moved to the north as rapidly as possible. The British are making the port of Havre their main base of supplies. On the average, 15 British transports arrive here daily from Southampton. Large camps have been leased on the heights along the Seine for periods varying from two to three years, and barracks are being built. Extensive supply depots have been established here.

A cross-channel transport would carry not fewer than 1,000 men, so that if the arrivals have continued at the same rate since the above despatch was written, at least 150,000 men must have been landed in France in the last ten days.