British patrolling squadron endeav ored to cut them off. On being sighted

by the British vessels the German

retired at full speed, and, favored by

"The losses on both sides are small

Notch COLLA

SUBMARINE'S

2 for 25 cents Clusti, Peabody & Co., Inc. Makers, Sales Bopt, Montreal

New York, Dec. 15:—A London cable to the Herald this morning says

even greater than the rejoicing which

followed the victory of Vice Admiral Sir Frederick C. D. Sturdee in the

South Atlantic last week was the

United Kingdom yesterday which greeted the official announcement of the daring exploit of the British sub-marine B, 11.

With the stealth of a panther and daring which surpasses everything hitherto recorded in British naval story, the B 11, commanded by Lieut.

Commander Norman B. Holbrook, of

the Royal Navy, braved the destruct-

ion by five separate columns of mines

aid in the most treacherous of our rents and sent the Turkish battleship

Lieut. Gclbrook and his crew escaped

n their submerged chaft, running the

gauntiet of heavy gun fire from other warships of the Turkish fleet and the

Elusive as a living thing, the submarine dived, manoeuvred, came to he surface and dived again, finally

oursuing destroyers and difficult cur-

The feat of the B. 11 has served to envince the British public of one fact concerning which there might have

heen a lingering doubt. It is that the efficiency of the British submarine is as great as that of the German, and

that when opportunity presents itself the British commanders may be relied upon to dare as great dangers as have hitherto been dreamed of.

Announcement was made this morn

ing that the St. John and Queber Railway Company will operate a

train service between Fredericton and Centreville until further notice. So far as the Gagetown-Fredericton sec-

tion is concerned there will be nothing

doing at present. Mr. Ross Thomp-son, when asked about the matter this morning stated that the road be-tween the two points named was not

vet ready for operation and he did

not think that trains would be run-

In regard to the Woodstock-Centre-ville service the first train will leave Centreville at seven o'clock tomorrow

morning and arrived here at twelve noon. A train for Centraville will be made up here and leave at three

o'clock in the afternoon, arriving at Centreville at eight o'clock.

It is not known just how long the

St. John and Quebec Railway Com-

pany will operate the road, but it will

probably be for some months. The I.C.R. authorities will not operate it

upon the terms laid down in the act.

and it is understood that a new lease

will be prepared by the local govern-ment. There has been a big outcry

or the operation of the road and just

at the present time the people are

not particular who does the work so ong as they are given a train service

People have become tired of waiting

for the do-nothing local government to make a move and will apprec ate

the action being taken by the St. John and Quebet Railway Company.

ning over it before January.

TRAIN SERVICE OF

just for such intrepidity

deelles.

shore forts.

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(Continued from page one.)

STORY OF THE RAID.

London, Dec. 16-For the first time the mist, succeeded in making good in centuries England has been struck their escape. by a foreign foe. A squadren of swift "The losses on both sides are small German cruisers crept through the but full reports have not yet been reog last night to the eastern coast, and crived.
urned their guns against the Britons of The Admiralty takes the oppor

turned their guns against the Britons ("The Admiralty takes the oppor When day broke they began the bom tunity of pointing out that demon bardment of three important towns- strations of this character against u Hartlepool, at the mouth of the Tees; fortified towns or commercial ports. Whitby, thirty-five miles southward, though not difficult to accomplish pre-amd Scarborough, noted as a pleasure vided that a certain amount of risk resort, fifteen miles beyond. is accepted, are devoid of military

There significance. Hartlepool suffered most. were two battle cruisers and an armored cruiser engaged, and at this among the civil population, and some place the greatest loss of lie occurred damage to private property, which is The British war office fixes the number of dead at Hartlepool as seven not in any circumstances, be allowed soldiers and twenty-one civilians, and to modify the general naval polycy the wounded at fourteen soldiers and which is being pursued. fifty civilians.

At Scarborough, where a battle cruiser and an armored cruiser shelled the town, thirteen casualities are re' ported, while at Whitby two were killed and two wounded.

Men, women and children, of the civilian population, were lift dead or wounded-struck without warning while at breakfast or at work. In all the casualty list totals 110, according to the official estimates, iof whom thirty-one are known to be dead. Three churches were damaged; the

gas words and lunger yards at Hartle pool were set afire, and the Abbey at Whitby was struck. The Balmeral hotel at Scarborough received the full effects of a shell, and a number of houses and shops were shattered and partly burned in each of the towns.

The hostile squadron escaped in the fog, after an encounter with coast guard vessels patrolling the neighbor hood, which were reinforced as soon as the presence of the Germans were signalled.

OFFICIAL ACCOUNT

The official account of the attack as issued by the press bureau, with measure of enthus sm throughout the more complete details from the war office follows:

London, Dec. 16-The following is the official press bureau's statemen on the German attack on the English

"This merning a German cruisen force made a demonstration upon the Yorkshire coast in the course of which they shelled Hartlepool, Whitby and Scarborough.

A number of their fastes? ships were encloyed for this purpose, and they remained about an hour on the Messudih to the bottom of the Dar-

They were engaged by patrol ves-sels on the spot. As soon as the presence of the enemy was reported



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