

OFFICIAL STORY OF THE RAID ON ZEEBRUGGE AND OSTEND

London, April 26. (By Reuter's Ottawa Agency)—The British Admiralty has given out the official story of the brilliant raid against Zeebrugge and Ostend, made by a small naval squadron under the command of Vice-Admiral Keyes.

After summarizing the preparations leading up to the raid and paying high tribute to the commanders and crews of the vessels engaged, the report strikingly reviews the appearance of the little squadron after its return to home waters and gives the following interesting story of the actual fighting:

Vice Admiral Keyes, in the destroyer Warwick, commanded the operation. There had been two previous attempts to attack, capable of being pushed home, if weather and other conditions served. The night of the 22nd of April (Tuesday) offered nearly all the required conditions, and some fifteen miles off Zeebrugge the ships took up the formation for attack. The Vindictive, which had been towing the Iris and Daffodil, cast them off to follow under their own steam. The Intrepid, Iphigenia, and Thetis slowed down to give the first three time to get alongside the mole. The Sirius and the Brilliant shifted their course for Ostend.

The night was overcast and there was a drifting haze. From the Vindictive's bridge, as she headed in towards the mole, with the faithful ferry boats at her heels, there was scarcely a glimmer of light to be seen shoreward. Ahead, as she drove through the water, rolled the smoke screen, her cloak of invisibility, wrapped about her by small craft. This was the device of Wing Commander Brock, with, out which, acknowledges the Admiral in charge, the operation could not have been conducted. A northeast wind moved the volume of it shoreward ahead of the ships. Beyond it was the distant town, its defenders unsuspecting. It was not until the Vindictive, with bluejackets and marines standing ready for landing, was close upon the mole that the wind lulled, and came away again from the southeast, sweeping back the smoke screen and laying her bare to eyes that looked seaward.

DROVE INTO BLAZE OF LIGHT
There was a moment immediately afterwards when it seemed to those in the ships as if the dim, coast-hidden harbor exploded into light. A star shell soared aloft, then a score of star shells. The wave ring beams of the searchlights swung around and settled into a glare. A wild fire of gun flashes leaped against the sky, strings of luminous green beads shot aloft, hung and sank. The darkness of the night was supplemented by a nightmare daylight of battle-fired guns and machine guns along the Mole. The batteries ashore awoke to life. It was in a gale of shelling that the Vindictive laid her nose against the thirty-foot high concrete side of the Mole, let go her anchor and signalled to the Daffodil to shove her stern in.

The Iris went ahead and endeavored to get alongside likewise. The fire was intense while the ships plunged and rolled beside the Mole in the sea, the Vindictive with her greater draught jarring against the foundations of the Mole with every plunge. They were swept diagonally by machine gun from both ends of the Mole and by the heavy batteries on shore.

Commander (now Captain) Carpenter coned the Vindictive from the open bridge until her stern was laid in, when he took up his position in the flame-trouper hut on the port side. It is to this hut that reference has already been made. It is marvellous that any occupant of it should have survived a minute, so riddled and shattered is it. The officers of the Iris, which was in trouble ahead of the Vindictive, described Captain Carpenter as handing her like a picket boat. The Vindictive was fitted along her port side with a high false deck, from which ran eighteen brows or gangways by which the storming and demolition parties were to land.

OFFICERS DIED AS HEROES
The men gathered in readiness on the main lower decks, while Col. Elliott, who was to lead the marines, waited on the false deck just abaft the bridge. Capt Halahan, who commanded the bluejackets, was amidships. The gangways were lowered and scraped and rebounded upon the high parapet of the mole as the Vindictive rolled in the seaway.
The word for the assault had not yet been given when both leaders were killed, Colonel Elliott by a shell and Captain Halahan by machine gun fire, which swept the decks. The same shell that killed Colonel Elliott also did fearful execution in the forward Stokes mortar battery.

The men were magnificent. Every officer bears the same testimony. The mere landing on the mole was a perilous business. It involved a passage across the crashing and splintering gangways, a drop over the parapet into the field of fire on the German machine guns which swept its length, and a further drop of some 16 feet to the surface of the mole itself. Many were killed and more wounded as they crowded up to the gangways, but nothing hindered the orderly and speedy landing by every gangway.

Lieut. Walker, who had his arm carried away by a shell on the upper deck, lay in the darkness while the storming parties trod him under. He was recognized and dragged aside by the commander. He

raised his arm in greeting. 'Good luck to you!' he called, as the rest of the stormers hastened by.

WOUNDED AND DYING CHEERED
The lower deck was a shambles as the commander made the rounds of his ship. Yet those wounded and dying men raised themselves to cheer, as he made his tour. The crew of the Howitzer, which was mounted forward, had all been killed, and a second crew destroyed likewise. Even then a third crew was taking over the gun. In the stern cabin a fireworks expert, who had never been to sea before, one of Capt. Brock's employees, was steadily firing great illuminating rockets out of the scuttle to show up the lighthouse on the end of the mole to the blockships and their escorts.

The Daffodil, after aiding to berth the Vindictive, should have proceeded to land her own men, but Capt. Carpenter ordered her to remain as she was with her bows against the Vindictive's quarter, pressing the latter ship into the Mole. Normally the Daffodil's boilers developed 80 pounds pressure of steam per inch, but now for this particular task Artificer Engineer Sutton, in charge of the engines, maintained 160 pounds during the period she was holding the Vindictive to the Mole. Her casualties owing to her position during the fight were small, one killed and eight wounded, among the latter being her commander, Lieut. Campbell, who was struck in the right eye by a shell splinter.

HAD TROUBLES OF HER OWN
The Iris had trouble. Her own first attempts to make fast to the Mole ahead of the Vindictive failed, as her grappels were not large enough to span the parapet. Two officers, Bradford and Hawkins, climbed ashore and sat astride the parapet trying to make the grappels fast till each was killed and fell down between the ship and wall. Commander Gibbs had both legs shot away and died next morning.

Lieut. Spencer, though wounded, took command and refused to be relieved. The Iris was obliged at last to change her position and fall in astern of the Vindictive. She suffered very heavily from the fire. A single big shell plunged through the upper deck and burst below at the point where 56 marines waited the order to go to the gangways. Forty-nine were killed, the remaining seven being wounded. Another shell burst in a wardrobe which was serving as a 'sick bay' and killed four officers and 26 men. Her total casualties were 8 officers and 69 men killed, 102 men and 6 officers wounded.

The storming and demolishing parties upon the mole met with no resistance from the Germans other than intense and unremitting fire. The geography of the great mole with its railway line and many buildings, hangars, and store sheds, was already well known, and the demolition parties moved to their appointed work in perfect order. One after another the buildings burst into flames or were split and crumbled as dynamite went off. A bombing party worked up towards the mole extension in search of the enemy and destroyed several machine gun emplacements, but no single prisoner rewarded them. It appears that upon the approach of the ships and with the opening of fire the enemy simply retired and contented themselves with bringing machine guns to the shore end of the mole.

BLOCKSHIPS STOLE INTO CHANNEL
And while they worked and destroyed, the covering party below the parapet could see in the harbor by the light of the German star shells, the shapes of the blockships stealing in out of their own smoke and making for the mouth of the canal. The Thetis came first, steaming into a tornado of shells from the great batteries ashore. The crew, save a remnant which had remained to steam her in and sink her, had already been taken off by mosquitos and motor launches, but the remnants spared hands enough to keep her fore guns going. It was hers to show the road to the Intrepid and Iphigenia, which followed. She cleared a score of armed barges which donned the channel from the tip of the mole, but had the ill fortune to foul her propeller upon the net defence which flanks it on the shore side. The propeller gathered in the net and rendered her practically unmanageable.

The shore batteries found her and pounded her unremittingly until she bumped into the bank, edged off and found herself in the canal again, still some hundreds of yards from the mouth of the canal. While in practically a sinking condition as she lay there she signalled invaluable directions to the others, and her commander, Sneyd, accordingly blew charges and sunk her. The motor launch under the command of Lieutenant Littleton, raced alongside and took off her crew. Her loss was five killed and five wounded.

WENT IN BELCHING SHELLS
The Intrepid, smoking like a volcano, with all her guns blazing, was followed by her motor launch which failed to get alongside in the outside harbor. Straight into the harbor she steered, her smoke blowing back into the Iphigenia's eyes so that the latter was blinded and going a little wild, rammed a dredger with barge moored beside it, which lay in the western arm of the canal. She got clear through and entered the canal, pushing the barge before her. It was then that a shell hit the steam conceptions of her whistle, and the escaping steam which followed drove

off some of the smoke and let her see what was doing.

CHANNEL IS BLOCKED
Lieutenant Stuart Bonham Carter, commanding the Intrepid, placed the nose of his ship neatly on the mud of the western bank. He ordered the crew away and blew up the ship by switches in the chart room. Four dull bumps was all that could be heard. Immediately afterwards there arrived on the deck, the engineer who had been in the engine room and reported all was as it should be.

Lieutenant Billard Locke, commanding the Iphigenia, beached her according to arrangement, on the eastern side, blew her up and saw her drop nicely across the canal, and left her engines still going to hold her in position until she should have settled well on the bottom.
According to the latest reports from air observation, two old ships with their holds full of concrete are lying across the channel in a 'V' position and it is probable the work they set out to do has been accomplished and the canal is effectively blocked.

AUSTRALIANS HAD PART
London, April 26.—(By Reuters' Ottawa Agency)—The Austrian navy was represented in the raid on Zeebrugge by one and 11 men. They were mostly on the ships which entered the canal. Six of them were among the men who landed and fought on the Mole. All twelve of them escaped injury.

London, April 29.—The total British casualties in the operations on Tuesday against Zeebrugge and Ostend were 588, according to an official announcement last night. These were divided as follows: Officers killed, 16; died of wounds, 3; missing, 2; wounded, 29; men killed, 144; died of wounds, 25; missing, 14; wounded, 355.

ST. GEORGE, N. B. April 30.

Two schooners loaded pulp at the public wharf this week, the Francis Goodnow and Thomas R. Lawrence. Captains Lane and Rowe, both gentlemen have been coming here for several years and are well known and popular. The pulp is going to Norway.

Dancing classes are held in Coutts' Hall several times a week, patronized by a number of young people.
A masquerade ball was held on Friday evening last, which was attended by quite a number of boys in khaki, and others.

Miss Blanche McVicar left this week for St. John, where she has accepted a position with the Corona Candy Company.

Miss Cameron, of St. Stephen, is the guest of her aunt, Mrs. Caleb Hennessey.

Principal Brookes, of the High School, enlisted last week in the Siege Battery, St. John, and left Saturday for the city. His place as principal has not been filled yet, so the scholars are enjoying a holiday. Several applications have been received by the trustees, and it is expected a new teacher will be in charge next week.

Misses Helen McMullen and Blanche McVicar spent a few days in Calais last week.

Rev. Mr. DeWolfe officiated on Wednesday evening last at the marriage of Miss Bertha Laskey and Charles Norman.

Mrs. H. I. Lynds, wife of the Rev. H. I. Lynds, a former pastor of St. Mark's Church, is visiting friends in town.

Miss Lillian Sweeney, of St. John, who has been the guest of her sister, Mrs. Chas. McGrattay left for her home yesterday.

The ice is out of Lake Utopia, boats were able to get to the head on Monday while late in breaking up it is not a record. Fishing is reported good about the Ledges.

George F. Meating and Allen Grant attended the meeting of the Grand Lodge F. and A. M., in St. John last week.

Steven Conley left to-day for Augusta, Me., called by the serious illness of his sister, Mrs. Fitzgerald.

The New Council was sworn in on Wednesday evening last, in the Council Chambers, Town Hall. Mayor McGrattay gave an address. During the course of his remarks he referred to the Town Election, thanking the electors for the support given him. He said they had been chosen to administer the affairs of the Town and they had the majority of the electors behind them. Certain matters demanded attention, and it was in the hands of the Aldermen to carry out the wishes of the people. He felt certain their relations would be cordial, as only by cooperation could their administration be a success. The committees were then submitted for their approval:

License:—Murray, Watt, and Grant. Assessment:—Kent, Johnson, Spear. Police:—Spear, McAdam, Johnson. Town Property:—Watt, Spear, Johnson. Fire:—Johnson, Grant, McAdam. Wharf:—McAdam, Johnson, Frauley. Fire:—Johnson, Grant, McAdam. Bye Laws:—Frauley, Kent, Watt. Streets and Sewers:—Grant, Kent, Murray. The first named is Chairman.

CUMMINGS' COVE, D. I. April 30.

Mrs. Herman Creamer has returned to Calais Me., after a pleasant stay with her parents, Mr. and Mrs. Edgar Cummings. Mr. Herman Creamer has received his appointment as Pure Food Inspector at Machias Port, during the sardine season.

Mrs. Creamer leaves for there in a few days.

Mrs. Jack Ingalls is home again after a very pleasant trip to Mexico, and other places in the South.

Messrs. Edgar and Arthur Fountain, Chester A. Dixon, and Albion Cummings attended the Chapman Concert, recently given in Eastport.

Chas. Haskins is home again after spending a pleasant winter with his niece, Mrs. Frank S. Cummings, in Ansonia, Conn.

Frank S. Cummings returned by train on Saturday, to his home in Ansonia, Conn., after a brief but very pleasant visit at his old home at Cummings' Cove.

Mr. and Mrs. Chester Dixon and little daughter, Muriel, spent Monday at Indian Island.

Mrs. James H. Ward, after spending two months with Mr. and Mrs. Chester Dixon, is at present the guest of her niece, Mrs. Edwin Conley, at Leonardville.

Mrs. W. Hatheway Fountain and little son, Glenn, spent Sunday with her aunt, Mrs. James Hurley, at Leonardville. Miss Nina Field spent the week-end, the guest of Mr. and Mrs. J. Seward Welch at Fairhaven.

Miss Selia Gupitell, who has been the guest of her sister, Mrs. Russell Fountain, has returned to her home at Machias Port.

A number of friends enjoyed a party at the home of Miss Lila Mosher one evening last week. A very pleasant evening was enjoyed by all.

Master Fremont Chaffey was the guest of his sister, Mrs. Percy Conley, at Leonardville, on Sunday.

Frank Hooper had the misfortune to lose a fine and only cow on Saturday of last week.

BOCABEC COVE, N. B. April 30.

Edgar Storr, of Bayside, was a Sunday guest of Mr. and Mrs. Albert Brownrigg. Mr. Wilfred Bryant and bride (nee Miss Rachel Crichton) were guests of the bride's parents, Mr. and Mrs. J. D. Crichton, on Sunday last.

Howard Mitchell, of Upper Bocabec, was a Sunday guest of Mr. and Mrs. Hugh McGregor.

Mrs. James Holt and Mr. W. J. Taylor were guests of Mr. and Mrs. Harold Mitchell on Sunday last. The many friends of Mrs. Harold Mitchell are glad to know that she and her daughter, Bernice, are at home once more. Miss Bernice has been, for the past five weeks, taking treatment from a bone specialist in Boston, Mass. We are all pleased to hear that she is rapidly recovering her usual health.

Mrs. Edmund Hoit and Miss Lillian Butt, of Second Falls, are guests of Mrs. Albert Brownrigg.

Mrs. Isaac Lowery and daughter, Miss Gladys, called on Mrs. Matthew McCullough on Sunday.

Miss Helen Young spent the week-end at her home in St. Andrews.

Service was held in the Church of the 'Heavenly Rest' on Sunday last at 3, Rev. D. W. Blackall, of Oak Bay, officiating. This is the first of the spring and summer services, and we are pleased to report that there was a goodly number in attendance.

ELMSVILLE, N. B. April 29.

Mrs. Edward Stuart recently visited relatives in St. Stephen.

Service was held at Christ Church on Sunday evening last at 7:30 daylight saving time, and as a consequence some

came in late. The next service will be held at 7:30 p. m. May 12th.

Mrs. Sarah Crompton and little James have been visiting relatives here.

Willis McKaskell left for St. John on Monday's train, to join the other young men of this place who are with the 1st Depot Battalion.

Lloyd Collett visited St. John the first of the week.

James Monahan made a business trip to St. Andrews on Monday last.

REGAL FLOUR
Ensures Bread that is Fine and Porous of Texture and Full of the Nourishment for which Manitoba Hard Wheat is Famous
Equally Satisfactory for Pastry, Cakes and Puddings.

It's Cheaper to Paint than Repair
YOUR house—if it is four years old or older—is worth at least 50 per cent more today than when it was built. Lumber and cement are so high that it would cost half as much again to build this year as it did in 1914. So it is obvious that either a new house or an old one is today so valuable a property that its owner must conserve it unless he is committed to a policy of willful waste. Keep your house—and all your buildings—protected. And let your paint-protection consist of an economical paint. Use the paint that goes farthest—lasts longest.

B-H PAINT
The kind we guarantee to possess as its important base, the above correct formula. This formula, printed on every can over our President's signature, commits us to this standard. High in cost as white lead has become, we must use as much of it as before—to use less, would necessitate the removal of the guarantee from our cans and would injure the high reputation, which these paints have acquired by reason of their superior ingredients.
Other B-H Products of Sterling Worth
We carry and recommend the following B-H products:
For Interior Finishing: "China-Lac"—the perfect Varnish Stain.
Plaster Ceilings and Walls: "Fresconette"—a flat tone oil paint.
Staining the Roof: "Anchor Brand Shingle Stains" in 19 different colors.
Varnishing a Floor: "Floorlustre"—excellent for interior floors.
B-H Porch Floor Paint: For Porch Floors, Ceilings and parts exposed to weather. For barn and outbuildings: Imperial Barn Paint.
Color Cards and Erics from our local agents.
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CLEARANCE SALE
OPENS MONDAY, APRIL 22nd, 1918
This sale offers you the best goods in the country at the price of the cheapest to-day. It's your own fault if you don't take advantage of the opportunity. We want to close out everything in the store and we are going to give you a chance to SAVE MONEY.
The values are big enough to make them go fast, so step lively if you want to save a dollar. You can't help buying if you see the goods.
COME AND COME QUICK!
Below are Some of the Bargains Offered:—
Men's Summer Underwear at 60 cents per suit.
Men's Overalls at \$1.30 and \$1.45.
Men's Raincoats at \$5.50, \$7.50, and \$8.50.
Boys' Khaki and Tweed Pants at 75c, \$1.10, \$1.30, and \$1.45.
Boys' Suits at \$4.50, \$5.50, \$6.75, and \$11.00.
Don't forget the date, MONDAY, APRIL 22nd, at
THE HANSON STORE, ST. ANDREWS
Store Open Every Night