

ZEEBRUGGE CANAL BLOCKED AND OSTEND FAIRWAY NARROWED

British Navy's Raid on Flanders Coast is Big Blow to Operations of German Submarines—Obsolete Cruisers Laden With Concrete Sunk to Block Entrance.

A despatch from London says: The net result of the British navy's raid on the Flanders coast, according to a high naval authority, is that the Zeebrugge Canal entrance is effectively blocked, a breach 120 feet long has been made in the viaduct connecting the Mole with the land and the Ostend fairway has been inconveniently narrowed, but not wholly blocked.

The Zeebrugge Canal is much more important to the German navy's operations in the channel than Ostend, as it was through Zeebrugge that U-boats constructed at Antwerp were brought to the coast, also munitions and general supplies for coast defence. Zeebrugge harbor has been daily dredged by two dredges owing to the perpetual shifting of the sand. The British sunk one of these dredges. The other was damaged, so that with a

breach in the viaduct and a south-west or westerly wind the sand shifting has proceeded rapidly, and it will take the Germans some time to overcome it.

The removal of the blockships across the canal's mouth also is a slow and delicate job, because the use of heavy charges would still further injure the entrance walls of the canals, and the blockships were constructed in a peculiar manner so as to give them high resisting power. For a time the Germans must use Ostend instead of Zeebrugge as their chief refuge, thus bringing them further down the channel than they like.

The raid was a splendid enterprise, ably and ingeniously planned, magnificently executed and showing the dauntless pluck of the British navy with its inspiring moral effect.

GERMAN LOSSES EXCEED 5,000,000

600,000 Killed and Wounded in Recent Great Offensive.

A despatch from London says: German losses in killed and wounded in the great offensive amounted to no less than 600,000 men, according to reliable information received from Scandinavian sources. These figures, which are, of course, unofficial, come from trustworthy sources. There has been much discussion as to the motive behind the disclosure of Karl Bleibtreu, in Neuve Europa, that the German losses up to the end of January this year amounted to 4,456,000 men killed, wounded, and prisoners, excluding the navy and colonial troops, auxiliary forces, and deaths due to sickness. Combined with the figures of the recent battles Germany's total losses now exceed 5,000,000. The total given by Bleibtreu far exceeds anything Germany had previously admitted. There is a suggestion that Bleibtreu's article was intended to minimize proportionately the recent losses on the western front, which are causing serious disturbances in Germany. When the enormous casualties of the battlefield are added to the increased rate of mortality of the civilian population, it is clear Germany's losses cannot be recovered in a generation.

PUBLISH U-BOAT SINKINGS ONCE A MONTH IN FUTURE.

A despatch from London says: The Admiralty has announced the cessation of the weekly return of shipping losses and the substitution of a monthly report on the Thursday morning following the 21st of each month.

ENEMY REPULSED IN TREMENDOUS DRIVE FOR AMIENS

British Line Restored South of Somme River—Slight Retirement Before Furious Attacks of Foe on Meteren-Wytschaete Line.

A despatch from London says: The great double German drive in the Somme and Armentieres sectors, which began on Wednesday morning, has developed into a terrific struggle. The British, having been forced back out of Villers-Bretonneux, launched a counter-attack, re-took the village and swept the Germans back almost to the lines which were held before the present fighting began. The Australians assisted in the victory. The French have been driven back out of Hangard-en-Santerre, but are holding their positions close by, while on the line south-west of Ypres, the British have been compelled to withdraw slightly before furious attacks along the Meteren-Bailleul-Wytschaete line.

Wounded Americans are arriving at a hospital behind the French line in the Somme sector, showing that Gen. Pershing's men are bearing their

AUSTRIANS LOSE IN MACEDONIA

Successful Operations by British and Serbian Troops.

A despatch from Paris says:—The War Office report, referring to operations in Macedonia, said: "Late reports confirm the full success of the reconnoitring operation carried out on Wednesday on the north bank of the Devol River. In the course of their advance our troops established that the enemy had suffered very serious losses before abandoning the ground. They brought back about 10 Austrian prisoners. On April 24, British troops carried out a successful raid near Barakili, east of Struma, and the Vetrnik Heights. The Serbian troops have maintained their occupation of the work taken April 21, repulsing new enemy counter-attacks."

CONSCRIPTION PAPERS IN NEWFOUNDLAND.

A despatch from St. John's, Nfld., says: The conscription bill passed its second reading without opposition on Thursday after Premier Lloyd had made a statement regarding the war situation at a secret session of the Legislature. Similar action was taken on a bill to extend the life of the Colonial Parliament until the close of the year 1919.

Kaiser Hurries To Zeebrugge But Not To Give Iron Crosses

A despatch from London says:—The Kaiser visited Zeebrugge personally on Tuesday, it is officially admitted from Berlin, and inspected the damage occasioned by the British raid.

share of the burden of the great battle. Notwithstanding the frantic preparations made by the Germans for a continuance of their drive toward Amiens and the extreme violence of the fighting, the gains thus far in that region have been trifling. Along the line from Albert south to Castel except at Hangard-en-Santerre, the German assaults have been hurled back by the allied forces, which are strongly posted on the higher ground to which they retired during the last days of the German drive in Picardy. It is unofficially reported that from four to six German divisions, or from 48,000 to 72,000 men, have been hurled at the British and French lines near Ypres. The retirement of the British in this sector must have been small, for there are no gains reported by Berlin so far.

Markets of the World

Breadstuffs
Toronto, April 30—Manitoba wheat—No. 1 Northern, \$2.23 1/2; No. 2, do., \$2.20 1/2; No. 3, do., \$2.17 1/2; No. 4, do., \$2.14 1/2. In store Fort William, including 2 1/2% tax.
Manitoba oats—No. 2 C.W., 91 1/2c; No. 3 C.W., 88 1/2c. In store Fort William.
American Corn—No. 3 yellow, kiln dried, \$1.90, nominal; No. 4 yellow, kiln dried, \$1.85, nominal.
Ontario oats—No. 2 white, 91 to 92c; No. 3 white, 90 to 91c, according to freights outside.
Ontario wheat—No. 2 Winter, per car lot, \$2.22; basis in store Montreal.
Peas—No. 2, \$3.60 to \$3.70, according to freights outside.
Barley—Malting, \$1.52 to \$1.53, according to freights outside.
Buckwheat—\$1.84 to \$1.86, according to freights outside.
Rye—No. 2, \$2.65, according to freights outside.
Manitoba flour—War quality, \$11.10, new bags, Toronto.
Ontario flour—War quality, \$10.80, new bags, Toronto and Montreal.
Freights prompt shipment.
Milfed—Creamery, solds, 48 to 49c; butter, 51 to 52c; do., fresh made, 52 to 53c; choice dairy prints, 28 to 29c; ordinary dairy prints 28 to 40c; bakers', 36 to 38c.
Oleomargarine (best gr.)—22 to 33c.
Cheese—New large, 23 to 23 1/2c; twines, 23 1/2 to 23 3/4c; spring made, large, 25 to 26c; twines, 25 1/2 to 26c.
Beans—Canadian, prime, bushel, \$7.50 to \$8; Foreign, hand-picked, bushel, \$6.75 to \$7.
Comb honey—Choice, 16 oz., \$3.50 per dozen; 12 oz., \$3 per dozen; seconds and dark comb, \$2.50 to \$2.75.
Maple Syrup—Imperial Gallons, \$2.25; 5-gallon tins, \$2.10 per gallon; maple sugar, per pound, 24 to 26c.

Country Produce—Wholesale
Eggs—New laid, 39 to 40c; selected, new-laid, 42 to 43c; cartons, 48 to 49c; Butter—Creamery, solds, 48 to 49c; do., prints, 51 to 52c; do., fresh made, 52 to 53c; choice dairy prints, 28 to 29c; ordinary dairy prints 28 to 40c; bakers', 36 to 38c.
Oleomargarine (best gr.)—22 to 33c.
Cheese—New large, 23 to 23 1/2c; twines, 23 1/2 to 23 3/4c; spring made, large, 25 to 26c; twines, 25 1/2 to 26c.
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Comb honey—Choice, 16 oz., \$3.50 per dozen; 12 oz., \$3 per dozen; seconds and dark comb, \$2.50 to \$2.75.
Maple Syrup—Imperial Gallons, \$2.25; 5-gallon tins, \$2.10 per gallon; maple sugar, per pound, 24 to 26c.

Provisions—Wholesale
Smoked meats—Hams, Medium, 36 to 38c; do., heavy, 38 to 40c; cooked, 47 to 49c; rolls, 31 to 32c; breakfast bacon, 41 to 42c; backs, plain, 44 to 45c; boneless, 48 to 49c.
Cured meats—Long clear bacon, 29 to 30c; chow, 29 to 30c.
Lard—Pure, tierces, 31 1/2 to 32c; tubs, 31 1/2 to 32c; pails, 32 to 33c; tierces, 26 to 27c; tubs, 26 1/2 to 27c; pails, 26 1/2 to 27c; prints, 27 1/2 to 28c.

Montreal Markets
Montreal, April 30—Oats—Canadian western, No. 3, \$1.02; extra No. 1 feed, \$1.02; No. 3 local white, \$1.02; No. 3 standard, \$1.02; wheat grade, \$1.05 to \$1.10; Rolled oats—Bazs, 90 lbs., \$5.50 to \$5.60; Compound, \$5.40; Shorts, \$4.40; Middlings, \$4.50; Moult, \$6.50 to \$6.75; Hay, No. 2, per ton, cat lots, \$17.

Winnipeg Grain
Winnipeg, April 30—Cash prices:—Oats—No. 2 C.W., 91 1/2c; No. 3, do., 88 1/2c; extra No. 1 feed, \$1.02; No. 3 local white, \$1.02; No. 3 standard, \$1.02; wheat grade, \$1.05 to \$1.10; Rolled oats—Bazs, 90 lbs., \$5.50 to \$5.60; Compound, \$5.40; Shorts, \$4.40; Middlings, \$4.50; Moult, \$6.50 to \$6.75; Hay, No. 2, per ton, cat lots, \$17.

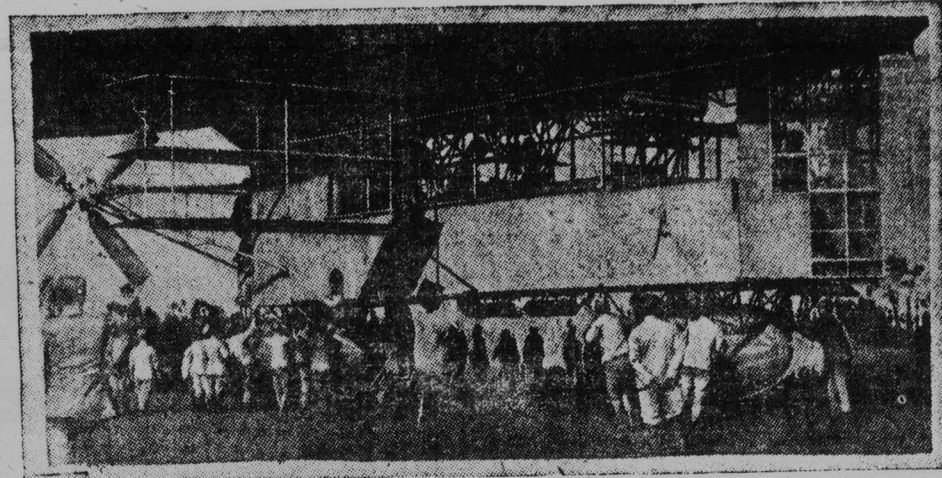
United States Markets
Minneapolis, April 30—Corn—No. 3 yellow, \$1.15 to \$1.16; No. 3 white, \$1.15 to \$1.16; Flour—Unchanged. Bran—\$3.14.
Duluth, Minn., April 30—Unseeded \$1.07 1/2 to \$1.13; arrive and May and July, \$1.07 1/2; October, \$1.07 bid.

Live Stock Markets
Toronto, April 30—Extra choice heavy steers, \$13.75 to \$15; choice heavy steers, \$12.75 to \$13.50; good heavy steers, \$12.25 to \$13; butchers' calves, \$11.75 to \$12; do., medium, \$11 to \$11.50; do., common, \$10.75 to \$11.25; do., good bulls, \$10 to \$10.50; do., medium bulls, \$9 to \$9.25; do., rough, \$8.75 to \$9.50; butchers' cows, choice, \$10.75 to \$11.50; do., good, \$10.25 to \$10.50; do., medium, \$9.25 to \$9.75; do., rough, \$8.75 to \$9.50; canners and cutters, \$6.50 to \$7.50; milkers, good to choice, \$8 to \$10; do., common and medium, \$6 to \$8; springers, \$9 to \$10; light ewes, \$13.50 to \$14.00; lambs, \$18 to \$20.50; calves, good to choice, \$13.50 to \$15.50; hogs, fed and watered, \$20; do., weighed off cars, \$20.25; do., f.o.b., \$19.00.
Montreal, April 30—Choice steers, \$12 to \$13; good steers, \$11 to \$12; medium, \$10.50; choice butcher bulls, \$10.00 to \$11.50; butchers' cows, choice, \$9.50 to \$10.50; good cows, \$9.50 to \$10; canners' cattle, \$5 to \$10; milkers, \$8 to \$10; calves, \$3 to \$14; choice select hogs, off cars, \$21 to \$21.50; sows, \$19 to \$19.50.

CROP CONDITIONS IN WEST WERE NEVER BETTER.

A despatch from Calgary, Alta., says: Crop reports being received from all parts of the province indicate that conditions were never better, and it is estimated that the average increase in acreage seeded will be in the neighborhood of 20 per cent. Cool nights have retarded germination somewhat, but in many parts of the South west is above the ground. There are a few complaints of lack of moisture and drying winds blowing off the top soil, but this happens every year in Southern Alberta to a greater or less extent.

Now wells up from the sodden swamp The peeper's chorus strong, An orchestra of froglet throats, Like bubble, filled with song.



New Italian Dirigible.

The Forlenini holds the world's altitude record for dirigibles of 17,000 feet, against 13,000 feet made by the Zeppelin. This airship has a carrying capacity of 6,000 pounds.

WHEN SEAPLANE "SPOTS" SUBMARINE

ONE METHOD EMPLOYED TO COMBAT U-BOAT MENACE.

Trawlers and Destroyers Come at Wireless Signal and Blow Up Underwater Craft.

One of the methods by which, as the First Sea Lord, Sir Eric Geddes said recently, the submarine menace is being "held" is vividly described by a writer in the Liverpool Journal of Commerce.

A seaplane had "spotted" a submarine lying on the seabed. Instantly the observer's finger commenced to tap a key and ten miles away a long lean destroyer and four squat trawlers detached themselves from a pack of hounds working a covert and hastened to the kill. Meanwhile the seaplane circled around, but when the surface ships arrived her instructions, delivered by wireless, were curt and precise. Acting upon them the trawlers stationed themselves at the four corners of a wet quadrangle, while the destroyer kept her guns ready to talk to Fritz should he appear above the surface.

Submarine is Doomed. The trawlers at the corners of the wet quadrangle got out their sweeps—long wire hawsers of an incredible stoutness, with a heavy "kite" in the centre to keep their blights down on the seabed—and commenced to steam toward each other. As the pairs of vessels met, their wires simultaneously engaged themselves under the U-boat's bow and stern and commenced to work their sinuous way between her hull and the sea bottom.

Then the strange thing happened. Two round, black objects seemed to detach themselves from her hull and float surfaceward, to hover a second and then commence bobbing down the tide—bobbing down a lane much frequented by those ships that brought food, munitions of war, and hundreds of other things to England's shore.

"Minelayer, eh?" called the seaplane's observer.

"That's it, lad," came the telephoned

answer, "but her eggs can wait for a minute."

The trawlers now crossed their decedent cables and thus held the U-boat in a kind of wire cat's cradle. She seemed to suddenly wake to her danger, for with a bound she tried to disentangle herself from the meshes which held her. But it was no use; the trawlers had been too long at the game to leave any loopholes and the submarine was doomed.

"Got him," signalled the seaplane. "Thanks," replied the destroyer. "We'll give him five minutes to come up and breathe, but no longer." That time passed, but Fritz made no further move.

Underwater Explosion.

At a flagged signal from the destroyer the port foremost trawler and the starboard after one clipped a small red tin of high explosive to the bar-taut wire and allowed it to slide down till it touched the U-boat's hull. It was the seaplane's turn to wave the flag and immediately there followed the crashing of two fists upon two grey mounds of water, and a rumbling, muffled explosion.

The seaplane circled twice above the patch of rising oil, ascertained that Fritz had been destroyed and notified the destroyer of the fact. Then with her observer slipping a drum of cartridges into his machine gun, she sped on after those objects bobbing down tide. A burst of rapid firing—and the first of the devil's eggs, its buoyancy chamber punctured, sank with a gurgle; the second gave a better show, for it exploded grandly—and harmlessly—as the bullets reached it.

ONTARIO LED CANADA IN ENLISTMENTS

A despatch from Ottawa says:—The following figures of voluntary enlistments up to 31st October, 1917, were given in the House of Commons: Ontario, 191,692; Quebec, 48,934; Nova Scotia and Prince Edward Island, 23,436; New Brunswick, 18,022; Manitoba, 52,784; Saskatchewan, 26,111; Yukon, 36,279; British Columbia and Alberta, 42,609. Total, 439,806. The nationalities were given as: Canadian-born, 197,473; British-born, 215,769; other nationalities, 25,564. Total, 439,806.

COAL FAMINE IN ITALY. May Halt Armies Unless Problem Can Be Solved.

The coal problem in Italy is equally as serious as that relating to food shortage, but its solution is even more difficult, says a Rome correspondent. Before the war Italy imported 950,000 tons of coal every month. Despite the fact that the requirements for coal have considerably increased since the war, its importation continued to fall off until last year, when on an average only 524,000 tons were imported every month. The coal shortage became so acute that all available stocks were exhausted, and in order not to diminish the output of munition factories and other war industries the railway service was utterly paralyzed. As fast trains could not be run by burning wood instead of coal it was decided to stop them.

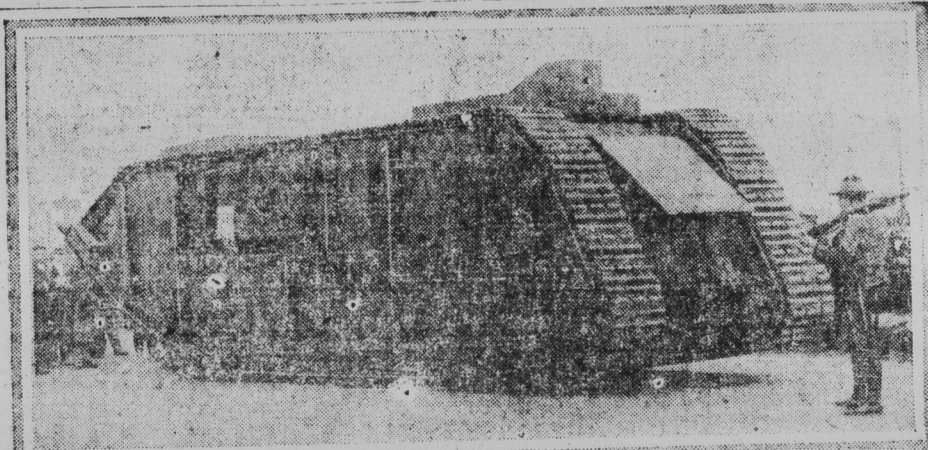
Fortunately, England and France came to Italy's rescue and the latter placed 240,000 tons of coal at Italy's disposal, while the former guaranteed to send 600,000 tons a month in future. Three-fourths of all the coal used in Italy is consumed by munition factories and war industries, while the remaining fourth is consumed by the railroads. Efforts are now being made to increase the quantity of coal assigned to Italy by the Allies and a conference for this purpose will be held shortly in London.

"From its results Italy's life and the conduct of the war will depend," said the Food Commissioner recently, implying that the coal problem, unless it is satisfactorily solved without further delay, is apt to prevent Italy from continuing the war.

BULGARIANS FIGHTING WITH GERMANS AROUND AMIENS.

A despatch from Paris says: The presence of Bulgarian troops on the western front is now confirmed. It is not known here how large a force is there or what troops are represented, but among the officers is the son of the Bulgarian Minister in Vienna, Toscheff.

In addition to the large force of German troops now attacking the allied line east of Amiens, concentrations are reported further north, opposite Arras, as far as Ypres.



Americans Build Largest Tank in World.

"America," the largest battle tank in the world, and the first of its kind built for the United States. The giant tank weighs forty-five tons and is operated by steam.

The Doings of the Duffs.

