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The Maritime
Dental Parlors

(The Home of Good Dentistry.)

Give the matter of your teeth some thought. They deserve it. If you want your dental advice consult us. It will cost you nothing, and any work you entrust to us will be done in such a way as to give entire satisfaction. We are specialists in extractions and plate work. Our patients are treated solely and exclusively by us, cannot be surpassed. Our artificial sets, which are of the best quality, fit perfectly and do not decay. Crown and Bridge work, and Filling at reasonable prices. Teeth repaired and made strong as ever.

Phone 62.

S. S. POWER, D.D.S. (Graduate of Philadelphia Dental College, Graduate of Philadelphia Hospital of Oral Surgery and Philadelphia General Hospital.)

106 WATER ST. (opp. M. Chaplin's, mov24, w.t.)

COAL

Now Landing,

1000 Tons
SYDNEY
COAL.

J. Stabb & Co.

Canada's Most Famous
TOBACCO

IMPERIAL
MIXTURE

Now had at
SH'S Tobacco Store,
Water Street.

Further Stories of the Recent Naval Raid.

Haig Reports a One Mile Gain to the Germans. Artillery Very Heavy.

10.00 A.M.

MOSCOW, To-day. The feeling against the Bolsheviks among the bourgeoisie classes in Russia is gradually dying out, and the opposing elements, realizing the reality of their attitude, are giving up in one instance after another. The bank employees resumed work, and the Government Service. The Generals and Admirals are now in the Government Service. The Government has offered its indemnity to the Government to invest in the country's natural resources, and the Council of National Economy has accepted the offer, and will finance the work. It will be a special task of the Academy to study the industries in such a way as to enable the country to realize its economic prospects.

CROP PROSPECTS GOOD.

CALGARY, ALTA., To-day. Crop reports, being received from parts of the province, indicate that conditions were never better, and the estimated average in acreage needed will be in the neighborhood of 20 per cent. over last year.

A HUN MUCKER.

WASHINGTON, To-day. The Swiss Government has decided to press its claim of Swiss citizenship for Dr. Karl Muck, former leader of the Boston Symphony Orchestra, who is alleged to be a German spy. The Swiss Minister of Justice, who is in charge of the records of the Department of Justice, was satisfied, it is said to-day, that Muck repeated his claim of Swiss citizenship, and consequently the United States was justified in internment him.

NEUTRALITY IS BEST POLICY.

AMSTERDAM, To-day. The Berlin Correspondent of the "Herald" writes that the negotiations between Germany and Holland, which have been in progress since the outbreak of the war, are now at a standstill. The German Government is not making any concessions, and the Dutch Government is not making any concessions. The negotiations are now at a standstill, and the Dutch Government is not making any concessions.

ONLY TWO SUNK.

ROME, To-day. The steamer "Zealand" was sunk on the 20th, and one less were sunk during the week ending April 20th, according to the official reports on losses by mine operations issued to-night.

SEEMED THAT WIN THE EMPIRE.

DOVER, To-day. Crews of the ships, which took part in the raid on Zeeland, are now in the hands of the British authorities. The crews are being treated well, and the British authorities are now in the hands of the British authorities.

NOTHING DOING.

BUENOS AIRES, To-day. Reports from London, that Germany has decided to accept the terms of the armistice, have been received here. The German Government is now in the hands of the British authorities.

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the British and French lines northeast of Ypres.

Savage fighting is reported at various points along the line from Bailleul to Merville, and Berlin claims that heights to the northeast of Bailleul have been stormed. Coincidentally with this attack there have been assaults by the British forces near Bethune and along the Lawe River, but these have been repulsed. Some uncertainty as to the success of the British exploit in attempting to seal up the harbours of Zebrugge and Ostend has been cleared up by observation carried out by aviation corps. Great damage was done to the mole at Zebrugge, while the bulk of the German Channel leading out from Ostend. On the front in France, with the exception of the Somme salient, there has been little fighting of unusual nature and fighting on the rest of the front, where the enemy has resumed the attack toward the Allied base of supplies, in northern France, has not so far as known, resulted in any noted retreats on the part of the Allies.

The official report Wednesday was silent as to events in this sector. An attack on this part of the line, in the Somme region, had been expected and it is said preparation had been made to meet it, and they held firmly their positions. The enemy was similarly checked in his attempt against Senect Wood and Hill 82, which remained entirely in our possession. On the right bank of the Meuse the artillery was quite active.

NOON.

NEUTRAL LOSSES ALMOST EQUAL.

LONDON, To-day. Shipping losses for the quarter ending in March, 1918, were: British 887,576 and Allied and neutral 1,123,310. Clearances in and out of the ports of the United Kingdom were very steady. The total for last March was 7,295,620 tons.

CAN'T TOTE GUNS.

LONDON, To-day. General Mahon, Commanding the troops in Ireland, has issued an order forbidding any one to carry, possess, arm, ammunition or explosives, in eleven Irish counties, and also the cities of Cork and Limerick, unless duly authorized.

CARSON URGES RESISTANCE.

LONDON, To-day. Sir Edward Carson, the Ulster Unionist Leader, has written to the Secretary of the Ulster Unionist Council, advising the reorganization of the machinery to oppose Home Rule. He says it will be necessary to mount the Council's Committee at the earliest moment after the publication of the bill by the Government, adding, "The position to be taken will be of the gravest possible character." Sir Edward declares that this action is unavoidable, as a result of the Government raising this burning question in breach of a party truce and many pledges given.

GREAT FLYING ACTIVITY.

LONDON, To-day. The official statement by the War Office last night reads: "The weather on Tuesday was unfavourable for flying until five p.m., after which sharp fighting occurred in the air reconnaissance which were carried out at a low altitude, throughout the day. Merville, Estaires, Stenwerck Junction and the docks at Ostend were heavily bombed. Four bombs hit the railway station at Calais, and several were driven down out of control, and one was shot down back of our lines by anti-aircraft fire." During the night twenty-one tons of bombs were dropped on different targets, including Roulers, Arras, and Calais. There were also attacks on the docks at Ostend and Calais, and several fires were started. All our machines returned.

STORMING THE MOLE.

LONDON, To-day. An officer of one of the motor boats has given the Daily Mail a story of the blowing up of the Mole at Zebrugge. "The submarine which did it," says this officer "went at it from the outside. The German star shells helped very greatly in showing the way. We could see about two hundred Germans on the bridge leading from the Mole to the shore. They apparently thought that the submarine had lost her way and were rejoicing in the belief that they were going to trap her. But the submarine pushed under the bridge and when her cargo of explosives was touched off, it blew the bridge, and all standing on it, into the air. For a little time afterwards fragments of Germans and wreckage of the bridge were falling all around us. By the blowing up of the bridge, the Mole was isolated, and it was on this island that the Vindictive's men were landed and the fighting occurred." British shells were fired at the Mole at Zebrugge, according to a narrative printed in the Daily Mail, says that when the cruiser Vindictive got alongside the Mole, it was found that of the fourteen gangways aboard all had been shot to pieces, except two which were damaged and shaky. Nevertheless the men, headed by Capt. Edward Bamford and Lieut. G. G. Cooker, dashed over and landed on the first edge of the Mole, but lost severely from the terrible shell fire. From the ledge there was a wall to be climbed, and then a ditch's swampy foot which was negotiated by ropes and rope ladders. "They tried to take our ladders," said a marine, "but we let them come within ten yards, and then blew up a way with grenades. Everyone of us had grenades and we fired them at the Germans. They were an hour, we chased the Germans through sliding doors and underground passages. Some of them ran,

but others got into corners, and sniped at us with rifles and machine guns. Evidently they were prepared for a possible attack for the place was staffed with machine guns. "How the Vindictive went in, is described by an officer of the marines, "all the ships used the smoke cloud device, the smallest emitting as much as the largest, until there was an impenetrable smoke wall all the way from Zebrugge to Ostend. This deceived the defenders for a while, but when they found us out and sent us star shells we steamed through and got hell, all our men were in check and we were shelled unceasingly for 20 minutes. The Vindictive had three howitzers aboard, and before we left the crew of the foremost gun had been wiped out three times by the guns ashore, but our gunners did remarkable work and pumped lyddite into the German gunners on the beach. Several German destroyers were alongside the Mole and three of them kept firing at the Vindictive at close range. We charged one and threw in fifty bombs. A loud explosion followed and we saw that she was afloat and sinking. We could not reach the others and we do not know what became of them. After sinking the destroyer, we forced our way ashore at the point of the bayonet, and chased the Germans, which had been giving much trouble, killing many and dispersing the rest and captured the gun. When we got back the Vindictive presented a sad sight. The upper decks were slippery with blood. The cries and moans were heart-rendering. All around lay dead and dying wounded.

GERMANS STEAL FOOD PARCELS.

GENEVA, To-day. Two French prisoners, who escaped from a Bavarian Camp, arrived here yesterday, and declare that the camp is swarming with vermin, as their bodies showed. They said that the hungry German guards constantly stole food parcels sent from France to the prisoners. A few British and American prisoners in the same camp, they added, were in the same state.

ANOTHER STORY.

LONDON, To-day. Which blew up the Zebrugge Mole, is quoted as saying that the explosion of the submarine caused much concrete to fall from the Mole. Several men were going full tilt when we hit the viaduct. It was a good job, and we ran right into the middle of the crowd. "If I were a German," said the officer, "I don't think anybody said anything except 'well, we are here all right.' " "Well, I was there," said the officer, "while the commander touched off the fuse and then tumbled into the skiff and pushed off. By bad luck the skiff was fouled some obstacle, and left us with only two oars and two minutes to get away. The enemy lights were on us, and the machine guns were firing from the shore. Before we made two hundred yards the submarine went up and there was a tremendous flash and a lot of smoke and fire from the Mole fell around us. Luckily we were not struck. Bendall described how one after another the rowing boats were hit by enemy bullets, but the nick of time a picket boat found the skiff and took the crew aboard. Lieut. Stanford, who commanded the submarine, pays tribute to the gallantry of his crew which numbered five and speaks modestly of his achievements. "I'll never say that there is no doubt about our getting there. I set the fuse myself, and I think it was done all right. We were lucky in being picked up by the picket boat. The firing from the shore was severe and only the fact that the sea was rough, and pumped us up and down, saved us. An officer of one of the motor boats claimed it destroyed a destroyer alongside the Mole. He also says that a second destroyer was torpedoed by another motor boat, and that a third was rammed. "My boat," he said, "torpedoed and absolutely destroyed the old British railway station at Brussels, which was lying just inside the Mole, it had been used by the Germans as a torpedo training ship. It is recalled that the Brussels was the last vessel commanded by Capt. Fryatt, who was executed in July, 1916, after conviction by a German court martial for attempting to ram a submarine.

QUEBEC AS USUAL BEHIND.

OTTAWA, Ont., To-day. A return tabled in the House of Commons, yesterday, in reply to questions asked by Mr. Trahan (Nicolet) gives the number of men who reported for service under the Military Service Act, by provinces as follows: Ontario 7,843, Quebec 2,305, Nova Scotia 1,719, New Brunswick 1,333, P.E.I. 253, Manitoba 2,508, Saskatchewan 2,422, Alberta 3,199, British Columbia 2,815, Yukon 79.

NOT QUIET IN RUSSIA YET.

AMSTERDAM, To-day. Three squadrons of the Fifth Polish Regiment of Uhlans, have been annihilated in Podolia, by Ukrainian peasants who refused the soldiers' demands for food supplies, according to a Polish press agency. This dispatch was received by the Dutch Press, by way of Vienna. The peasants were armed with machine guns and mine throwers.

PAST, PRESENT AND FUTURE.

STOCKHOLM, To-day. With the re-establishment of telegraph communication between Helsingfors and Stockholm, after a night's suspension, American Consul Hynes, at Helsingfors, has sent the following message to the American Legation here: "The past has been terrible. The present is bearable. The future is uncertain." M. Olefsky, the Bolshevik Minister at Stockholm, has declared his willingness to give passports to all properly recommended Americans for trips to Russia. He still refuses, however, to give French

and British passports. The only route to Russia is by way of Harbin, and 18 days are required to make the trip to Petrograd at an expense of more than \$250.

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