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The Daily Herald

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R. R. HINDMARCH

THE MILLSTREAM BRIDGE

The ratepayers of Nanaimo are to be asked to pass a bylaw authorizing the borrowing of a sum of money not exceeding \$5,000 for the purpose of constructing a new bridge over the Millstream, connecting New-Castle with the main portion of the city. There should be no opposition whatever to the bylaw, for it is absolutely necessary at the present structure be replaced as it has been condemned as unsafe for further traffic and unless a new structure is put in its place in the not far distant future the city will be lucky if it does not find itself face to face with an accident which would cost the ratepayers in compensation for damages and injuries many times more than the cost of a new bridge.

It being therefore necessary that the present structure be replaced, the only question to consider is as to the class of structure, which the Council shall build, and in the decision reached by the Council at last night's meeting to purchase two steel trusses from the Vancouver Machinery Depot and use the same in the erection of a steel bridge over the Millstream we feel it has acted wisely and in the best interests of the ratepayers of the city. While the two steel spans which the City is securing from Vancouver are second hand, having been used in connection with the Granville Street bridge but discarded owing to the increased traffic necessitating a wider structure, they are nevertheless in fairly good condition, having been thoroughly inspected by City Engineer Owen and will have the guarantee of the Company from whom they are purchased. The cost to the city is a mere fraction of what a new steel bridge would cost, and will cost comparatively little more

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than a wooden structure. Between wood and steel there is no comparison, the one having to be replaced every few years while the latter is good for an ordinary lifetime. This is the consideration the Council has in mind in deciding in favor of the steel bridge and in this decision we feel it will have the endorsement of the ratepayers.

THE WAR.

A raid of German battle cruisers on the coast of England, the landing of a second Russian force on French soil, an aerial raid last night on the counties of Kent and Essex by German Zeppelins, the failure of German assaults on the French lines at Verdun and rioting in Dublin which twelve persons were killed were the outstanding features in yesterday's dispatches dealing with the war situation. While the Dublin riots cannot be considered as having a direct bearing upon the war yet nevertheless the present armed rebellion is the outcome of a ferment which has existed for some weeks, said ferment being hatched and aided by such traitorous publications as The Spark, The Gael and The Gaelic Athletic. Irish publications which were seized by the authorities a month ago. The action of the Military Authorities in seizing the disloyal newspapers was followed by the arrest of organizers of Sinn Fein volunteers, the discontent breaking out in Dublin in rioting which was not put down until some twelve persons lost their lives. The rioting however, is reported to have been gotten under control in Dublin and as no disturbances are reported from other sections of Ireland it is to be hoped the disturbance is only a local affair and will have no serious consequences.

As to actual operations of the war, except in Lorraine there has been an entire absence of infantry fighting on the western front. Big guns however, have continued their rain of shells on opposing positions at various points and at Lechapelotte in Lorraine the Germans launched a heavy infantry attack against the French which Parish reports was repulsed with serious losses to the enemy. Around Hill 304 and in the region of Esnes and Camieries, north west of Verdun the bombardment continues intense.

Berlin reports the repulse of heavy Russian attacks on the eastern front near Garbunovka and heavy artillery engagements are still in progress in upper Carpathia and the Monte San Stachelle zones on the Austro-Italian front.

MANY MATTERS

BEFORE COUNCIL.

(Continued from Page 1)

His Worship Mayor Busby in reply stated the case had been dismissed.

Ald Coburn called to the attention of the Council the fact that sidewalks on Stewart Avenue on Newcastle Townsite were being forced up from their base by the roots of growing trees and he urged that something be done at once to stop further damage. He moved the matter be referred to the Street Committee for immediate action, the motion being seconded by Ald McKinnel and adopted.

Ald McKenzie called the attention of the Council to the nuisance created in the city by reason of ashes and other garbage being dumped indiscriminately about, thus becoming a menace to health. He moved the chairman of the Legislature Committee secure information from other cities as to what regulations they had governing the garbage question, and introduce similar legislation in Nanaimo.

In seconding the motion, Ald Harding remarked that he was told of instances in the city where certain parties were even dumping garbage on city streets.

The motion was adopted and the Council adjourned.

Vancouver, April 25.—When the charge against P. Annance, growing out of the by-election here, was called in police court his forenoon adjournment was taken until next Monday. S. S. Taylor, K. C., will be leading counsel for the prosecution.

DECIDES IN FAVOR

OF STEEL BRIDGE

(Continued From Page 1.)

the exception of interurban.

9th. Mr. Geo. E. Hermann, formerly manager of the Robt. W. Hunt Co., Vancouver, and who submitted a separate report to your honorable body on the condition of the bridge reported to me as having done no drilling, or of removing of rivets, and further stated to me that his remarks concerning the corrosion in the lower chords applied to the flange plates below the 8 degree channels, upon my informing him that the Machinery Depot Co. were prepared to remedy these plates where actually necessary through corrosion, also to test all rivets and make renewals where necessary, he is quite satisfied that the bridge will be in a perfectly satisfactory condition for the purposes needed in Nanaimo. I informed him that 10 to 12 tons would be the load needed for this bridge in its new position for many years to come.

As your Engineer, I am convinced that where a metal structure such as a bridge, which has a certain safe percentage of deflection allowed in its horizontal alignment according to loads, crystallization is less liable to take place, than in a body subject to similar vibration which is absolutely rigid between supports.

I beg to attach a communication from the Allis-Chalmers Company, which embodies all the information I was directed to secure.

Obediently yours,

W. A. Owen.

In addition to having the City Engineer inspect the steel spans, the Council secured the opinion of the Engineering firm of Robert W. Hunt and Co., Ltd., Vancouver, as to the condition of the spans and this firm reports to the Council as follows:

Gentlemen: As directed in letter of April 8th, 1916, signed by John W. Coburn, member of Street Committee of your City, we have made an examination of the two truss spans now lying at the Vancouver Machinery Depot. This City, taken from the Old Granville Street Bridge and the following is our report:

Your Question No. 1. What effect the corrosion on the members of the bridge will have as to the point of safety.

Our Opinion. The effect of the corrosion of the members of the two spans will lower their safe carrying capacity from that originally intended, in direct proportion to the present net sections of the members as compared to the net sections when new.

There is a great deal of corrosion along the lower chords of these spans especially of the movable span. This has doubtless been caused by the fact that they are close to the wooden floor, which held moisture and kept the lower chord members in continuous conditions of wet and dry. At a number of places along the lower chords the material has been reduced in thickness to the extent of 40 per cent.

A large number of rivet heads are badly corroded to such an extent that there is insufficient metal in the heads to perform the work intended of the rivet and it is quite possible that the rivet shanks are likewise rusted.

When the material that is held in contact by rivets is struck sharply with a light hammer to remove the

heavy rust scale, and the rivets are then tested, it is found that they are loose, the jarring of the metal serving to loosen rust between rivet heads and bridge members.

The corrosion referred to above, would, besides materially lowering the safe carrying capacity of the spans, require the spans to be thoroughly gone over to remove the accumulated rust scale and all loose and scant section rivets cut out and replaced. Badly pitted members or parts of such members would either have to be replaced or reinforced.

Your Question No. 2. What amount of crystallization (if any) is liable to have taken place owing to the duration the bridge has been in use.

Our Opinion. Because it is generally accepted that metals crystallize through fatigue it is likely that there is some crystallization in the members of these spans. It would be impossible to estimate the amount of crystallization except a number of sections of the metal be selected and polished, etched and microphotographed.

Your Question No. 3. What material the bridge is constructed of, whether steel or iron.

Our Opinion. There is little doubt in our minds but what the metal in the spans is steel although it is possible that some few parts might be iron. It would be difficult to make an absolute statement on this point unless chemical analyses and physical tests were made.

General Conclusion. The top chords and top lateral bracing and the I Beam floor beams in these spans are in fair condition. The end posts, intermediate posts and diagonals are in this same condition above the level of the wood floor. The lower chords and those parts of the end posts, intermediate posts and diagonals that are below the floor are badly corroded.

If the loads that the spans would be expected to safely carry are very light we would suggest that a copy of the blue prints or tracings to which the bridge was built, be secured and the whole structure gone over with the idea of determining what net section in the members has been lost by corrosion. It would then be possible to determine what percentage of the original safe carrying load, the spans would be capable of safely bearing in their present condition. The character of the riveting would also have to be taken into consideration in figuring present safety capacity.

Respectfully submitted,
Robert W. Hunt & Co., Ltd.
Per,

On motion of Ald Owen, the report of the Joint Street and Finance Committees was received and their recommendation that the two steel spans be purchased was adopted. Ald Coburn was of the opinion the spans should be thoroughly examined before being purchased and he stated that he was in favor of the deal going through subject to the approval of Hunt and Co., or any other reliable engineering firm.

Ald Shaw gave notice that at the next meeting of the Council he would introduce a bylaw to borrow the sum of \$5,000 for the purpose of constructing a steel bridge over the Millstream.

Production and Thrift

"To win the war with the decisiveness which will ensure lasting peace, the Empire will require to put forth its full collective power in men and in money. From this viewpoint it is our true policy to augment our financial strength by multiplying our productive exertions and by exercising rigid economy, which reduces to the minimum all expenditures upon luxuries and non-essentials. Only in this way shall we be able to make good the loss caused by the withdrawal of so many of our workers from industrial activities, repair the waste of the war, and find the funds for its continuance. It cannot be too frequently or too earnestly impressed upon our people that the heaviest burdens of the conflict still lie before us, and that industry and thrift are, for those who remain at home, supreme patriotic duties upon whose faithful fulfillment our success, and consequently our national safety, may ultimately depend."

SIR THOMAS WHITE, Minister of Finance.

PRODUCE MORE, SAVE MORE.
MAKE LABOUR EFFICIENT.
SAVE MATERIALS FROM WASTE.
SPEND MONEY WISELY.

LET US PRODUCE AND SAVE—

The war is now turning on a contest of all forces and resources—men, munitions, food, money. The call to all is to produce more and more. It may be necessary to work harder. The place of those who enlist must be taken by those at home, men and women, old and young. The more we produce the more we can save. Produce more on the farms and in the gardens. Save more and help to win the war.

LET US NOT WASTE OUR LABOUR—

In this war-time all labour should be directly productive or should be assisting in production. Make it as efficient as possible. If your labour is on something that can be postponed, put it off till after the war and make your labour tell now. Making war is the first business of all Canadians. Efficiency in labour is as important as efficiency in fighting.

LET US NOT WASTE MATERIALS—

Begin at home. The larger portion of salaries and wages is spent on the home—food, fuel, light, clothing. Are any of these things being wasted? \$20.00 a year saved from waste in every home in Canada will more than pay the interest on a war debt of \$500,000,000.

LET US SPEND OUR MONEY WISELY—

Are you spending your money to the best advantage? What do you think of extravagance in war time? Tens of thousands of Canadians are daily risking their lives for us at home. Is it not our duty to be careful and economical? Canadian dollars are an important part of the war equipment. Make them tell. Have a War Savings Account. Buy a War Bond.

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THE DEPARTMENT OF AGRICULTURE

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Beginning when a lithe, bare charming romance "Twins Ever" in and out through the rocks and finally darts into a great cave and it makes a delightful picture, grimly pursued by her cave-man lover, "TWAS EVER THUS" shows their way.

In 1865.—In graceful ringer fetching poke bonnet, silk shawl, founced crinoline, pretty P. Alden of Boston ventures down battle-torn Dixie to nurse her wounded brother, and she and a fine young Southern surgeon fall in love. "TWAS EVER THUS" shows their way.

In 1915.—Because the wealthy publisher will not accept her novel Marian Gordon enters his household as a domestic to "get experience." She gets it largely, through the assistance of young John Rogers, the son, who is a heavy trader in "wild oats," but it makes a man of him in the end. And "TWAS EVER THUS" shows their way.

L'Envoi.—Though things have changed since the world began, Love is the same in the heart of man. For a man is a man and a girl's a girl, and a heart is a thing that puts heads in a whirl; while Father's just Father, who thinks he's the Plot, but when the play's finished he finds he is not! "Twins Ever Thus."

PEG BOXERS IN DREAM.

Winnipeg, April 25.—Billy Mackenzie and Eddie Fingard, local boxers, put up ten rattling fast rounds to a draw here last night. Fingard showed the more science, but Mackenzie had an edge in the infighting and also was the aggressor. Fingard finished strong, but Mackenzie had a slight lead in the early rounds.

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Mrs. Strand
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The undersigned
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Mober's Certificate
Edna J. 1915.

For sale, 1915.
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The undersigned
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Dated at Nanaimo
day of April, A. D.
1916, at
Nanaimo, B. C.

WITH THE
Mike Gibbons, I
away a little, and
a match with me
Jack Martin, the
downtown boxer,
match with "Battling"
Al Sommers, the
weight boxer, is a
according to Bob
managing him. It
will hit the top o
other year or two.
Chet McIntyre,
at the Seattle Ath
a clever boxer, is
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He says he would
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