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The Daily Herald

Published daily, except Monday at The Herald Office, Commercial Street Nanaimo, B. C.
J. S. H. MATSON

BATTLE OF YPRES

When the full news of the last battle of Ypres is known it will make one of the biggest stories of the war. The fighting, according to the British war office, still continues in all its severity, without any change in the general situation. So far as the information at present goes it must be admitted that the Germans scored a partial success. More than that their offensive must be regarded as an anticipation of the great drive which the allies are said to have been preparing to launch. The general understanding has been that General Joffre had carried on his nibbling process until he had satisfied himself that the German line was vulnerable. For the last two or three weeks the French troops have been very active around St. Mihiel, while the British troops forced their way into Neuve Chapelle. The successes scored by the allies at these two widely separated points on the line created the impression that the German resistance was greatly weakened. Now comes this new move to the northeast and east of Ypres. The action may not have been altogether unexpected, but at least it was successful to a certain extent. The fact that it was made possible in the first instance by the use of asphyxiating gases does not alter the result. After the forced retirement of the French troops the British had to extend their lines to the west. As a consequence the line was weakened, and in spite of the heroic resistance of the Canadian contingent, the Germans forged ahead by sheer weight of numbers. To the east of Ypres the German attack has failed after most desperate fighting, with heavy casualties on both sides. As has been stated the battle to the northeast of Ypres is still going on, but the allies have lost ground to regain. The Germans are still using asphyxiating gases, but have not had the same success with them as before. There is no reason to fear that the allies will not be able to cope with the new situation, and the very fact that the Germans have taken the offensive may clear the way for the big drive which is about due to begin.

Nanaimo is in a fortunate position with regard to the jitney bus question. The jitney provides a welcome means of transportation, and does not threaten injury to any other interest. The case is different in other cities where the jitney has entered into competition with electric street railways. The latter have been installed at great cost. Millions of dollars have been invested in them, and a large percentage of the capital came from the United Kingdom. Up to the time of the advent of the jitney the B. C. Electric was a good investment, but now the value of the shares have fallen away enormously. The position of the shareholders has become so precarious that the question is being generally discussed by the British press, which takes the view that the municipalities, as far as possible should provide protection for the company. The jitneys, it is argued, should at least be made to operate under the same restrictions and regulations as the street railway. Indeed more drastic protection than this is asked for. At least there is no denying the justice and force of the warning that if the B. C. Electric Company should be forced into bankruptcy Canadian investments will receive little support in Great Britain. This is the position The Herald has taken from the very beginning. It may be that the company has made mistakes in its treatment of the public, but there is no doubt that it has contributed largely to the development and building up of western Canada. It represents one of the largest capitalizations on the coast, and its failure would be an irreparable blow to the credit of the province. This is a fact which the

municipalities concerned must take into consideration.

Considerable uneasiness has been felt both on this continent and in Europe over the China-Japanese crisis. It is good news therefore that apprehensions in London have been relieved by a detailed explanation from the Japanese governments as to its demands. This is the information contained in a Washington despatch, and it may be taken for granted that is Japan's explanation is satisfactory to London it will also be satisfactory to Washington. The American and British governments have taken the same stand on the matter. Sir Edward Grey announced that Great Britain still held to the policy of the open door and this has also been the object of the American representatives. It is assumed in Washington that Japan has been in constant communication with the British government and it is not too much to hope that the questions at issue will be satisfactorily adjusted.

PROPOSED SUBWAY ON COMOX ROAD (Continued from Page 1)

The appended report was submitted: Gentlemen,—Your committee appointed to report regarding Mr. C. Raine's request, that the Council accept the custody of the band instruments and other property of the Nanaimo Silver Cornet Band, beg to report having considered the matter as fully as circumstances will permit and we beg to recommend as follows:

1. That the Council accept the custody of the band instruments, accoutrements and other property of the Nanaimo Silver Cornet Band, pending the reorganization of the Band.
2. That a committee of management composed of three members of the Council be appointed, to co-operate with three representatives of the Band, to consider any plan for the reorganization of the Band, reporting the matter to the Municipal Council as trustees.
3. After the reorganization of the Band, the committee of management shall in the month of December in every year, present to the Municipal Council as trustees, an inventory of the band instruments and accoutrements, and their then present condition.

Respectfully submitted,
John Shaw,
Hy. McKenzie,
F. A. Busby,

Committee.

The report was adopted by the Council and Mayor Planta, Ald. Coburn and Ald. Busby appointed to co-operate with three representatives of the Band to act as a committee of management.

The Waterworks Committee submitted the following report, which on motion by Ald. Young, seconded by Ald. Coburn, was adopted: Gentlemen,—We, your Waterworks Committee beg to recommend that a complete location survey be made of the South Forks pipe line from the head source to No. 1 Dam, and that the City Engineer be directed to take all necessary contours and figures and estimate the revised location needed at points along the route where at present the high elevation of the pipe prohibits a satisfactory supply of water from coming through.

Also that such engineering work is necessary to be done to enable a permanent plan to be prepared for the necessary right of way purchase from the E. & N. Ry. Co. for the pipe line.

Respectfully submitted,
James Young,
Hy. McKenzie,
John W. Coburn,

Waterworks Committee.

Re the purchase of supplies the Waterworks Committee reported as follows:

Gentlemen,—We, your Waterworks Committee beg to recommend that the Waterworks supplies as provided in the estimates be awarded as follows: All pipe, fittings, valves, etc., to Messrs. Robertson and Godson, Vancouver, their price two hundred and twenty-nine (\$229.00) dollars and six cents, being the lowest tender of four firms.

In respect to water meters the committee have decided that the adoption of Crown meters while involving an additional cost, will inevitably be the cheapest in the end. The constructional parts of the meter and the general design call for more accurate results, we therefore recommend that seven meters ranging in size from 2 in. to 5-8 in. be purchased from the British Columbia Waterworks Supplies, Ltd., at a cost of two hundred and forty-four (\$244.49) dollars and forty-nine cents F.O.B. Nanaimo.

Respectfully submitted,
James Young,
Hy. McKenzie,
John W. Coburn,

Waterworks Committee.

City Engineer Owen reported an expenditure in wages during the past

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\$172.45 on waterworks.

The appended resolution was moved by Ald. McKenzie, seconded by Ald. Busby, and adopted by the Council:

Whereas in the opinion of this Council the railway crossing on Comox road is dangerous to the general traffic on that thoroughfare, and it is desirable in order to ensure the safety of persons having occasion to use said Comox road that a subway be constructed under the tracks of the E. & N. Railway at the point where it crosses Comox road in this city. And this Council is of the opinion that the expense of constructing such subway should be borne by the owners of the E. & N. Railway.

Be it therefore resolved that the City Clerk communicate with the secretary of the Dominion Railway Commission on the matter, and ascertain what information, plans, etc. the Board of Commissioners require for the consideration of the matter, and that the City Engineer supply such information and plans to the Clerk for transmission to the secretary of the Railway Commission, and that the Clerk report to the Council from time to time.

Further consideration of the Building Regulation Bylaw was deferred to the next meeting of the Council.

The Council decided to hold an election to fill the vacancy caused by the death of Ald. James Crossan, one of the representatives of the North Ward, and named Tuesday May 4th nomination day, and election on Friday, May 7th, with Mr. F. G. Peto, returning officer.

FIERCE BATTLE IS RAGING

(Continued from Page 1.)

roads and if they had not been driven back would have forced a readjustment of the whole allied line in the region of Ypres.

The official reports throw little light on the progress of the battle but news from Amsterdam gives the information that the cannonade last night was more severe than ever and that long trains of German reinforcements going to the front are passing equally long trains of wounded going to the base hospital. There is no likelihood, therefore, that the battle will be over for some days to come, as the Germans have made immense preparations in men and material for their offensive, which has forestalled that of the allies.

That there is no shortage of either men or munitions is shown by the fact that the Germans are at the same time conducting an offensive on the heights of the Meuse, where they have made an unsuccessful attack, according to the French official report in an effort to recapture Les Eparges.

British optimism in the outcome is encouraged by the success of the allies in repelling similar attacks last October when they were less equipped than the Germans, whereas, now there is believed to be little to choose between the armies in either numbers or the machinery of war. The battle has had a marked effect in recruiting which enjoyed a boom today.

In the meantime the Austrian-German armies have started a new move-

ment in the Carpathians. Apparently they have withdrawn the force which attempted to outflank the Russians in the direction of Stry and are attacking them in the neighborhood of Usok pass and to the east of that point. Austria seems to have gained a considerable success in the capture of additional heights and prisoners.

All that is known of the attack on the Dardanelles is contained in a brief report issued by the War Office and admiralty this evening, which simply says that in spite of serious operations, troops have been successfully landed at various points on the Gallipoli peninsula, and that their advance continues.

The attack is being made by land, the sea and the air. The allied airmen are playing an important part in the operations, in locating positions and dropping bombs on the Turkish guns and trenches and directing the fire of the warships which are covering the landing of the troops. The Russians are doing their share by making a demonstration against the forts at the Black Sea entrance of the Bosphorus.

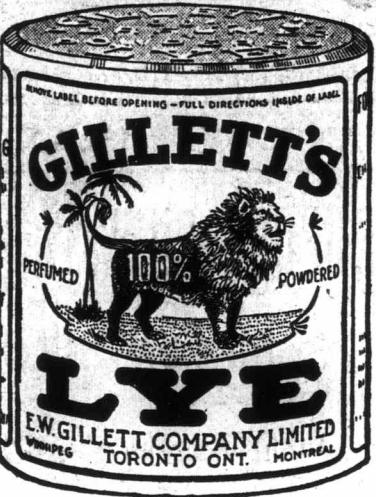
The diplomatic situation with respect to Italy and Greece, remains obscure. It is known, however, that conversations are still proceeding between the German allies and Italy, and it is reported that an agreement has been reached between Italy and the Triple Entente.

The position of Greece may be cleared up after the visit which Prince George is paying to Paris and London, although nothing is likely to happen until after the general election which is about to take place.

Holland, another neutral country, deeply interested in the war, is isolated except by telegraph, the British having placed an embargo on shipping, while Germany has closed both her own and the Belgian borders.

The German desire is dictated by the desire to hide the movement of troops. The British action is not explained, except by the assumption that the admiral expects a naval battle with the German fleet which

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is cruising off Heligoland.

OPENING PLAY WAS FINE PERFORMANCE

"Peg O' My Heart" as presented in the Nanaimo Opera House last evening by the Alf. S. Lane Company, proved very enjoyable to a large audience. Mr. Lane and Miss Daisy D. Arva established themselves here as strong favorites when with the Lawrence Company, and received a war welcome. They have got together the nucleus of a fine company, and last night left a very favorable impression with the audience.



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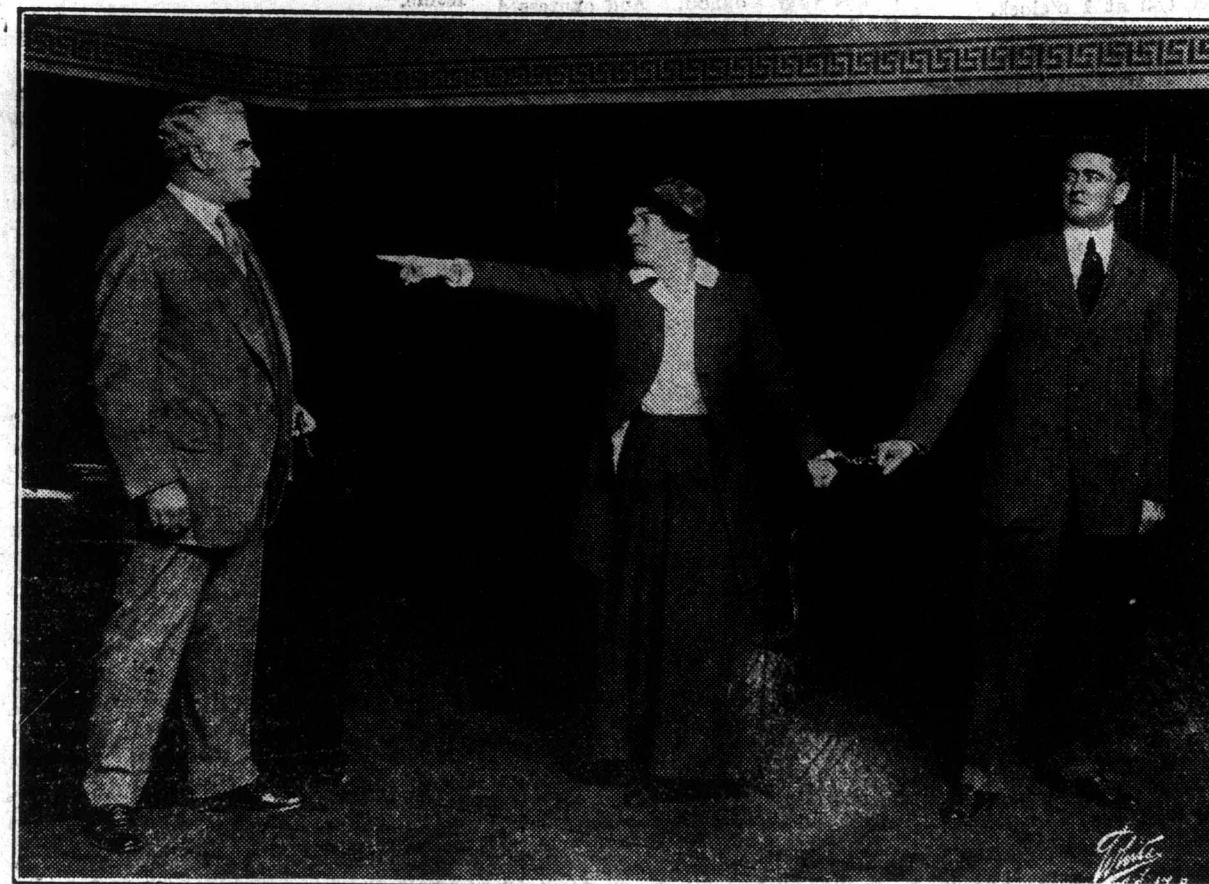
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SCENE FROM "LIGHTHOUSE ROBBERY" at the Nanaimo Opera House this (Tuesday) evening, April 27th

orable impression with the audience. "Peg O' My Heart" made a splendid opening bill. It is unnecessary to say anything about the play itself. It has been reviewed times out of number and everybody knows all about it. It depends for its success upon Peg herself. The role last night was taken by Miss Olive Cooke an artiste who has not before been seen in Nanaimo. She gave a finely sympathetic rendering of the part, bringing out all the waywardness and mischief, as well as the staunchness and loveableness of the impulsive Peg. The other roles were all in capable hands, and altogether the piece was thoroughly enjoyed. Tonight the company will present "The Lighthouse Robbery."

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NOTICE

The members of the Nanaimo Athletic Club and the Public are hereby notified that Mr. Russel K. Leighton has leased the Club's premises, furniture and apparatus for one year. All parties who wish to use the Club premises are requested to make arrangements with Mr. Leighton who will be entirely responsible.

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