

TEEN ANOTHER CLASS TO BE CALLED OUT BY GREAT BRITAIN

London, April 15—Great Britain will shortly call to the colors her sixteen year old youths, according to reports in the lobby of the House of Commons. It is the intention that the youths thus called will go into training immediately, although they will not be liable to service abroad until they reach the age of nineteen.

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By Elizabeth Thomas. Perhaps you are suddenly becoming stout, or it may be that you have been putting on weight for years. In either case the cause is the same—lack of oxygen-carrying powers of the blood.

FIGHT AMONG GLACIERS

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Mr. Hatheway did not have opportunity to discuss his motion at the first meeting, so another was held later in the same week. At that the Hatheway motion was defeated and the merits of the respective routes debated for a full evening. The meeting did not seem to be getting anywhere and Mayor Prink moved for an adjournment until the reports of the surveys made by Engineer Montserrat and Engineer Maxwell could be submitted and a member of the government and an engineer attend in person and give all information possible. President Lively of the Board of Trade accordingly entered into communication with Hon. J. A. Murray, acting premier, but that gentleman was unable to arrange to attend in St. John. However he agreed to send the reports and for an engineer to explain them. The third meeting was called for last evening and, as stated, Mr. Ross Thompson of the Valley Railway Company and Engineer Maxwell, author of the Maxwell report, were in attendance. They also had copies of the Maxwell and Montserrat reports.

The engineers addressed the meeting at some length and were later questioned by those present. The information given was decidedly in favor of the west side route, but in spite of that the meeting voted against the west side route. Mr. Lively, president of the board, was in the chair and the meeting was well attended.

President Lively in opening the meeting referred briefly to the two previous meetings and what had been done there. He told of the resolution and amendments. He had written to Hon. J. A. Murray, acting premier of the province, asking him to be present but Mr. Murray had replied that he could not come but would be pleased to have the engineer come and would furnish also the Montserrat and Maxwell reports. Mr. Lively said he was sorry that Hon. Mr. Murray could not come. He thought in that event Attorney General Baxter should have been present. However, as he was not present it could not be helped, but Engineer Maxwell and Mr. Ross Thompson would supply any information they could. He first called upon Engineer Maxwell.

Engineer Maxwell. Mr. Maxwell, in opening, said he desired to discuss the mind of the meeting of any idea they might have that the government of New Brunswick had anything to conceal. He could assure them that the government had no reason to shrink from meeting this or any other Board of Trade for the government's business in connection with the Valley Railway was absolutely open and above board. Continuing, Mr. Maxwell said that for some time after the road had been planned an opinion had been received from the St. John Board of Trade and the first information he had concerning that body was when a delegation representing them had protested to Hon. Mr. Fleming against the east side route and in favor of the proposed west side line.

Mr. Maxwell then read the report of C. N. Montserrat submitted to Hon. J. K. Fleming.

Dunham's Wharf. Mr. Montserrat's report dealt with suggested crossings at Dunham's Wharf, Oak Point and Gorman's Bluff, respectively. The only one of the three that could be recommended at all was that at Dunham's Wharf and the expense of a bridge crossing at that spot he estimated at \$2,063,766.20, made up as follows: Sub-structure ..... \$ 543,715.00 Super-structure ..... 1,283,377.00 Rock fill ..... 47,000.00 Ballast and track ..... 1,560.00 Engineering, etc. .... 187,614.20 \$2,063,766.20

Oak Point. At the Oak Point crossing he found the river bottom very soft and a good foundation was not encountered until at a depth from 150 to 160 feet below the river bottom. He would not be prepared to recommend a bridge at that crossing but if one were built it would probably cost at least \$300,000 more than the location at Dunham's Wharf. This would be due to the greater length of the crossing and the greater depth to which the piles must be driven.

Gorman's Bluff. At this point the engineer had two crossings in mind about half a mile apart. At the lower crossing the channel was narrower and the depth of water greater. The current was also swifter. He thought there would be much risk as to the erection of a bridge at that point. While he would like more information before reporting definitely and in detail yet he felt the erection of a bridge at the Gorman's Bluff site would cost much more than at Dunham's Wharf and at that might be a difficult matter.

Mr. Maxwell's Report. Mr. Maxwell then read his own report which showed that at the upper Wharf, this would be due to the greater length of the crossing and the greater depth to which the piles must be driven.

Mr. Maxwell—The distance from Fredericton to St. John via Jubilee is 83 miles, via Rothesay, 83 1/2 miles, the distance by the Dunham's wharf route is about the same. The distance to St. John from Fredericton via Westfield is about 96 miles.

Mr. Wetmore—"Did you not survey a route 71 miles in length?"

Mr. Maxwell—"Yes, but it was not practicable."

Mr. Hatheway—"Did I understand you to say that the piers for the eastern end of the bridge would rest on rock?"

Mr. Maxwell—"Yes, in one place they will rest on rock and in another on hard pan, which is just as good."

Mr. Hatheway—"In regard to the Gondola Point soundings, did you make any of your own or take Simon Armstrong's?"

Mr. Maxwell—"We took Mr. Armstrong's soundings and it is understood that he made soundings further up the river and found practically the same kind of bottom."

Mr. Hatheway—"How many borings were made at the site of the upper Gorman's Bluff bridge and do you know of your own knowledge that the east side route would cost about \$750,000 more than the west side route?"

T. H. Bullock—"Have you not figures for the cost of a reliable contractor at so much per mile, irrespective of which side was chosen?"

Mr. Thompson—"I have never seen them."

The province could build the road down the west side without incurring any more bonds, but if they built on the east side it would be necessary to issue more bonds, and this was a bad time to do that, and in his opinion Mr. Montserrat's figures giving the cost of the road as the same on both sides must have been wrong. They could get a good traffic arrangement with the C. P. R. because the C. P. R. were in the same position at Windsor Junction, where they wanted running rights over about the same mileage of road.

A. O. Skinner. A. O. Skinner said that in view of the information furnished by Messrs. Maxwell and Thompson he did not think there could be any doubt that it was possible to build the road as originally planned, and he felt that the meeting should support the resolution in favor of the east side.

Before the vote on the amendment it was put E. B. Jones said he thought the interests of St. John demanded that the road be finished as soon as possible.

The amendment was lost, only by the Canada Eastern to McGivray Junction by some eight miles than by the Valley Railway, therefore, it would be useless to build that portion of the road. There seemed to be considerable misconception about grades. There was one portion of the N. T. R. where for 17 miles they had a one per cent. grade. The grade did not make any difference to the shipper.

Mr. Tennant—"If the government of Canada is going to build the road from Westfield into the city, will it not be possible for them to make a 4-10 per cent. grade from there in?"

Mr. Thompson—"Yes, it would not be possible for them to make a 4-10 per cent. grade from there in?"

Mr. Hatheway—"I have been told by an eminent engineer that it will cost \$750,000 per mile to build from Westfield to St. John."

Mr. Thompson—"In my opinion his figures are excessive. Mr. Gutelius had told him that as far as the liability of the province for the construction of the road was concerned, the St. John and Quebec Railroad would end at Westfield. As the traffic developed it was the intention to build their own line into the city. He estimated that the east side route would cost about \$750,000 more than the west side route."

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