

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.

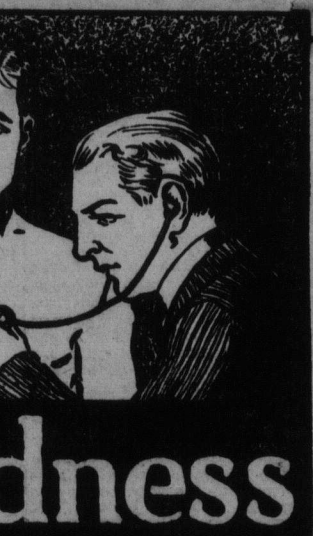
give figures, for I haven't the means to make an estimate. But what I can say is that the heaps of corpses left in front of our positions by the Germans in many points reached the height of our barbed-wire nettings.

Bombarded Dead Soldiers.
An infantry soldier tells what he saw in one of these attacks so regardless of human lives:

"We were before Yverdonville, toward midnight, when I saw in a hollow of the ground some 500 yards away a dark line from which men's faces emerged. I warned my captain at once and he telephoned to the battery of 75 guns supporting us. The instant we could see, by our glasses, our shells opening breaches in the darkness, we were ordered to fire. The shells were going on so fast that the German never stirred in spite of the terrible work done by our shrapnel. There was not a cry, and the line did not waver.

"The battery stopped firing. In the deep silence it seemed that our hearts would cease beating. What was going to happen? We could see men distinctly, motionless under the torrent of fiery iron we were sending on them. What had they in wait for us? "Two or three minutes passed—and there was nothing. Our cannon fired again a few shells and then all was silent. We could not understand what was going on in the valley where our enemy was sheltered and we kept on guard. Then, when day came, we saw that our artillery had been bombarding a heap of German corpses. The evening before, our heavy artillery had surprised a whole column while it was hiding in the hollow and waiting for the moment to attack. Our fire had been such that the corpses had stayed huddled together and most of them standing up."

"The Chain Invisible," featuring Bruce McEwan, has been finished under the direction of Frank Powell.



not discuss health preparedness. try against the enemy, we have against disease germs.

ere so many men have been turned. These are among the pro-

kept in healthful condition. The inspection is in no condition attack of disease germs.

treatment, such as Dr. Chase's served nerve cells and keep the strength, vigor and confidence. You have the vitality to defy any easy prey in the run-down

aining and nerve-invigorating in- prevents and irritability and in- stasia and paralysis.



free if you mention this paper.

ENGINEERS' ADVICE DID NOT INFLUENCE PUBLIC MEETING ON VALLEY RAILWAY QUESTION

Despite Statements of Ross Thompson and Engineer Maxwell That the Westfield Route Would be the Best for the City and Province, Citizens in Board of Trade Rooms Last Evening Voted in Favor of the East Side Proposition.

After hearing the opinions of Ross Thompson and D. F. Maxwell, railway construction engineers of large experience, both of which gentlemen spoke in favor of the west bank route for the St. John Valley Railway, the citizens in attendance at the public meeting in the Board of Trade rooms last evening voted for the motion favoring the east bank route.

The question was first considered at a meeting held a couple of weeks ago when A. O. Skinner moved a resolution supporting the east bank route and Percy W. Thompson moved an amendment to the amendment, asking that the Board of Trade urge the city to bear the cost of an independent survey of the St. John river crossings, and that the meeting express no preference until such a survey had been made and the information gleaned by it submitted, in the meantime the government of New Brunswick to be asked to take no further action.

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 Likely 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 asked for and 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 it. J. A. Likely, president of the board, was in the chair and the meeting was well attended. President Likely 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. Likely 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 disabuse the mind of the meeting of any idea they might have that the government of New Brunswick was in a hurry to build the railway. When the back begins to ache it is a sure sign that there is something radically wrong with the kidneys. What you want is a kidney medicine, and a medicine for the kidneys only. Doan's Kidney Pills know nothing but kidney disorders, because they are manufactured solely for the purpose of relieving and curing the kidneys. Mrs. J. L. McLean, Plympton, N.S., writes: "I am sending you this testimonial, telling you what a wonderful cure Doan's Kidney Pills made for me. For years I had suffered so with my kidneys I could hardly do my housework. I used several kinds of pills, but none of them seemed to be doing me any good. At last I was advised to try a box of Doan's Kidney Pills. When I had taken the first box I found relief. I have used five boxes, and to-day I feel like a new woman. I cannot recommend them too highly." Doan's Kidney Pills are 50c per box, 3 boxes for \$1.25; at all dealers, or mailed direct at receipt of price by The T. M. L. Co., Limited, Toronto, Ont. When ordering direct specify "Doan's."

Many Women Suffer FROM EXCRUCIATING PAINS IN THE BACK.

Do you ever feel that those shooting, stabbing, darting pains must be gotten rid of before you can get into condition, whereby you can attend to your household duties without a pain or an ache? When the back begins to ache it is a sure sign that there is something radically wrong with the kidneys.

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The Kennebecasis Bridge.
The Kennebecasis bridge would cost \$225,120, the two bridges could cost about \$2,100,000. While it was true that from an engineering point of view the bridges could be built, there was another side to the question, the economic and with the phase of the question Mr. Ross Thompson would deal. A. O. Skinner—"The point has been raised that the Montserrat report was not conclusive." Mr. Maxwell—"As far as Dunham's wharf crossing is concerned the report is conclusive, he says it would be possible to build a bridge at that point." Mr. Skinner—"Are you absolutely sure of your data or are you assuming something?" Mr. Maxwell—"The government had expended in the vicinity of \$10,000 for borings and surveys and to be absolutely sure of everything would cost a great deal more, so something had been assumed."

Mr. Skiditt—"What distance would

be saved by adopting the upper crossing?"

Mr. Maxwell—"The distance from Fredericton to St. John via Jubilee is 82 miles, via Rothesay, 83½ 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 solid 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? Did you make any soundings a half mile further up the river?"

Mr. Maxwell—"We took Mr. Armstrong's borings 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 Gormham's Bluff bridge and do you know of your own knowledge that what you say is true?"

Mr. Maxwell—"Twelve borings had been made and he knew that what he says was true. Of course there was always an element of chance in bridge building."

What the I. C. R. Wants.

Since the Valley Railway was to become a part of the Government Railway System it would make very little difference to the people of St. John whether it came by the east or the west side route. The I. C. R. wanted to get to West St. John and the quickest and easiest way to get there was to build the Valley Railway to Westfield. If the province built the bridge over the St. John river themselves it would add \$100,000 per year to the interest cost of the road.

R. G. Murray—"In considering the cost of bringing the road to St. John, which would be the more economical, east or west?"

Mr. Maxwell—"That is a question that could hardly be answered of detail work and the building of the line down the west side eliminate Courtney Bay."

Mr. Maxwell—"It does not suit Courtney Bay is ready for business, and the arrangements will be made to get there."

W. B. Tennant—"If the two routes cost the same, apart from bridges, would it not be more in the interests of St. John to build down the west side of the river?"

Mr. Maxwell—"I think it would. If the line is constructed down the west side of the river to Westfield in the fall of 1917, Western freight will be coming into West St. John over the Valley Railway from the N. T. R."

Mr. Hatheway—"Did you test the Hog Island crossing?"

Mr. Maxwell—"No. So far as I know it is on the Hog yet."

Mr. Wetmore—"Was your report in the hands of the government when they called for tenders for the completion of the road?"

Mr. Maxwell—"No."

Mr. Wetmore—"Is the cost of the Nerepis bridge in the cost of the road as given by you to Westfield?"

Mr. Maxwell—"Yes."

Mr. Wetmore—"Are there surveying parties out now in connection with the routing of the Valley Railway?"

Mr. Maxwell—"Yes, a party has just started out and they are working between what is known as the parting of the ways and Westfield."

Ross Thompson.

Ross Thompson was the next speaker, and said when the Valley Railway was first talked of it was supposed that the G. T. P. would operate the N. T. R. but since they had refused to do so, and it had been taken over by the government, it was not necessary for the Valley Railway to go to Grand Falls. It was a shorter haul

OLD FOLKS NEED "CASCARETS" FOR LIVER, BOWELS

Salts, calomel, pills act on bowels like pepper acts in nostrils.

Enjoy life! Don't stay bilious, sick, headachy and constipated.

Get a 10-cent box now.

Most old people must give to the bowels some regular help, else they suffer from constipation. The condition is perfectly natural. It is just as natural as it is for old people to walk slowly. The muscles are less elastic. And the bowels are muscles.

So all old people need Cascarets. One might as well refuse to aid weak eyes with glasses as to neglect the gentle aid to weak bowels. The bowels must be kept active. This is important at all ages, but never so much as at fifty.

Age is not a time for harsh physics. Youth may occasionally whip the bowels into activity. But a lash can't be used every day. What the bowels of the old need is a gentle and natural tonic. One that can be constantly used without harm. The only such tonic is Cascarets, and they cost only 10 cents per box at any drug store. They work while you sleep.

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STEEL EXPORTS FROM ENGLAND PROHIBITED

London, April 14, 7:04 p. m.—The British government this evening proclaimed an absolute prohibition of the export to any destination of all kinds of pig iron and nearly all kinds of steel.

The prohibition on steel applies especially to the variety used by railroads and shipbuilding, including rails, sleepers, springs, wheels, axles, tubes, girders, ingots, bar angles and rods and of plates more than an eighth of an inch in thickness.

The exportation of soap containing more than one per cent. of glycerine is prohibited.

HOW FAT FOLKS MAY BECOME THIN

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. This trouble occurs in adults in both sexes and all ages, but it may be overcome very easily and without any of the privations that most people imagine necessary to reduce their weight.

Simply go to your druggist and get some oil of orlean capsules. Take one after each meal and one before going to bed. Weigh yourself so as to know just how fast you are losing weight. Wonderful results have been accomplished by this inexpensive recipe, but be sure to get the genuine oil of orlean in capsule form. It is sold only in original sealed packages. Any large druggist can supply you, or a large size box will be sent on receipt of \$1.00. Address D. J. Little Drug Co., Box 1240, Montreal, Can.

Twelve of those present voting for it. The original resolution was then put and carried.

Before adjournment W. B. Tennant moved, and R. B. Emerson seconded, a vote of thanks to Messrs. Maxwell and Thompson and to the provincial government for sending them to the meeting. This was carried and the secretary was instructed to convey the thanks of the board to the government.

The amendment was lost, only

POLICE HAVE CLUES TO IDENTITY OF MEN HIGHER UP IN BOMB CONSPIRACY

Auditor Will Investigate Bank Accounts of Dr. Scheele, Man Who Handled the Funds, in Order to Find Persons Who Financed the Plot.

New York, April 14.—Clues which will lead to the identity of the men "higher up" who furnished the money for the alleged conspiracy to manufacture and distribute bombs to destroy munitions ships for which eight men are under arrest, are expected by the federal authorities to be revealed through the examination of the bank accounts of Dr. Walter T. Scheele, who is now being sought. A National Bank examiner will come here from Washington tomorrow, Assistant United States District Attorney Roger R. Wood said tonight, to investigate six accounts carried by Dr. Scheele in banks in Hoboken, N. J.

"If anybody handled the big sums it was Scheele, and we hope to be able to find where he got it," Mr. Wood said. Scheele was the head of the New Jersey Agricultural and Chemical Company at Hoboken, where it is alleged the explosive materials were placed in the bombs after they had been constructed aboard the North German Lloyd liner, Friedrich Der Grosse, interned at Hoboken. He disappeared from his apartment here on April 1. The authorities also were interested in locating his secretary, Miss Ruth Foss, whom they wish to examine.

All except three of the eight men under arrest have made confessions, Mr. Wood said. Captain Otto Wolpert, superintendent of the Atlas piers of the Hamburg-American line, accused of receiving the completed bombs; Capt. Enno Bode, superintendent of the Hamburg-American line piers at Hoboken, both of whom were arrested Wednesday, and Carl Schmidt, chief engineer of the interned German liner Friedrich Der Grosse, arrested yesterday, have refused to make any statements to the federal authorities. "The silence of these three men," Mr. Wood said, "indicates they are probably the most important prisoners of the eight we have arrested."

Fight Among Glaciers.
Rome, via London, April 14, 10:20 p. m.—The following official statement was issued today: "In the Adamello zone, while a great storm was raging, our dauntless detachments Tuesday attacked enemy positions on the steep crest of Lobia Alta, which rises 3,200 metres among the glaciers. By evening of the 12th (Wednesday) the positions were completely captured by assault and immediately consolidated by our troops. We captured one officer and thirty men and one machine gun."

"There has been the customary artillery activity in Trentino and in the Upper Fella region. In the Pizzo Basin Wednesday night the enemy renewed his attack against our Ravallaz positions, but was again repulsed."

"On Mizzil and Mont Nero enemy attacks commenced yesterday morning and continued throughout the day with fluctuating fortunes. In the evening our troops, by a last vigorous assault and effective artillery fire, definitely expelled the enemy from contested trenches."

"Calm prevails on the heights north-west of Gorizia and on the Carso front."

Tumbler Cake.
Three tumblers of sugar, one tumbler of butter, one tumbler of sweet milk, four eggs, five tumblers of flour, one teaspoonful of cream tartar, one-half teaspoonful of soda, a tumbler of citron. Flavor with lemon.

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