

## ENGLAND TO CALL YOUTHS OF EIGHTEEN

## RECRUITS COMING AT RATE OF 1,000 A DAY, PREMIER SAYS

In reply to Delegation Urging Compulsory Service—Future Policy to Organize Few New Units Until Present Ones Brought up to Strength.

Ottawa, April 14.—National registration with a view to some form of conscription was urged upon Sir Robert Borden and members of his cabinet by a large delegation representing Ontario, the Maritime Provinces and the west, at a gathering in the premier's office at noon today.

It was urged in support of the substitution of the compulsory for the present voluntary system that, first, the latter was not getting the men; and, secondly, that those who were coming forward were precisely those citizens whom Canada could least spare.

There was too large a proportion of married men when it was considered that every married soldier cost the country \$37 more monthly than a single man. The reply of Sir Robert Borden did not, of course, commit the government to any expression of views as to the merits of compulsion or the voluntary system. The premier, however, reminded the delegation that there had so far been no lack of recruiting since men were coming forward at the rate of 1,000 a day. He also pointed out that even when men had been enlisted, from six months to a year's training was necessary to fit them for service. The premier admitted that there were loopholes for economic waste in the system of voluntary enlistment. In an informal way, however, the government had been coping with this and had been endeavoring to arrange as far as possible that men be drawn as far as possible from the industries which could afford to spare them and as little as possible from those that were essential. The premier also told the delegation that it would be the future policy of the militia department to organize few new units until the present ones had all been brought up to strength. As for conscription itself, he could not commit himself before conference with his ministers but pre-

red to the fact that married men were going from Canada before single men had done their duty. He said that though the present move might not seem popular, it was bound to grow.

After several other speakers had been heard, Sir Robert Borden replied that he regretted that the views presented had not been put forward earlier in the session. He expressed the government's appreciation of the devotion of recruiting organizations all over the country.

## SPLENDID WORK DONE BY MINISTER OF MARINE

(Continued from page 1)

Just as anxious as he was to discover the truth, and would be glad to have all the facts brought out.

Mr. Carvell—"It gives me great pleasure to say that I have seen no indication of the government trying to cover up anything. Further, I know privately the opinion of Mr. Rogers, and if I were at liberty to say what he thinks it would not be derogatory to him."

Ottawa, April 14.—Hon. A. E. Kemp, acting minister of militia, replied with vigor in the Commons today to Senator Choquette's allegations in the Senate Wednesday regarding the class of men being recruited for overseas service, and in the letter from Robert Hazen of Toronto upon which much of the Senator's address was based.

Mr. Kemp read a telegram from Brigadier W. A. Leitch and memorandum from the militia department indicating that 30,280 soldiers had been enlisted in Toronto and that there was no truth in the assertion that a substantial proportion of the men offered themselves for enlistment is "discharged, depraved or deformed."

Mr. Kemp concluded: "The city of Toronto had enlisted 30,280 soldiers. These men, as the specimens of manhood as the country can produce. The blood of many of them has already drenched the plains of France to assist in crushing Prussian militarism, which seeks to dominate the whole world, including Canada. Many of them are now fighting side by side with the soldiers of France who speak the same language as the honorable Senator. These men, who have been so foolishly slandered are offering their lives with the soldiers of France to prevent the women and children of that nation from suffering from tortures and cruelties similar to those which are suffered by the women and children of Belgium. More than 300,000 men in Canada have offered their lives for the same purpose. Under these circumstances it is a fair question for me to ask, 'Does Senator Choquette represent the opinion of any one in Canada but himself?'"

Mr. F. B. Macleod, of Quebec, and Mr. J. D. Hazen, of Toronto, put forward the claims of certain employees of the Intercolonial Railway for increase in wages. He was told by Hon. J. D. Reid that the government railway had voluntarily increased the wages of truckmen to \$17.5 a day in rural districts to \$18.5 a day in cities and of shovellers to \$17.0. The House then went into committee on Hon. C. J. Doherty's bill in aid of provincial prohibition legislation, which, after a brief discussion was reported.

Naval estimates were then taken up in committee of supply and Hon. J. D. Hazen gave a statement as to the work of the department of the naval service. He told of the operations of the department in regard to naval intelligence, contraband, coast defense by the mounting of guns at various points, by motor torpedo boats and by mines, provided and ready for laying and the work of mine sweeping flotillas at Atlantic ports and of the patrol boats and vessels engaged in examining ships desiring admittance to harbors. He said that at the outbreak of war the Rainbow and the Niobe had been placed at the disposal of the Admiralty. The Niobe served at the British squadron on the North Atlantic until September when it became apparent that because of continuous steaming her engines and boilers were not in good condition. She was, therefore, put into service as a depot ship. Mr. Hazen said that the naval department had been asked by the Admiralty to select pilots for the naval air service and that 180 pilots had left Canada and were either on active service or completing their training in England. The department had also received several hundred applications from men desiring to serve in the royal navy motor boat flotillas.

Sixty ships were now engaged in the transportation of war supplies from Canada to European ports and it had been arranged to despatch an average of one ship a day from Atlantic ports during the present season. The radio telegraph service, carried on under government control, had given satisfaction to the Admiralty. Mr. Hazen said that the naval service department had expended about \$3,500,000 out of the war vote for the present year.

Hon. Dr. Pugsley commented on the fact that in the annual report of the naval branch Admiral Kingsmill had declared that it had "only been necessary to extend the service when the war broke out."

A somewhat strange statement, said Dr. Pugsley, in view of the fact that when war was declared the Niobe was laid up and her boiler stuffed with material which it took weeks to remove. But for the fact that the Rainbow was to have been used for patrol work in Behring Sea, this cruiser would probably also have been out of commission. Dr. Pugsley urged that it was even now not too late for the government to undertake the construction of small

## MULTIRACIAL OR INTERVENTION

## U. S. Prepared to Treat with Carranza with Withdrawal of Troops—Hopes of Getting Villa Grow Fainter.

Washington, April 14.—The United States is prepared to treat with Carranza, as proposed in his note yesterday, for the withdrawal of American troops from Mexico. Pending the outcome of the diplomatic negotiations, however, the United States will remain unchanged and the pursuit of Villa continue. This was the situation, as officially stated today, after President Wilson and his cabinet had considered the new phases of the Mexican problem raised by Gen. Carranza's communication.

From other sources it was learned that the success of Carranza's government in demonstrating its intention and ability to continue the pursuit and extermination of the bandits, should American forces be recalled, would weigh heavily with President Wilson in reaching a final decision.

Senator Stone, chairman of the foreign relations committee, is thought to have voiced the administration view to the senate, speaking after a conference with Secretary of State Lansing.

"The problem confronting this government," the senator said, "is how long it would be wise to keep an expeditionary force in Mexico. If we adhere to our policy towards Mexico we cannot keep the army there. We must mind the only alternative to withdrawing the troops, sooner or later is intervention."

Senator Stone said that while he had strongly favored the sending of an expeditionary force, he had never intended it would succeed in capturing or killing the bandit himself. The troops already had accomplished something, he added, in breaking up some of the Villa bands.

Some army officers share the view that the capture of Villa is most important, unless the expedition is increased in size and scope to a complete military occupation of all northern Mexico. Since the administration has no intention of taking such a step, they feel that the present mission of the expeditionary force is merely an expedient move in defence of the border.

War vessels such as torpedo boat destroyers and submarines so that Canada might do something at least towards protecting her own coasts and her own commerce. At any rate steps should be taken at once to encourage the building of a new merchant marine. A first step might be the removal of the duty on marine engines, boilers, machinery and so forth.

Dr. Pugsley quoted an eminent British authority as stating that if the war continues a large proportion of the neutral vessels will be driven off the sea by the submarine menace and Great Britain might be seriously threatened by a food shortage. There was, he added, the great opportunity for the government to at once embark upon a policy of encouraging vessel construction in the industry.

Mr. J. G. Turritt endorsed the policy of encouraging ship construction in Canada. What had been done in the way of organizing within a few months a plant that would build submarines could easily be repeated in the way of organizing a mercantile marine industry.

Mr. W. F. Macleod added aeroplanes to the shipbuilding possibilities. In his mind, he said, three aeroplanes per week were now being turned out and there was a great post-war future for the industry.

Hon. Mr. Hazen said it would take a year to build a 7,000 ton vessel and meanwhile the war might end and freight rates would fall again. The aviation question he turned over to the militia department. He added that he thought Canada had very little need of a flying corps at the present time. All Britain had asked for had been assistance in recruiting, and Canada had sent already 176 aviators.

Naval Estimates Passed.—Hon. J. D. Hazen, answering questions put to him, said that from reports made to his department it appeared that specially constructed vessels would be able to navigate Hudson Bay and straits for about three months each year. Aids to navigation had been established in the straits and a wireless station at Port Nelson. Other wireless stations would be opened for the benefit of ships plying in those waters.

Hon. Mr. Pugsley showed curiosity as to the identity of the wireless operator at St. John and finally announced that he had been told the man was a German. He was assured by Mr. Hazen that the operator, whose name was Myrick, was a Newfoundlander and was the son of British parents.

All the estimates for the naval department, and some for the public works department were passed before the committee rose and the House adjourned at 10.30 o'clock.

A Trick With Laced Boots.—If you wish to tie your shoelaces so they will stay tied, try the "salmon knot," which is the knot used by the salmon fishers. It is made just as the ordinary bowknot, excepting that the end is passed around the loop twice instead of once.

## "BACK TO FIGHT", MINISTER OF MILITIA SAYS

Continued from page 1.

New York, April 14.—General Sir Sam Hughes arrived here today from Liverpool, on his way to Canada. He will appear before a Royal Commission appointed to investigate charges made by G. W. Kyles, M. P., of the Canadian Parliament, that middlemen's profits aggregating \$1,500,000 were made through the awarding of contracts by the Canadian Shell Commission, to the International Fuse Company, and the American Ammunition Company.

"I regret having to leave England at the present time," Sir Sam said, "but I am delighted with the opportunity to return and place each and every fact regarding contracts for munitions where they can be exposed to the closest scrutiny."

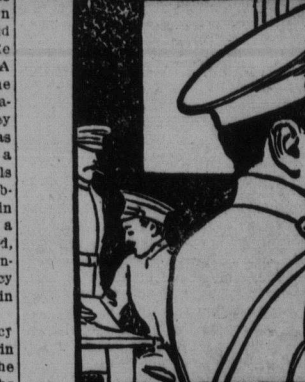
"I have been informed in a general way what these statements are, but let them be what they may I am glad of the opportunity of having them all fully sifted and exposed to the full light of day."

"I have no comment to make on the conduct of those who, taking advantage of my absence, and from the feeling of nervousness, almost bordering on panic in the minds of the general public on all questions since the war began, attempted to divert to side issues the energy and time which should be devoted to the cause of the Canadian soldiers at the front and the Empire in general. Such persons may be within their privileges."

"During my two weeks' visit in England, I had the opportunity of reviewing all the Canadian troops at Bramshott and at Shorncliffe camps. The soldiers everywhere, from the front in England, are filled with zeal and ardor for the cause. I am delighted to state on the authority of General Sir Archibald Hunter, under whose general command the Bramshott camp is placed, and of General Steel, in whose district the Shorncliffe troops are located—and the same good report is universally heard in England from soldiers and citizens alike—that the Canadian troops in London, or in the camps, or in the trenches, are regarded as most exemplary and worthy of their commendation."

Detective Carrington, chief of the Thiel Detective Agency of Canada, and General E. W. Wilson, O. C., of Montreal military district, met Sir Sam at the pier and conferred briefly with the Minister and Captain Bisset, aide to Hughes. General Wilson accompanied Sir Sam to his hotel.

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## Preparedness

Now that all nations are talking preparedness, why not discuss health preparedness. While we have been negligent in protecting our country against the enemy, we have also failed lamentably in fortifying our human bodies against disease germs.

This has been proven in the recruiting offices, where so many men have been turned down by the examining doctors. Weak heart action; diseased lungs; thin, watery blood; defective eyesight, resulting from exhausted nerves. These are among the prevailing derangements which the examining doctors find.

Health has been neglected. The blood has not been kept in healthful condition. The nervous system has got run down, and the subject under inspection is in no condition to fight the enemies of his country or to withstand the attack of disease germs.

Health preparedness means the use of preventive treatment, such as Dr. Chase's Nerve Food, to enrich the blood, reinvigorate the starved nerve cells and keep the health at high-water mark. In this condition you have the strength, vigor and confidence which is necessary to the success and enjoyment of life. You have the vitality to defy disease germs and thereby escape many ills which find an easy prey in the run-down system.

Dr. Chase's Nerve Food, by means of its blood-forming and nerve-investigating influence, cures headaches, nervous indigestion, sleeplessness and irritability, and prevents such serious diseases as nervous prostration, locomotor ataxia and paralysis.

50 cents a box, 6 for \$2.50, all dealers, or Edman, Bates & Co., Limited, Toronto. Do not be talked into accepting a substitute. Imitations disappoint.

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## PANIC AMONG ENEMY WHEN ALLIES BIG GUNS START WORK

Continued from page 1.

When you read the dispatches as the fight goes on, one day of battle seems like any other. On the field itself, each phase of the long battle has a strikingly different character. The beginning of what may be called the second battle of Verdun, after the first two weeks' fighting, which all the world knows is told by an officer who was brought back wounded on March 6.

"The bombardment before the attack was one of the most frightful we have had to undergo. Big calibre bombs and tear-blinding shells fell without stop on our trenches, which were soon completely demolished. Our soldiers stood fast, huddled in their shelters and waiting for the enemy. The attack was made along a front of 1,600 yards. It was led by Pomeranian regiments, mostly young fellows with new uniforms and equipments, but not seeming to have the habit of fighting."

"The moment our batteries began to play with their usual effect, there was a regular panic among our enemies, and it was calmed only by the arrival of reinforcements. These, so far as I could see, were made up of a Brandenburg regiment and a Landwehr brigade." This confirms what has been suspected, that the German commanders send to their death in the front ranks which bear the first brunt of the French fire their raw troops, relying on the veterans who come after to do decisive work.

"The hand to hand fighting was sharp and bloody. Still, we had the impression that those who were attacking us showed less determination than in the other days. Our soldiers surpassed themselves. A company, which was holding the approaches of a redoubt against which the principal effort of the enemy was directed, let itself be decimated rather than yield a yard of ground. Captain de S—, in command of our Eleventh Company, stood upright on the parapet of the trench after he had been dangerously wounded, urging his men to stand fast. He fell, crying: 'Forward, my boys.'

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## ANOTHER CLASS TO BE CALLED OUT BY GREAT BRITAIN

Continued from page 1.

London, April 15.—Great Britain will shortly call to the colors her eighteen 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:

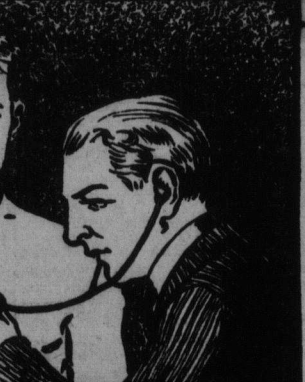
"We were before Vacheriauville, toward midnight, when I saw in a hollow of the ground some 500 yards away a dark line from which men's faces emerged. I warned my captain at once and he telephoned to the battery of 75 guns supporting us. The instant we could see, by our glasses, our shells opening breaches in the obscure mass that was hiding so badly in the hollow. But the Germans 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 bombarded 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 stayed huddled together and most of them standing up."

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## ENGINEERS' ADVICE INFLUENCE PUBLIC ON VALLEY RAILWAY

Continued from page 1.

Despite Statements of Ross Thompson well That the Westfield Route Was the City and Province, Citizens Rooms Last Evening Voted in Favor of Proposition.

After hearing the opinions of Ross Thompson and D. P. 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 is 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 Frink 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 cutered 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 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 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, 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 position to build the railway.

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