

## THE DAILY MAIL

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### FUSS AND FEATHERS.

Says the St. John Globe? "The Union government set a splendid example on Monday in cutting out the extravagant frills incidental to past parliamentary openings. Provincial parliaments will do well to follow the Ottawa example, and Ottawa will do well to make the innovation permanent. If any Governor General or provincial governor wants all the fuss and feathers of the old order, let him have them on condition that he pay for them."

There can certainly be no complaint against the government of New Brunswick in regard to "fuss and feathers." At the opening of the session one of the first acts of Premier Foster was to abolish the artillery salute, which under the old administration cost the province about \$400 a year. A coach for the use of members and officials, which cost \$5 a day for the session, was also cut out, and the members now travel on foot or engage a conveyance at their own expense. The sheriff and coroner used to attend the opening and closing ceremonies at a cost of \$20, but they do so no longer. This year the session opened without the customary guard of honor. The government is certainly to be commended for having eliminated "fuss and feathers" from the opening ceremonies.

### THE RULE OF THE ROAD.

While petitions containing nearly two thousand names, praying for a change in the rule of the road, are before the Legislature, the members of that body are not disposed to arrive at any hasty conclusion in regard to the matter. It is felt by many of the members that the time will come when a change will be necessary, but it must not be brought about without giving ample notice, so that people may acquire the habit of turning to the right instead of to the left. The Province is now spending a lot of money in improving the highways, and this is sure to result in an influx of motorists from the United States. As the number increases year by year, the necessity for a change in the rule of the road will become more apparent. While the rule remains as it is, every effort should be taken to acquaint visiting motorists with the fact, and thus eliminate as far as possible the possibility of accidents.

The Legislature spent over two hours in committee last evening discussing the new Highway Act. The first fifteen sections of the bill were passed and two were held over for further consideration. Hon. Mr. Veniot is piloting the bill through the House, and has promised to give careful consideration to any suggestions or amendments put forward, with a view of making the law more perfect. So far there has been very little adverse criticism aimed at the bill, its splendid features evidently having commended themselves to members on both sides of the House.

There is no doubt, as Hon. Mr. Veniot pointed out in the Legislature last night, that the people of the province have during recent years manifested a keener and more intelligent interest in road making. They now realize that in these days of keen competition and increasing costs, if the province is to keep abreast of the times it must have good roads. They are used by all classes of the population, and any money expended in their up-keep is for the general good.

Mr. Baxter does not approve of the section of the new Highway bill which gives the people the right to elect the road supervisors. He is afraid that men will be chosen not for their special fitness but because of their ability to manipulate things. When it comes to manipulating things, Mr. Baxter is generally considered to be in a class by himself. Was he speaking from his own political experience when he urged the objection to the bill?

The debate on the address in reply to the Speech from the Throne at Ottawa came to a sudden termination yesterday. Premier Borden replied to Sir Wilfrid Laurier and was replied to by Hon. Charles Murphy. When the latter had considered his remarks the motion to adopt the address was put and carried. The House will probably now get right down to business.

Opposition Leader Murray, in his speech at the opening of the Legislature, was unable to make use of the old hackneyed phrase "that the Speech from the Throne was remarkable for what it did not contain." The Government, in preparing its programme, left no opening for this time-honored criticism.

The bill introduced in the Legislature yesterday by Premier Foster, to provide for the incorporation of villages, is an excellent measure and will no doubt be taken advantage of by the people of many small communities.

### Through Our Sieve

"Halt! Who goes there?"  
"Spring—beautiful spring!"  
"Advance, Spring and give the password!"

Who would ever have thought that folks would be fighting to get into Siberia?

It's the thing you don't care for that the people are always willing to hand you.

Somehow a man never discovers what a fool he is until long after his neighbors.

When a girl begins to boss a young man he might just as well begin to save to buy furniture.

"What's the kibosh, papa?"  
"I don't exactly know, my son; but don't let any one put it on you."

Probably the severest strain on the Germans in the Bolshevik peace conferences was in keeping their faces straight.

Maybe the Kaiser really thinks it was "the hand of God shown in the East," but that's handing Trotsky and Lenin a good deal.

I find that it is not always the newest books that are the most desired. On the contrary at recent auction sales it has been volumes varying in age from sixty to two hundred years that were the best sellers.

Speaking of hell—as so many are these days—the preachers are all so liberal and advanced now that it is almost as hard to qualify for hell as it used to be to get into heaven. But many manage it.

### New Highway Bill

(Continued from page 6.)

that was true, the time might come when a change would be necessary in this province. Should a change be decided upon, he did not think that it should be suddenly brought into force.

It would be necessary to accustom horses, as well as people, to the change and for that reason it might be advisable to have it brought into force during the month of January.

MR. MAGEE asked what Nova Scotia was doing.

HON. MR. VENIOT replied that the bill could be passed with a section giving power to change any section by order-in-council in order to conform with any change which Nova Scotia might make.

HON. MR. ROBINSON said that if New Brunswick changed without Nova Scotia changing danger of confusion would be just as great as at present.

MR. MERSEREAU said it was not necessary to wait upon action of Nova Scotia. He personally approved of the suggested change in the rule of the road and believed such change would suit the majority.

HON. MR. MURRAY said he strongly favored a change. Nova Scotia was probably waiting to see what New Brunswick was doing. Largely signed petitions for a change had been received. The only argument against the same was the necessity of changing shifts on sleighs.

MR. BAXTER said the concurrence of Nova Scotia was not very important but should be obtained if possible. Trunk roads would be of little use unless a uniform rule were adopted. It might be possible to have a modified form of Maritime union in regard to the matter. The House could pass the bill with power to make alterations by proclamation and the two provinces could put the change into effect at the same time.

MR. TILLEY said that if the legislation was good it should go through at once. If it were good enough for other provinces it was good enough for New Brunswick and Nova Scotia would follow.

MR. McGRATH said it was important that the impression should not go abroad that the House was making laws exclusively for motorists. The rule of the road was for everybody.

MR. DYSART said that uniformity was desirable but he would like to know what Nova Scotia was going to do. It might be well to let the matter stand.

MR. MAGEE said that this was an opportunity to start Maritime Union New Brunswick's view in this matter.

MR. MICHAUD said the change was

desirable to bring about uniformity with the United States and Upper Canada and not out of consideration for the southern part of Westmorland county and Nova Scotia.

MR. SWEENEY said the House should not be in haste to make this change. He believed the members were there to legislate for the people of New Brunswick.

MR. BAXTER—"Where did you get that idea?"

MR. SWEENEY—"Not from that side of the House."

### Some Straight Talk.

MR. SWEENEY continuing said the change was radical and should not be made immediately. The people of the province all their lifetime had been accustomed to turn out to the left. It was the people of the province who used the roads and who kept them up and they had the idea that they owed them. They did not think they should take to the woods every time they met an American tourist in a car. He himself drove a car. He had met American motorists but had had little trouble with them. The Americans on a motor tour should learn the rule of the road. There were signs along the border, on bridges and in towns which would warn them. Suppose this change were made. What would happen the people of New Brunswick. For six months there would be many who would not know a change had been made. If they got in accidents on the road they would find themselves in wrong through an act of the legislature. The argument for this change like all those for commercial union or Maritime union was pretty far fetched.

MR. MAGEE—"Not at all."  
MR. SWEENEY—"I believe this province is turning to the right but we want to take care we do not get left."

The section was allowed to stand.

MR. PINDER speaking to the section relating to the road tax said the government was not in a sufficiently good position financially to stand the expected heavy expenditure under the act unless provision was made for a greater increase in taxation than that proposed. He knew the people would not kick about increased taxation if they could get good roads. There had been a steady increase in the rate of wages. Formerly it took a man three days to work out his road tax. Now he could do it in a day and in a day and a half. The increase in the rate of wages made an increase in the rate of taxation imperative.

MR. BAXTER asked if there were statistics of the road taxes collected last year and the amount expected this year.

HON. MR. VENIOT said about \$37,000 has been expended by the municipalities and about \$30,000 was in hand. Delinquents would account for about 20 per cent. Statute labor was not included. The total would be about \$70,000.

MR. BURCHILL asked what was in hand with the municipal secretary-treasurers last year.

HON. MR. VENIOT said the amount was about the same from year to year.

MR. PECK said he differed with the senior member for York. It would be wrong to increase the rate of taxation. Already the impression had gone abroad that the legislature was wasting money. Word had gone out that the premier had lost \$30,000 on a sale of bonds.

MR. PINDER speaking to the sub-section empowering any municipality to increase the rate of road tax for that municipality or parish thereof said the provision was unfair. There had been no provision for the municipalities to appoint supervisors.

HON. MR. VENIOT said he could tell the senior member for York that the sub-section was as it was in the

### Violations of Prohibition Act.

The Canadian Drug Company yesterday at St. John acknowledged a charge of violation of the Provincial Prohibition Act, the offense consisting in shipping liquor to Fredericton improperly marked. Tomorrow a local case arising out of a case recently heard in the police court will be heard.

### Death at Keswick.

Samuel Shepherd, an aged and well known resident of Keswick, died yesterday at the home of the nephew of the deceased, Mr. Woodford Merrieth. The deceased was aged ninety years. He is survived by one brother, Hamilton, of Mouth of Keswick, and one sister, Mrs. E. S. Merrieth of Fredericton. The funeral will take place at two o'clock Thursday afternoon, Rev. Mr. Brown conducting the service. Interment will be made at Mouth of Keswick.

### Died in Maine.

Miss Mary O'Brien, daughter of the late Daniel O'Brien of this city, died on Monday at Fairfield, Me. The body arrived here today at noon, accompanied by Daniel, Thomas, George and William O'Brien and Louis Ryan, relatives of the deceased and formerly of Fredericton. The body was taken to the former home of the deceased, Charlotte street, from which the funeral will take place Thursday morning at 8.45 with high mass by Rev. Father Carney at St. Dunstan's church. Interment will be made at the Hermitage. The late Miss O'Brien was the last member of her family.

## MARITIME MEN IN CASUALTIES

(Canadian Press direct wire.)

Ottawa, March 20.—Casualties among men from the Maritime Provinces are thus reported:

### Infantry.

Died of wounds—T. E. Arseneault, Summerside, P.E.I.; A. Steele, Lewiston, Me.

Died—W. George, Debec Junction, N.B.

Gassed—G. Perry, Amherst, N.S.; Forestry Corps.

Wounded—Albert Maillet, Cape Lumlere, N.B.

Mounted Rifles.

Gassed—Frederick Plouffe, New Brunswick, N.B.

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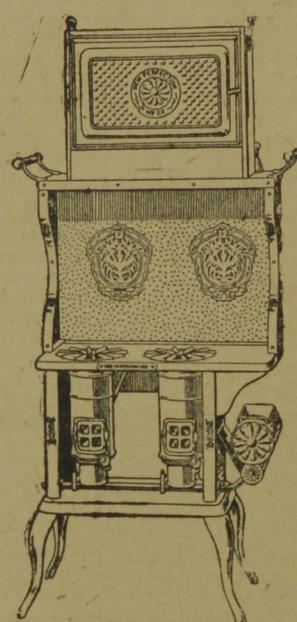
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But he thought Nova Scotia could ask old act, also that under that old act municipalities could not appoint supervisors. It was not for that reason however, that he inserted it in this bill but because he thought it well to leave the matter optional.

MR. PINDER—"Why don't you let them say something about spending the money?"

HON. MR. VENIOT—"Why didn't you in the act you supported in 1913?"

The sub-section was carried.

MR. PINDER speaking to the section on assessment and collection of taxes said the provision was unfair to the assessors. No means of paying them was provided.

HON. MR. VENIOT—"Yes there is."

MR. SMITH (Carleton) said he noticed a change from the old act in this section. Formerly the supervisors made the collections. He thought that provision should be adhered to as the ordinary tax collectors were liable to slight the road tax in favor of the municipal tax as they were appointed by the municipal bodies.

MR. BAXTER said his experience had been confined to the parish of Simonds, St. John county. In that parish there had been a supervisor who was an excellent man on the roads but who did not want to be a collector and was entirely unsuited for such of fee. He believed the provision of the section making the collectors of rates also the collectors of road taxes was a proper one. The argument of the member from Carleton in favor of the supervisors collecting the road tax was new to him. The difficulty referred to could be obviated by allocating a portion of the sums collected to all taxes. Increase in the number of the officials should be avoided.

HON. MR. VENIOT said collectors would be better than supervisors for this purpose. Formerly the collectors were not sufficiently well paid to make it worth their while to collect.

MR. SMITH (Carleton)—"The revenue with the supervisors was greater nevertheless."

HON. MR. VENIOT—"Because the rate was higher."

MR. YOUNG asked what would be done toward paying assessors and collectors in parishes where all the people worked out the road tax.

HON. MR. VENIOT said this difficulty had arisen before. The only way was for the province to pay for the work done.

MR. BAXTER asked the Minister of Public Works to communicate with the secretary-treasurer of St. John to see if there were any special forms connected with assessment in parishes of that county which should be preserved.

HON. MR. VENIOT said he would do so.

Committee reported progress.

MR. BAXTER presented a petition from the City of St. John, Wellington Ward, also a petition from the City and County of St. John for the passage of a bill respecting the children's shelter.

MR. CAMPBELL presented a petition from the City and County of St. John for the passage of a bill respecting the general public hospital.

MR. TILLEY presented a petition from the City of St. John for the passage of a bill to amend the act respecting government by elected commission, also a petition for the passage of a bill respecting the extension of the time in which overseas soldiers may vote.

The House adjourned at 10.55.



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