MORE EVIDENCE OF INCAPACITY OF THE GOVERNMENT

(Continued from page 1)

Bill Loosely Framed.

If it was the intention to apply it to Moncton alone that fact should be stated to the House. Surely somewhere in the department of agriculture there was sufficient intelligence to convey to the House the idea desired.

Hon. Mr. Murray (Kings) said that as the bill amended the act of 1903 it would apply to all cases in the province. If the minister wished it to apply only to Moncton he should say so and allow the present act to cover other cases.

Dr. McGrath said it would be unwise to pass the measure in its present shape.

Mr. Baxter suggested that there might be some member of the government present who could tell the House just what the government wanted.

The ministers looked at each other but no one seemed to know what the bill was about, and Mr. Tweeddale finally agreed to withdraw it and prepare it again in the form suggested by the opposition members.

The remainder of the afternoon was spent in consideration of sections of the Highway Bill which had been stood over and adjournment was taken at six o'clock.

Highway Bill Nearly Ready.

The Highway Bill is now through committee with the exception of a few sections, and it is felt that tomorrow afternoon will finish it. Only one enquiry was answered this afternoon. In reply to Mr. Smith, of Albert, the Minister of Public Works stated that the work done in 1917 on the permanent road in Albert county near the Moncton Bridge has cost $1,096.46 and submitted the accounts.

Mr. Dickson (Kings), gave notice of two enquiries for Tuesday next. He wants to know if the government is aware that the late government made a survey with a view to preparing plans for a new bridge to take the place of the suspension bridge at French Village, Kings county; what steps the government had taken to have the bridge rebuilt, and when the work will commence. He also asked what the government intended to do about the building of a road from Perry's Point to Reid's Point, Kings county.

Forestry Bill Read.

Fredericton, March 27.—(From Official Reports).

The House met at 3 o'clock.

Bills to provide for the appointment of a forestry advisory commission, to prevent forest fires and to amend the act relating to the high cost of living were read a third time and passed.

Mr. Burchill presented the report of the committee on standing rules.

Mr. LeBlanc presented the report of the committee on municipalities.

Notices of inquiry included.

By Mr. Smith (Charlotte) as to monies paid J. M. Scovil.

Mr. Smith (Albert), presented the petition of the Municipality of Albert for the passage of an act relating to temporary loans.

Hon. Mr. Roberts presented the petition of the Municipality of St. John for the passage of an act to confirm an agreement with the military hospitals commission and the board of the St. John County Hospital.

Hon. Mr. Smith presented the petition of the Town of Shediac for the passage of a bill relating to the said town.

Hon. Mr. Tilley introduced a bill to amend the act to provide for the government of St. John by an elective commission.

Mr. Crocket introduced a bill to vest in the Town of Devon the water system of said town and to provide for the taxation of certain persons.

Halifax Aid.

Hon. Mr. Foster introduced a bill to ratify an order-in-council granting aid to the Halifax sufferers and to grant further assistance. He explained that after the great disaster at Halifax an order-in-council had been passed granting the sum of $10,000 to the sufferers by the explosion.

The bill sought to confirm the order-in-council and to authorize a further donation of $15,000, if it was considered advisable.

Mr. Smith (Albert) gave notice that on Tuesday next he would move for the suspension of rule 78, to enable him to introduce a bill to amend the act authorizing the Municipality of Albert to make temporary loans.

Mr. Burchill, from the committee appointed to revise House rule No. 84, presented the following report:

After consideration your committee beg to recommend that rule No. 84 be repealed and the following substituted in lieu thereof:

"No private or local bill shall be received, unless it shall be certified by the deputy provincial treasurer upon the bill or by certificate annexed thereto; that there has been paid into the provincial treasury towards the printing and other contingent expenses of the House the fees following: on all original bills, if not exceeding one page, $50; for each additional page or part of a page, $10; on all amending bills not exceeding one page, $30; for each additional page or part of page, $10; upon incorporation of companies having a stated capital or amendment increasing capital an additional fee equal to the fee payable under the N. B. Joint Stock Companies' Act.

A page for the purposes of this rule shall mean not exceeding 500 words, provided that when a bill in respect to which payment has been made does not pass the legislature, it may be introduced at the next following session upon the payment of an additional sum of $10. Provided also that this rule shall not extend to acts for the incorporation or relating to the property or objects of churches, hospitals, public halls, or societies for charitable, literary or recreational purposes whose object is not private gain.

Will Increase Fees.

Mr. Burchill, in reply to Mr. Murray (Kings), said that the amended rule would materially increase the fees but it would not become operative this present session. The committees report was adopted.

The House then went into committee with Mr. Leger (West.) in the chair, and took up further consideration of the bill to facilitate the collection of stumpage.

Hon. Mr. Smith in reply to Mr. Melanson said that the exportation of pulp wood cut from Crown lands was prohibited, but under an act of 1916 operators are permitted to cut from both granted and private lands and mix the logs.

The bill was agreed to and reported.

The House again went into committee with Mr. King in the chair, and took up consideration of the bill to confirm an agreement made by the city of St. John with David H. Saker. Mr. Tilley explained that Mr. Saker had purchased the Warner milling property for the purpose of establishing thereon a ship building plant. In consideration of this the city had agreed to grant concessions in the matter of taxation. An amendment had been added to the bill providing for an assessment for school purposes.

The bill was agreed to.

Cheese and Butter Cos.

The House again went into committee with Mr. Leger (West.) in the chair and took up consideration of the bill respecting the incorporation of cheese and butter manufacturing associations.

Hon. Mr. Tweeddale said that the bill was intended to apply to the cheese and butter factory established in the city of Moncton, but if the committee thought it should be made appliable to other localities he would be perfectly willing to have it so amended. Progress was reported.

The Highways Act.

The House went into committee on further consideration of the highway act, Mr. Leger ((West), in the chair.

Mr. Young referring to a previous discussion on the breaking out of winter roads, drew attention to the fact that the old act contained provision for placing assessment on the parishes for this purpose.

Hon. Mr. Veniot said he would refer to that matter later. Dealing with this section governing the election of supervisors he moved an amendment to the effect that if the supervisor elected should fail to act the minister would have the power to appoint a supervisor to act in his place. He also moved an amendment to the effect that no member of a municipal council would be eligible for election as supervisor on either trunk or branch roads. He said he moved this amendment to avoid having men acting in a dual capacity as municipal councillors and as supervisors and also to avoid bringing municipal politics into the highway administration of the province. The amendments were adopted.

On the motion of the Minister of Public Works the section relating to the right of certain parishes in the counties of Sunbury and Queens to apply part of their road tax to securing and defending the highways against encroachments of the St.John river, was amended so as to permit similar action to be taken in any other road division in which similar conditions might arise.

Hon. Mr. Veniot moved an amendment to the section relating to the width of roads to the effect that roads two rods or more in width and less than 4 rods in width might be laid out if deemed necessary.

Mr. Baxter said that one difficulty frequently encountered in connection with the highways was the absence of early records with regard to their width.

However, records had been kept since the enactment of the consolidated statutes of 1876 and probably for some years before that. He believed it would be better if the minister would let this matter lie over for a year until it could be learned if there were a necessity for disturbing this system which had been in effect for many years.

Too Much Land Taken.

Hon. Mr. Tweeddale said this amendment had been brought in on account of the resolution of a municial council, to the effect that too much land was being taken in the laying out of roads four rods in width.

Mr. Smith (Carleton) asked if the amendment was to apply to roads already existing.

Hon. Mr. Veniot said it was not.

Mr. Smith (Carleton) said that even then he would hesitate about taking this action. Uniformity in the width of roads was very desirable. He did not think there was any tendency on the part of the department of public works to cripple or interfere with agricultural communities in the matter of the width of the roads. As a general thing the farmers cultivated right up to the highways, in fact too close to them. There was also the feature that narrow roads would be more difficult to keep clear of snow in the winter time.

Hon. Mr. Tweeddale said it was a mistaken idea that there was a uniformity in width in the highways of the province. The four rod width had been established some years ago by the legislature, but previous to that time by-roads had been laid out much narrower. There was no intention to make an application of the amendment generally, but only to roads in districts in which the inhabitants believed it inadvisable to have roads four rods in width. In his own constituency ((Victoria county) it was deemed necessary to have this provision made in the act.

Mr. Potts said that as this was a new highway act it should contain something that was new. Practically everything of any value in it was taken out of the old act. And anything that was not produced contention. In his opinion uniformity in the width of roads was necessary. He hoped that the Minister of Public Works would have backbone enough to stand up for his original proposal for four-rod roads. The minister had spoken at great length of his tour through the United States and the boulevards he had seen there. Had he seen any two-rod roads down there?

Hon. Mr. Veniot—"Yes, many of them.

Hon. Mr. Tweeddale—"There are thousands of miles of two-rod roads in the province of New Brunswick.

Mr. Potts, continuing, said that a uniform width for highways should be insisted upon. Weight should not be attached to every protest which came in on account of its possible political effect.

Like Bouquets.

Hon. Mr. Veniot said he was pleased to have these bouquets passed across the House by the hon. member from St. John, concerning the backbone and ability of the Minister of Public Works. This was the second or third occasion this week on which he had done so. If he were a little thinner skinned he might think there was something in them, but he did not. He believed the hon. member had an ulterior motive in handing them out. The hon. member from St. John had entertained the House with long discourses on what he knew of roads. Had he said streets it might have passed, for he probably had had some connection with the streets in the city of St. John. As far as the roads of the province were concerned, the hon. member know very little or he would not have made the remarks that he had. Apart from the main highways of New Brunswick there were few roads 66 feet wide. Such a width was not necessary. In many places the travelled width was not more than 24 feet. The width of 66 feet or four rods had been named because the figure looked better. A 40 foot road would suit all requirements. In laying out new highways through private lands, it would be a hardship on the people to insist upon a width of 66 feet. He was not backing down before the Hon. Minister of Agriculture in bringing in this amendment, but had taken ths action because he believed that the opinion of a body as important as a municipal council should be heeded. This matter had not been dealt with by the bill as originally prepared, because he had overlooked it.

Mr. Young Endorses.

Mr. Young said he wished to give his endorsement to the amendment. It was true everyone wished to see a broad highway, but it often was impossible to open a wide road. He knew of one case in York county which had been placed before the Minister of Public Works. It was a request for a road 17 miles in length to be opened across private property to the tungsten mines. In that case objection had been made to a width of four rods and it would be unfair to compel the opening of a road of that width. He believed that the matter of fixing the width of a road such as this could safely be left in the hands of those who would be called upon to act under this amendment.

Hon. Mr. Veniot, speaking to the section prohibiting the passage of portable mills or of vehicles carrying loads of 2,000 pounds or more over highways between March 15 and May 15 in any year, said that he had framed the section with no desire to interfere with commerce, but solely for the purpose of protecting the highway. He had an amendment to propose which would provide for an increase in the weight of the load to 3,000 pounds and the giving of a bond to the supervisor that no damage would be done the road by the passage on the vehicle.

Mr. Tilley asked what was the provision with regard to portable mills.

Hon. Mr. Veniot replied that all portable mills were barred except under certain conditions set forth in the amendment.

Mr. Tilley expressed the opinion that some portable mills weighed less than 3,000 pounds.

Mr. Veniot answered that all portable mills were much above that weight.

Mr. Sutton said that the weight of the loads should be increased. He knew of a saw mill at Grafton which transported its manufactured lumber by teams to Woodstock. For profitable handling the loads must weigh much more than the figure mentioned in the amendment. He thought it would be a hardship to require that mill to reduce its loads.

Hon. Mr. Veniot said he recognized the force of the fact set out by the hon. member from Carleton, but he must take his stand for the protection of the roads. The hon. member from St. John city had frequently referred to the pluck of the Minister of Public Works and his admiration of the same. He hoped that he would take this opportunity to back the minister up.

Mr. Potts—"You're right; you're right."

Mr. Pinder asked how the weight of the loads was to be ascertained. Was it the intention to furnish scales for the supervisors?

Hon. Mr. Veniot replied that he might furnish a few sets of scales for the district represented by the senior member from York. He believed however that that member could judge as well as any other man the weight of a load without having any scales. The hon. member the day previously had celebrated a birthday, but in spite of the case of a physician or an ambulance his eyes.

The section forbidding motor vehicles to run on the highways in the spring while the frost is coming out of the ground was amended by the minister so as to make an exception in the case of a physician or an ambulance.

Mr. Guptill suggested that similar provision should apply to the autumn season. He had seen cars do serious damage to the roads at that time of year.

Mr. Tilley wanted to know what was meant by spring. There was no definition of the season.

Hon. Mr. Veniot replied that the provision would apply during the time that the frost was coming out of the ground.

Winter Road Breaking.

Mr. Magee said he had been approached in connection with winter roads by residents of Westmorland county, and had been told the inhabitants of districts in which it was desired that winter roads be broken would not abject to the extra taxation to meet the cost. He suggested that it might be practicable for the supervisor or road master to break the roads in the winter and keep an account of his work, making an assessment to meet the cost in their respective districts in the following spring. The cost would vary largely according to the severity of the winters. Some districts might require heavy expenditures and others none.

Mr. Baxter asked why the suggestion of the member from Westmorland could not be incorporated in the section providing for the holding of a meeting for the elections of supervisors and decision with regard to statute labor.

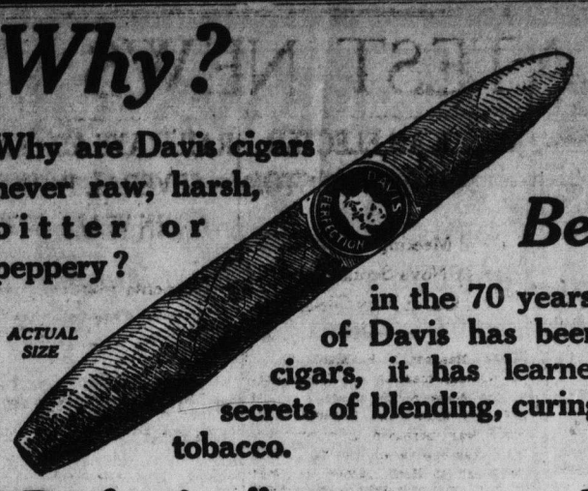
Mr. Sutton pointed out that in Carleton county some parishes, for some time past, had made provision for raising money for opening winter roads. He was afraid that under the proposed amendment the trouble would be that too many highway divisions would want to be paid for this work.

Hon. Mr. Veniot—"I am afraid of that myself."

Hon. Mr. Veniot said the committee would not be able to finish the bill and suggested progress be reported.

The committee reported progress.

It being 6 o'clock the House adjourned till 3 p. m. Thursday.



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The Story of "Heart Songs"

A Tribute to the Memory of a Mother

THE newspaper distribution now going on throughout the United States and Canada of the song-collection called "Heart Songs," has already made that book the most famous of its kind in the world. The several editions thus far reach the hundreds of thousands, and will run well into the millions before the campaign is closed. The story of its first inception in the brain of one man, its concrete realization, and its development through the years, reads like a romance. But because it is true, it is stranger and more wonderful than any romance.

Once upon a time—for it is only with these words that you can begin a "really-truly" story—there was a little family of four boys and a mother. These boys were just like any other four boys—full of fun, fond of adventure, brimming over with animal spirits, in love with mischief—and perhaps more susceptible to temptation, because the little red corpuscles that danced and raced through their veins were just a little ruddier than common. Just like other boys—you see—only more so!

But their mother! Ah, there lay the difference. She was not just like any other mother. Her boys worshipped her. And she brought them up to be sober, truth-loving, home-keeping, industrious, God-fearing men. And of one of the ways in which she did this we are going to tell you. She was a very busy woman, with all her household cares, and her daily routine to provide food, clothing, shelter, and education for her little brood. But above all she saw to it that her boys—her Cornelian jewels—found home the best place in all the world. She was never too busy, too worried or weary, to deny them her evening hours. Indeed, she was a marvel of a mother!

Around an old-fashioned square piano, a memento of better—but not brighter days—they gathered every night—and sang and played together. No temptation on earth could pull those boys away from that mother and that home.

The old piano was piled high with song music that reached far back into the years, beyond the dark days of a war between brothers—some even bearing faded inscriptions of a time when grandma was a bride—carefully pieced and glued and stitched together—and still thumbed over, and sung from, and tenderly cherished as treasures without price.

Time passed on, however, and the four boys grew to be men. They became newspaper and magazine publishers—and the memories of those boyhood days—the old square piano, the wonderful portfolio, full of heart songs and sewed together with red yarn, the little parlor, the mellow radiance of the lamp-light, the ruddy glow of the old-fashioned fireplace—the sainted face of the dear old mother—these memories never faded or grew dim. And after the boys had prospered and built up a magazine of national scope and reputation, they determined to carry out a long cherished-project and create a song book as a memorial to their mother. It was not to be an ordinary song book, but a book that was to embody the songs nearest and dearest to the hearts of the whole English-speaking world.

So through the pages of the National Magazine, Editor Joe Mitchell Chapple, the eldest of these four brothers, gave out a letter to thousands upon thousands of people, everywhere, inviting them to send in their favorite songs. And they came—in scores—in hundreds—in thousands—from every nook and corner of the world where the English tongue prevails. Letters came with them, filled with reminiscences—with memories sad and joyous—and adding that peculiar personal note—to be found in no other work of its kind—telling why this song or that song was dear to the heart that still echoed to its words and melody. The task broadened beyond its original bounds—since music is a universal language—and songs from the French, German, Danish, Swedish and Italian song lore came pouring in. Folk Songs, War Songs, Sea Songs, old English Chanteys, College Songs, Love Songs, Songs of the Pioneer Days, Songs of Patriotism, Lullabies, Hymns—all these and more, flooded the mails, and made the hearts of Joe Mitchell Chapple and his brothers, exceeding glad.

Two of the foremost musicians of the country were chosen to select the songs and award the prizes—George W. Chadwick, director of the New England Conservatory of Music, and Victor Herbert, conductor and opera composer. The four hundred songs contained in the book were picked out, many of them harmonized, re-edited, arranged with piano score—transposed into lower key so the whole family could sing them—new plates were made—and the book that had its growth throughout four long years—was ready to cheer and brighten the homes of millions of English-speaking men and women all over the world.

And this is the Story of "Heart Songs!"

The St. John Standard

Announces in this issue the Last Days of its Famous "Heart Songs" Distribution

Our few remaining copies are being rushed over the counter daily Nor can our readers ever again renew this golden opportunity!

ONE COUPON NOW GETS THIS BEAUTIFUL BOOK!

Her Grandma Used Sage Tea To Darken Her Hair.

Grandmother kept her hair beautifully darkened, glossy and attractive with a brew of Sage Tea and Sulphur. Whenever her hair took on that dull, faded or streaked appearance, this simple mixture was applied with wonderful effect. By asking at any drug store for "Wyeth's Sage and sulphur Compound," you will get a large bottle of this old-time recéipe, improved by the addition of other ingredients, all ready to use, at very little cost. This simple mixture can be depended upon to restore natural color and beauty to the hair.

A well-known downtown druggist says everybody uses Wyeth's Sage and Sulphur Compound now because it darkens so naturally and evenly that nobody can tell it has been applied—It's so easy to use, too. You simply dampen a comb or soft brush and draw it through your hair, taking one strand at a time. By morning the gray hair disappears; after another application or two, it is restored to its natural color and looks glossy, soft and beautiful. This preparation is a delightful toilet requisite. It is not intended for the cure, mitigation or prevention of disease.

KEEP YOUR STOVE BRIGHT

BLACK KNIGHT STOVE POLISH

An attractive kitchen must have a bright stove. No effort required with Black Knight. Just apply with a cloth for a bright, durable polish. Can be used on either warm or cold stove. It is non-inflammable.