

MANY IMPORTANT MEASURES DISCUSSED IN LOCAL LEGISLATURE.

Many Sections of the Highway Act Explained by Hon. Messrs. Tweedie and LaBilios—Attorney General Answers Mr. Hazen's Criticisms About Consolidation of Statutes-- Details of New Ballot System Given Out

Fredericton, March 11.—The house met at 3 o'clock. Hon. Mr. Tweedie presented the report of the Executive Home and Hospital, St. John. Mr. Hazen said before the highway act was read a second time he would like to obtain some information in regard to it from the chief commissioner. He observed that section 39 of the act provided for a road tax including a poll tax of \$1.50 and assessment on the real and personal property and income of every person. The government intend to give the quantities when this law is passed the same amounts for their roads as are now given for the highway.

Hon. Mr. LaBilios—The intention of the act is not only to use the road tax for repaying the roads but to convert it as a general fund. The amount of money in the aggregate that is now given to the highway. The same sums, however, would be necessary to maintain the highway system. The money would be placed in one fund and the department of public works will use it in the quantities and furnish funds where it is most required.

Hon. Mr. Tweedie—There is no intention of having any different system as to payment for the roads from that which exists at present except that the burden will be more equally distributed. The poll tax is now \$1.50 but the present assessment requires a person with \$300 worth of property to pay as much as a person with \$800 worth and this will be remedied in the new bill. The money levied as a road tax will probably be somewhat less than at present. As regards the distribution of money some roads will be struck off the list which are not really public roads. Private roads will no longer be receiving public money. The same amount will be distributed that is now given for by-roads.

Hon. Mr. Hazen suggested that if the government intended to take the whole power into their own hands some provision should be incorporated in the bill that the quantities would receive their by-road money as at present. Hon. Mr. Tweedie—There is no such provision now in regard to great roads and I have never heard of any complaints of money not being given where it was needed. Mr. Smith said he would like to ask the meaning of section 12 of section 2 of the bill which made highways include all bridges having a span of less than blank feet.

Hon. Mr. LaBilios—We propose to include all bridges of less than forty feet span and twelve feet in height because such bridges are usually built without plans and specifications. Mr. Hazen directed attention to section 46 providing for water roads which seem to be the same as the whole power asked whether it was not desirable that a better system should be introduced. In his county the keeping of the roads open in winter was quite as important as repairing them in summer. Hon. Mr. Tweedie—Have you any suggestion to make as to how the law can be improved? Mr. Smith—I will make some suggestions when the bill reaches the proper stage. Hon. Mr. Hazen presented the report of the committee on contingencies.

Hon. Mr. Tweedie in reply to Mr. Hazen said: In addition to the work of the legislature under the provision of the act 3, Edward 7, chapter 12, guaranteed the principal and interest on first mortgage bonds upon the whole line of railway from Norton to Gibson to the amount of \$200,000 provided for in section 10 of said act, the principal and interest on first mortgage bonds upon the whole line of railway from Norton to Gibson to the amount of \$200,000 provided for in section 10 of said act, the principal and interest on first mortgage bonds upon the whole line of railway from Norton to Gibson to the amount of \$200,000 provided for in section 10 of said act.

CAN'T SAY IF THE MAIL WORKS WILL BE STARTED AGAIN.

Directors Will Not Consider the Matter Until After Insurance Adjustment.

Total Value of Property Was \$70,000, and Insurance is \$29,500—Cause of Cancellation is Not Determined.

The fire in the Maritime Mail Works, reported Friday morning, destroyed the property. The buildings, plant and stock were valued at \$70,000. The insurance was for \$29,500. The directors are divided in opinion as to re-building, but if it is decided to build the same site will be utilized. The directors will not consider the matter until after insurance adjustment, which will be fixed by E. J. G. Knowlton and G. E. Fairweather, no meeting of the directors will be held to consider future operations.

When you next take tea, think of this. Tea contains 175 grains of Uric Acid in every pound. Uric acid is the cause of Rheumatism, Gout, Gravel, and all the ailments of the blood. Uric Acid accumulates in food before the digestive apparatus can break it down into its elements (like soda) to be excreted. This acid collects urea, or uric acid, in the blood, and is the cause of all the ailments mentioned above. It is not a disease, but a condition of the blood. It is not a disease, but a condition of the blood. It is not a disease, but a condition of the blood.

Personal Intelligence. The engagement of Miss Maggie Mackay, eldest daughter of James Mackay of Spring Brook, Kent county, to Al. McFarlane of Brookton (Mass.), is announced. The wedding will take place in Brookton on an early date. Rev. Donald Fraser, D. D., of Rexton, has accepted a call to La. Ave. Presbyterian Church and will arrive during next week. Frank Davidson, of Bridgewater (N. S.), is at Kansas City. He is touring the United States and will arrive during next week. Albert Clark, of Mahogany Road, who has been ill of grip, is improving. Miss Nellie MacVane, daughter of Dr. MacVane of Harvey College, has returned to Paris, where she is to resume her training for grand opera under the direction of Signor Anton Marni. Dr. MacVane is a native of Chatham. J. Stewart Blair, of the Bank of Montreal staff, at Sydney, has been transferred to the staff of the Bank of Montreal.

A New Steamer. The Ned Burwell-Johnson Iron Company, of Yarmouth, have secured from Captain Mackay the contract to build and equip a steamer larger than Westport III. The new steamer will be built in Sheburne. The new steamer will be used in the coasting trade eastward from Halifax in place of the steamer Westport C, which is too small for the business. Thomas Hunter. The death of Thomas Hunter occurred yesterday at the residence of J. D. Taylor, Pokok in his 80th year. Deceased, who was a native of Cork (Ire.), is survived by one son, W. C. Hunter, air brake inspector of the I. C. R. at Moncton, and one brother, Roger Hunter, the printer, of this city.

LOCAL LEGISLATURE DISCUSSED HIGHWAY ACT ALL DAY YESTERDAY. (Continued from page 1.) according to the terms of the bill, was to be completed on the 1st day of April, 1914. The entire work is practically completed ready to ship at the bridge shops of the Dominion Bridge Company. Mr. Lewis, accountant of the Sandeys, in a letter would be run and the cost of it charged to the contractors. Petitions Presented. Mr. Hazen presented the petition of the Union Club Company in favor of the bill.

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DOMINION HOUSE IS NOW READY TO DEBATE SPEECH FROM THRONE.

Parliament Opened Friday With Usual Pomp—St. John's New Member Introduced—Supreme Court Judges Refuse to Attend Opening Because Woolsack is Removed— Amendments to Redistribution Bill.

Ottawa, March 11.—(Special)—The governor-general opened the fourth session of the ninth parliament of Canada this afternoon with all the pomp and circumstance befitting the occasion. It was just 3 o'clock when the booming of guns on Nepean Point announced the arrival of the vice-regal equipage on the parliament grounds and with a dash and clatter of hundreds of chairs gathered to see the display, the governor-general and his uniformed staff passed under the main tower arches in royal salute and the band played the national anthem. It was quite a bare display, heightened in effect by the gleam of sunshine on the granite floor of the Senate chamber never looked more imposing, the floor seats being occupied by robed dignitaries of church and state and by ladies in evening dress; the galleries thronged with interested spectators in holiday garb. The commoners having appeared at the bar of the senate, in obedience to the vice-regal summons, with Speaker Belmont at their head, his excellency opened parliament by reading the speech from the throne as forecast in yesterday's Telegraph.

Judges Absent from the Opening. At today's opening in the senate chamber it was noticed that the supreme court judges who on former years were present in their scarlet robes, on this occasion were not to be seen. Today the woolsack was empty. It appears that the judges were absent from the opening because the woolsack is removed. The woolsack is removed because the judges are absent from the opening because the woolsack is removed.

Amendments to Redistribution Bill. There will be some small amendments to the redistribution bill this session. Mr. Fitzpatrick will introduce a bill to amend the criminal code in regard to conspiracy. Mr. Herbert Tupper takes Mr. Mackay's seat before Mr. Borden. Mackay takes Mackay's seat before Mr. Borden. Mackay takes Mackay's seat before Mr. Borden.

Prominent Truro Physician Passes Away. Truro, N. S., March 11.—(Special)—Dr. David H. Muir, who has been very ill for the last few days, died this afternoon at 3 o'clock. Deceased was one of Truro's largest real estate owners and prominent men. For three terms he was mayor of the city and contested the county once in a dominion election. He was president of the Truro Condensed Milk Co. factories at Truro, and Humberston (Que.), the largest factories in Canada. He was a son of the late Dr. Samuel Allan Muir, a native of Ireland. Deceased was born in 1838 and educated in Truro, taking medical course in New York, and graduating in 1867. He was a member of the medical board of Nova Scotia and was president of the N. S. Medical Association. He was married in 1870 to a daughter of the late Hon. J. W. Ritchie, Halifax, she dying in 1885, leaving two sons, John, master of the Canadian west and David, a medical student at McGill, both of whom are now home. Deceased had two brothers, Dr. Will S. Muir, Truro, who died two years ago yesterday, and John, who died in California a few months ago, also two sisters, Mrs. Van Dusen, of New York, who was at the death bed, and Mrs. Jamieson, widow of an Episcopal clergyman in Southern California, where she is now living with a large family.

St. John Barque Lost. A despatch from St. Michael, Azores Islands, Friday last, gave tidings of the loss of the barque Mary A. Troop. The British steamer Captain, Captain Bond, Savannah for Harvey, put into St. Michael and landed Captain Walley and crew of the barque. The barque, which is one of Troop & Sons' fleet, was bound from Penzance, having sailed from that port January 4 for Rio Janeiro with lumber. She encountered very bad weather, and was found necessary for Captain Walley to abandon her. One of the crew is reported to have been drowned. The barque was built in the North End by David Lynch in 1882. She was 189 feet long, 34.1 beam and 22.3 depth, 1,118 tons net and 1,122 gross.

Sudden Death of a Digby Man. Digby, March 11.—(Special)—Arthur Gorham died suddenly at his home near Joggins Bridge at 10 o'clock this morning. He was in town yesterday and complained of being ill but appeared as well as usual. This morning he drank poison, probably the mistake. A physician was summoned but the deceased had been dead about ten minutes when the doctor arrived. An inquest was held before Coroner Daley and was returned in accordance with the facts. Mr. Gorham was born in Boston 61 years ago and had spent the greater portion of his life in the western states, where he accumulated considerable wealth. He came to Digby as a stammer tourist about three years ago and was favorably impressed with the county. He purchased a property near Joggins Bridge, where he resided until his death. He leaves five children and two sisters.

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