

RATIFICATION OF THE VALLEY ROAD AGREEMENT IS OPPOSED

Hon. Mr. Baxter Speaks Against Confirmation Excepting That Which Had Reference to Amount Already Paid—Good Roads Bill Taken Up—Farmers and Lumbermen Sometimes Obstruct Ditches.

(Continued from page 3)

Highway Obstruction.
Hon. Mr. Veniot speaking to the section relating to obstruction of highways said that he had added the subsection concerning the penalty of the fine or thirty days in jail for piling wood, logs, lumber, stone, or refuse on the right of way of any highway and leaving it there longer than twenty-four hours. All over the province he had found that small lumbermen and manufacturers of sleepers and other products were in the habit of leaving loads along the highway. He thought it wise to take action to put a stop to this practice.

Mr. Sutton—"Would it apply to snowplows and road machines?"
Hon. Mr. Veniot—"It would. I noticed when I was campaigning last winter that plows and road machines frequently were left at the roadside."

Mr. Sutton—"I noticed that last summer."

Hon. Mr. Veniot—"They were probably left over from the preceding winter. Any supervisor who persists in doing that will be removed."

Mr. Young said that this would work a hardship on the small mill operators. Often loads for job sawing were left at a mill and could not be removed in twenty-four hours.

Hon. Mr. Veniot said his attention had been called to an instance within a few miles of Fredericton on the road leading to Burtons. That was probably at a place called Estey's Mill.

Lumber Blocked Ditches.
Hon. Mr. Veniot continuing said that in June last at that place near a small mill he had seen not only logs but also manufactured lumber piled in the ditches of the highway. In that case the owner had removed the obstruction when his attention had been directed to it, but in many other places the speaker had seen roads washed out and new work destroyed because the ditches had been obstructed. If the practice were not to be discontinued he would have to tell the people in such sections that they could maintain the roads themselves.

Bad Planting Practice.
Hon. Mr. Veniot speaking to the section prohibiting the disturbing of the soil by planting crops within four feet of the ditch and the matter was most important as in numerous cases the highways were being obstructed and the ditches filled as the result of the desire of the farmers to cultivate out on the right of way.

Mr. Smith (Carleton) said that was a most unfortunate practice. The farmers had persisted and did persist in violating the provision of the highway act prohibiting cultivation to the edge of the ditch. It would be difficult to overcome and stringent regulation were required and should be enforced if the proper drainage of the roads was to be maintained.

Hon. Mr. Veniot informed the hon. member from Carleton that on one occasion last summer he had compelled a supervisor to prosecute violation of this provision and the prosecution had had a most marked and desirable effect.

Mr. Hetherington said that the farmer might be permitted to plow to the ditch, but compelled to clean the ditch out after he had finished plowing. Such a regulation could be enforced if the supervisors were not afraid of causing ill-feeling. What was wanted was officials who would enforce the law no matter what their neighbors thought.

A four-foot margin on either side of the highway abandoned to weeds would not add to the appearance of a country-side.

Hon. Mr. Veniot said if the hon. member from Carleton could guarantee that the ditches would be cleaned, he would consent to amendment.

Mr. McGrath said he was opposed to permitting the farmer to plow to the edge of the ditch and so fill them up. It being six o'clock the chairman left the chair to resume at 8:30 p.m.

Evening Session.
Special to The Standard.
Fredericton, March 20.—(From official Reports.)

The committee resumed at 8:30 p.m. and went into further consideration of the highway bill. Sections 48 to 60, which the hon. minister explained were practically the same as in the old act, were passed without discussion.

Hon. Mr. Veniot on section 61, which provides a penalty for defacing or injuring a bridge, said that river drivers often made use of bridges for the purpose of tying up rafts. Frequently when a strong wind came up, injury resulted to the structure and he thought that the practice should be stopped.

Mr. McGrath said that lumbermen and fishermen, who they had special privileges in the case of a storm. He thought they had the right to save their property.

Hon. Mr. Veniot said that it should not be done at the expense of the bridges.

The section was carried.
Spring Freshets.
Section 66 of the bill empowers supervisors in the river parishes of Sunbury and Queens to apply part of the road tax to the defence of the highway against spring freshets.

Mr. Michaud did not think there should be a diversion of road money in a case of that kind.

Hon. Mr. Veniot said that the section was taken from the old act and he thought it a good provision. In the section of the province referred to the St. John river ran very close to the highway and caused much damage

to the roads. Only last season the department incurred heavy expense in repairing the road bed in the parish of Maudserville.

Mr. Murray (Kings) approved of the section and felt that it would not be a diversion of the road money. He said that in some sections of his own county the roads were damaged by freshets.

Hon. Mr. Veniot pointed out that the cases dealt with by the bill were the worst in the whole province. He did not think it was necessary to make the provision apply to the whole province.

Mr. Messerieu said that conditions in the parishes of Maudserville and Sheffield were peculiar: the soil was that soft loam and spring freshets worked great injury to the road which was close to the river bank. In no other section of the province did similar conditions prevail.

Mr. Dymott said that the roadway along the bank of the Cocagne river in Kent was washed away last season when it was too late to get a special grant to have it repaired. He thought the provision relating to Sunbury and Queens could also apply to Kent county. In that county some of the roads skirted the ocean and suffered more or less damage from tides.

Hon. Mr. Veniot said that the suggestion, if adopted, would give too much power to the supervisors; he would rather have the act amended so that places where conditions complained of existed would be covered by the bill.

The section was allowed to stand over, as also was section 68.

Mining Companies.
Section 75 of the bill provides that in cases where damage to highways is caused by the operations of mining companies, repairs shall be made by the department of public works in case the companies fail to act, and made a charge upon said companies.

Hon. Mr. Veniot said that a visit to the coal field of Sunbury and Queens had convinced him of the necessity of such a provision in the act. While in that section certain gentlemen had asked him for money to repair roads which had been injured by their operations. He did not think that the province should pay for injuries caused to the road by neglect of the companies to provide props and take other precautions in carrying on their work.

Section 76 which has to do with railways and level crossing was next taken up.

Mr. Baxter wanted to know that in case the Canadian Government Railways did not comply with the provisions of the section, if action would be brought against it.

Hon. Mr. Veniot replied that the Canadian Government Railway was not a corporation.

Mr. Baxter spoke of a case at Brookville, St. John county, where a road near the railway had been damaged.

Hon. Mr. Veniot said that the manager of the Canadian Government Railway had promised that his chief engineer would co-operate with the public works department in matters relating to the railways and highways.

The Spring Traffic.
Section 78 of the bill is designed for the protection of highways from heavy traffic in the early spring months. It prohibits vehicles carrying a load weighing more than 2,000 lbs., also portable mills from being hauled over the highways between the 15th of March and the 15th of May, without the owners having first obtained a written permit from the supervisors.

Those violating the section are liable to a penalty not exceeding \$50. Motor vehicles will not be allowed on the highways in the spring when the frost is coming out of the ground without obtaining permission from the supervisors.

Mr. Smith (Carleton) said he was not in accord with the section which prohibited heavy traffic on the highways in the spring. One thousand feet of lumber was not a large load, yet it would weigh 3,000 lbs. It scarcely looks right to ask a man to stop his team and go hunt up a supervisor, in order to deliver his lumber. He thought it would be placing too much power in the hands of the supervisors.

Hon. Mr. Veniot—"Don't you think the roads should be protected in the spring?"

Mr. Smith (Carleton) said that he did, but the protection should not be allowed to interfere with an important industry.

He thought that no weight should be stipulated, but the matter left in the hands of the supervisor to deal with. He thought very few portable mills would be hauled in the spring although he thought that feature might remain in the bill.

Hon. Mr. Veniot said he would allow the section to stand.

Mr. Baxter on the sub-section relating to motors, asked if an exception would be made in the case of physicians.

Hon. Mr. Veniot replied that provision had been made for them in the bill.

Mr. Baxter said he thought a heavy penalty should be provided for those who strewed tracks or broken glass upon the highways. He thought that the ordinary penalty of \$50 was inadequate to meet such cases.

The section providing for a patrol system was adopted without discussion.

Hon. Mr. Veniot said that it was proposed to bring certain sections of the bill into operation this year, but this could not be done with respect to the whole bill. Taxes could be collected this year but it would be too late to

arrange for the election of supervisors. It was proposed to bring parts of the bill in force by proclamation.

Highway Tax.
Hon. Mr. Veniot presented to the house a section which he had been strongly urged to incorporate in the act. Under it, it was proposed to impose a special highway tax of one-tenth of one per cent on all property and income in incorporated towns and cities, the proceeds to be placed to the credit of the provincial secretary-treasurer, to be applied on trunk roads leading to and from such cities and towns. The minister said this was a most radical suggestion and he brought it forward for consideration by the house.

St. John's Share.
Mr. Potts said that the opinion frequently was heard in St. John that the province wanted everything that was not nailed down. It had the motor vehicle tax, and now it was suggested that an extra tax be imposed. He would greatly regret to see such a law put into effect.

Hon. Mr. Veniot said that his hon. friend should know that outside of the city of St. John people believed that St. John was not backward in getting anything it could from the rest of the province.

Mr. Potts—"It did not get much."

Hon. Mr. Veniot—"It got a good deal. Those roads are of more benefit to this city than to the country."

Mr. Potts—"I am pleased to hear the minister say this suggested legislation did not originate with him. I gave him credit for knowing more."

Hon. Mr. Veniot—"No bouquets."

Mr. McGrath said he was strongly opposed to any such tax on the municipalities. In Newcastle it was mean \$1,000 a year.

Mr. Tilley asked what was the revenue for motor vehicles in the past year.

Hon. Mr. Veniot replied it was about \$61,600.

Mr. Tilley said that eighty per cent of the motorists of the province resided in the cities and towns and already were paying a tax on their cars. He asked how much of the bond issue of \$500,000 was spent last year and how much of the expenditure was on the branch roads.

Hon. Mr. Veniot said he was not a walking encyclopedia and could not answer the hon. member. He could say, however, that last year the branch roads were neglected. He could well understand why the hon. member from St. John was jealous of the rights of the city. Those from the country were also jealous of their rights. It was true the cities and towns were contributing through the motor vehicle tax, but they also were doing much towards destroying the roads. As long as he was minister he would see that the branch roads were properly looked after.

Mr. Smith (Carleton) asked if the minister of public works had computed the amount which would be raised by the suggested highway tax on cities and towns.

Hon. Mr. Veniot replied that he had not as he had not taken the suggestion seriously.

Mr. Smith (Carleton) said he would regret to see a tax such as that outlined imposed on the towns and cities.

Hon. Mr. Veniot—"So would I, Hon. Mr. Smith."

Mr. Smith continuing, said that eighty or ninety per cent of the towns people never went out into the country and he would hesitate to impose such a tax upon them.

County Secretaries.
Mr. Hunter said that it had been called to his attention that much work under the highway act was done by the county secretary-treasurers and that the latter received no remunera-

tion for this. It was probable that they would refuse to do the work unless remunerated. They had no recourse to municipal councils and the province would do nothing for them.

Hon. Mr. Veniot said that the new act imposed no burdens on the county secretary-treasurers.

Mr. Peck referring to the section of the act relating to the rule of the road asked the minister of public works how long he was going to wait for Nova Scotia to announce her decision on this matter.

Hon. Mr. Veniot—"I am not waiting for Nova Scotia. I wait for no other province. It is you gentlemen who are waiting. I left the matter in the hands of this committee. I am ready to go on at any time."

Mr. Murray (Kings) called the attention of the chairman to the fact that the house in committee relaxed too much in the matter of order and dignity. He thought the rules could be more strictly enforced to consider the advantage.

Progress was reported by the committee.

Mr. Tilley gave notice of motion to suspend rule 78 in order to permit the introduction of a bill from the city of St. John relating to the election act, and also a bill relating to the city of St. John.

Mr. Potts gave notice of motion to suspend rule 78 to permit of the introduction of bills from the city of St. John relating to the double tracking of Union street and the paving of streets.

Hon. Mr. Foster referring to the motion to suspend the rule to permit of the introduction of St. John city bills asked what was the emergency.

Mr. Potts replied that if the house objected to suspending the rule he would withdraw the bill if necessary.

Hon. Mr. Murray presented a petition of the town council of Chatham

for the passage of a bill relating to de-

bentures.

Hon. Mr. Murray (Kings) asked the provincial secretary when the auditor-general's report would be brought in and when the budget would be brought down.

Hon. Mr. Murray explained that the auditor-general's report had gone forward rather late. It now was in the hands of competent printers who unfortunately had been handicapped by scarcity of labor. He was informed that it would be ready next week. In fairness to the opposition the budget would not be brought down until after the auditor-general's report was in the hands of the members.

Mr. Murray (Kings) said he did not know what action the house would take in the matter but by law the report of the auditor-general should be on the desks of the members within ten days of the opening of the house. He also drew attention to the fact that the rule imposing a double fee upon private bills introduced after a ten day period would go into effect on Friday.

Hon. Mr. Foster said he regretted that private legislation was so backward but he had no desire to be unnecessarily severe in the matter of imposing a double fee. He supposed the house would grant the usual extension.

Mr. Leger (Gloucester) introduced a bill to incorporate the Nepisiguit River Improvement Commission. The house adjourned at 10:30 p.m.

CASUALTIES
Ottawa, Mar. 19.—Casualties: Infantry.

Died of wounds: E. Arseneault, Summerside, P. E. I.

D. R. McLeod, Union Centre, N. S. Died: W. George, Debec, N. B.

Wounded: E. H. Stewart, Antigonish, N. S. Gassed: Waldo Lynn, Windsor, N. S. E. M. Colman, Trenton, N. S. Forestry Corps.

Wounded: Albert Maillet, Cape Lumier, N. B. Mounted Rifles.

Gassed: Frederick Pierce, Newcastle, N. B.

F. A. DYKEMAN & CO.

ANNOUNCE FOR
THURSDAY—FRIDAY—SATURDAY, MARCH 21—22—23
AND FOLLOWING DAYS

In Opening Exposition Charming Modes for Spring and Easter

PRESENTING IN DELIGHTFUL PROFUSION THE LOVELY NEW STYLES AND BEWITCHING NOVELTIES FOR THE COMING SEASON.

The fashion Salon will be ready Thursday to pull back the curtains and reveal the charming secrets of La Mode for Spring. To women this will prove one of the most interesting events of the season, for a more authoritative exhibition of clever wearing apparel for women and misses will not be shown within many miles of here this season.

This event will present a most elaborate showing of beautiful styles and novelties in Suits, Coats, Dresses, Skirts, Blouses, and exquisite accessories of dress.

Undoubtedly it will prove to be the most extensive and the most charming display of lovely fashions yet seen in this vicinity—a delightful unfolding of the charming modes of Spring and Easter. You'll attend, of course.

In conjunction with this event the Window Display will present a magnificent spectacle. With its lovely fashions relieved by magnificent sittings and artistic decorations it is presenting a marvelously interesting picture.

NECKWEAR

NECKWEAR FOR EVERY CHANGING MOOD OF FASHION.

Its versatility sets aside all hard-and-fast rules as to the "style" of a frock or suit. Individuality is the reigning factor.

There are Gypsy tied Collars that have such a winsome way of softening tailored severity. Gladstone Collars destined to elevate neck lines are in contrast to graceful Tuxedos that enhance open-neck styles. In neckwear lies the power to change the whole face of fashion.

Price \$1.25 to \$2.50

GLOVES

THE FINEST GLOVES TO Complete the Ensemble.

Smart to her finger tips is the well dressed woman, and Gloves can make or mar a costume.

There are many smart novelties of the finest Kid from Europe with contrast stitching, and plain.

Price \$1.25 to \$2.50

SUITS

Announcing for Thursday the formal and distinguished presentation of New Tailored Suits for Spring, charming and refined. They're the epitome of verve—chic—and that rare quality—Originality.

The couturiers had to set aside all traditions and plan with conservation of fabric as a working basis, and simplicity as a slogan. They have turned the emergency to such good account that the new Suits will appeal to every lover of feminine dress, as the smartest and most cleverly planned fashions that ever heralded a new season.

There are coquettish little box Coats, and elegant models with coats in peplum effect, usually lengthened at the sides or back in long graceful points. "Feminine tones of Sand, Creamy, Beige, Seagull, and Condor Gray" and the always favored Navy Blue, are perhaps the smartest of all.

COATS

WOMEN'S COATS THAT REACH THE VERY APEX OF CHIC AND CHARM

Included in this magnificent array of separate Coats are New York models exploiting with all the Authenticity of famous designers. The narrower lines, tighter sleeves, and smaller collars, that characterize the newer wraps.

The Separate Coat looms larger than ever on the fashionable horizon, and verily it is so distinct with grace and charm, so practical without, that its importance is readily accounted for. The introduction of pleats, sleeves that—tighter than of yore—are slashed or finished with small cuffs—by the use of side panels, of buttons, and braids, and by the position of the pockets, which are frequently slashed. Materials are soft and supple. Serge, Covert Cloth, Velours, Gabardine, Home spun, and Irish Frieze. Shades most favored are Monaco Blue, Caster, Cork, Dull Cactus Green, Condor Gray, Brownish Ash, Seagull Grey, and various other shades.

DRESSES

A PAGEANT OF CAPTIVATING NEW DRESS FASHIONS.

The weaves alone responsible for new ideas of loveliness.

Dress fashions are given new significance in these intensely interesting displays of the new modes. From the inspirational new weaves to the subtle manipulations of drapings and tunics by which designers have skillfully overcome any suggestions of fabric conservatism, they are enchanting models of consummate artistry.

Various confections of novelty silks, exquisite in their sheen and texture, of filmy Georgettes in entrancing Spring time colorings.

BLOUSES

THE SHADES OF SPRING MIRRORRED IN GEORGETTE BLOUSES

Gossamer fabrics from the looms of fairland dipped in a summer sunset.

Myrmidons of twinkling beads, dancing in shaft-lights; gleaming Pearl buttons like snow-drops that have caught the first blush of the morning. One after another they disclose the new story of springtime in fashion land. All with that defensible touch which is good taste, and the lovely new colors.

Lilac, Bisque, Coral, Peach, Rose, Grey, Orchid. All are most moderate in price.

\$4.50 to \$10.00 each.

HOSIERY

NEW SILK HOSIERY

The soft subdued rich colors of Spring 1918. Colors that reflect without sombreness the quiet dignity of the times.

Seagull Grey, Monaco Blue, Burnt Brown, Black. They're all here.

Price: 90c. to \$1.75 per pair

THIS WEEK THE FORMAL SPRING OPENING. NEXT WEEK A DIFFERENT EXHIBITION.

GRAND SPRING FASHION PARADE

UNDER THE AUSPICES OF THE Y. W. P. A.

DOOR OPEN AT 8 P. M.

SPECIAL ORCHESTRA

ADMISSION COMPLIMENTARY

Secure your tickets at the store for the evening you wish to attend.

A most intimate and personal showing of the New and Authoritative of the beautiful and exclusive—exquisite fashions approved by Paris and New York as the dominant modes for Spring and Easter.

This year's promenade is being given a beautiful setting on the second floor.

It is a fashion display of first importance, bringing the style secrets of Paris and New York to your very door.

As a spectacle, this event will prove of wonderful interest to every woman, as a style function of the very first importance. These lovely modes are not the whispering of Spring, they are Spring itself—concrete and authentic. Secure your tickets today.

MILLINERY, IMPORTED AND DESIGNED ESPECIALLY FOR THIS REVIEW

A glorious profusion of lovely models. Each a triumph of artistic beauty reflecting the consummate genius of famous Milliners.

It is to be an elaborate presentation of fascinating Millinery—of exquisite Hats of pronounced artistic elegance.

These Hats will be worn by our Models on parade, and displayed in our Show Windows. All Hats will be for sale after the Review—One fact stands out pre-eminent, each Hat has a touch of excellence blending originality and refinement with exquisite effect. Each Hat an exclusive model. No two the same.

for the passage of a bill relating to de-

bentures.

Hon. Mr. Murray (Kings) asked the provincial secretary when the auditor-general's report would be brought in and when the budget would be brought down.

Hon. Mr. Murray explained that the auditor-general's report had gone forward rather late. It now was in the hands of competent printers who unfortunately had been handicapped by scarcity of labor. He was informed that it would be ready next week. In fairness to the opposition the budget would not be brought down until after the auditor-general's report was in the hands of the members.

Mr. Murray (Kings) said he did not know what action the house would take in the matter but by law the report of the auditor-general should be on the desks of the members within ten days of the opening of the house. He also drew attention to the fact that the rule imposing a double fee upon private bills introduced after a ten day period would go into effect on Friday.

Hon. Mr. Foster said he regretted that private legislation was so backward but he had no desire to be unnecessarily severe in the matter of imposing a double fee. He supposed the house would grant the usual extension.

Mr. Leger (Gloucester) introduced a bill to incorporate the Nepisiguit River Improvement Commission. The house adjourned at 10:30 p.m.

CASUALTIES

Ottawa, Mar. 19.—Casualties: Infantry.

Died of wounds: E. Arseneault, Summerside, P. E. I.

D. R. McLeod, Union Centre, N. S. Died: W. George, Debec, N. B.

Wounded: E. H. Stewart, Antigonish, N. S. Gassed: Waldo Lynn, Windsor, N. S. E. M. Colman, Trenton, N. S. Forestry Corps.

Wounded: Albert Maillet, Cape Lumier, N. B. Mounted Rifles.

Gassed: Frederick Pierce, Newcastle, N. B.



Rheumatic Aches

Drive them out with Sloan's Liniment, the quick-acting, soothing liniment that penetrates without rubbing and relieves the pain. So much cleaner than musky plasters or ointments; it does not stain the skin or clog the pores. Always have a bottle in the house for the aches and pains of rheumatism, gout, lumbago, strains, sprains, stiff joints and all muscle soreness. Generous size bottles at all druggists.

Sloan's Liniment
KILLS PAIN

Sloan's prices not increased 25c 50c