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A pretty wedding was solemnized at the home of Mr. and Mrs. John Moore, Madoc, on June 18th, when their daughter Ella, was united in the holy bonds of matrimony to Edward D. Clark, Belleville.

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PROGRESS ON PROVINCIAL HIGHWAY

The Work Is Progressing Well Between Kingston And Toronto—Spotters to Catch the Speeders.

Citizens driving over the new provincial highway which is under construction at the present time between Toronto and Kingston are delighted with the progress which is being made. Although the men have only been engaged in the work for about a year they have in many places made an excellent roadway. People who live in Kingston and have not been on the highway from Toronto as far as Ottawa have not the slightest idea of the good road bed which has been constructed. It is smooth and the road has sufficient crown to allow motor vehicles as well as horses to travel along without the slightest difficulty. Steep grades on many of the hills which have been a great hindrance to the travelling public have been reduced.

It is stated that one of the most difficult grades met with is at Roblin's hill on the outskirts of Napanee. For years this hill has been considered one of the most tedious on the whole road, not only on account of the steepness but also on account of the rough surface. It was impossible to keep any gravel on places as heavy rains would wash it down the hill. Last winter the work of cutting the solid rock bed was commenced and it is expected that it will be completed next winter. In places the rock has been cut down to the depth of about twenty-five feet. It was thought that the work of digging the rock out could be done in the winter while it would be impossible to work on the road, so no work is being done on the cut this summer. While this work is underway a temporary road has been built along the side of the cut. On two of three hills en route to Toronto, a great deal of excavation work has been done. In one place a steam shovel was used for months in reducing the high grade. It is safe to say that when the work is completed on the hills automobiles will not have any difficulty in making them on high speed.

People who have followed road building for years are of the opinion that the policy of the highway commission in letting contracts for short distances of road to private companies has resulted in getting the work done in quick time. A great quantity of money has been spent in draining and also putting in a large number of concrete culverts. While the work of constructing the culverts was under way the contractors were compelled to build a suitable road for vehicles. At places where the work was proceeding large notices were posted notifying the general public that the roadway was closed to public traffic and people who used the road did so at their own risk.

It is not known what the policy of the government commission is, but it is thought that after the macadam road is laid, oiled and allowed to settle the surface of asphalt surface will be placed on top.

At the present time, men are busy in oiling the portions of road which have been completed. Before any oiling is done a drag is placed on the road and all stones and dust removed.

It is very interesting to watch the work on the highway near Kingston. Commencing at the junction of the Bath and Front roads, the work is completed and the road will be oiled and open to the public in the very near future. Those who have driven over the old roadway will remember the high crown. On slippery days it was very difficult to drive over it. This crown has been greatly reduced. At the present time a number of men are busy building a new culvert on the road very close to the Grand Trunk Railroad tracks. For years the road has been flooded in the spring. While this work is underway those travelling in and out of Kingston have to use the Bath or back roads.

Those who are interested in the safety of the travelling public are of the opinion that when the road is opened, the Grand Trunk railroad company should be asked to place some safety device at the Cataraqui crossing. In the western part of the province where crossings are not nearly as exposed as the Cataraqui one there is always a man on duty.

The work on the highway from Napanee to Belleville is not nearly as far advanced as some of the other pieces but it is expected it will be rushed along. The piece of road from Roblin's to Morven is as good as any place on the entire road.

The highway commission calls for the fences to be so far apart, and in many places they are too close, so the government purchased a certain number of feet from property owners and are moving back the fences. Hundreds of trees which interfere with the road have been cut down. In some sections a number of fruit trees were interfering, so the commission allowed the owners \$10 for each tree.

The commission realizes that with a new highway there will be a lot of speeding, so it has arranged to have "spotters" who will patrol the road and catch the speeders. The speed limit in the country is twenty-five miles an hour.

One other point is that not one church had been closed up for want of funds.

PAY PREACHERS SALARIES

INCREASES MET DURING THE PAST FEW YEARS

No Methodist Church in Montreal Conference Closed Because of Lack of Funds—New Salary Limit Can Be Reached.

The opinion of those interested in the work of the Methodist church throughout the Kingston district is that the Montreal conference in accepting the report of the special committee which recommended that the salaries of the preachers be increased was good legislation. For some time there has been a feeling that the preachers who were doing the work on the country circuits were not getting sufficient remuneration. When the matter was brought up at the recent meetings of the Kingston district it was very favorably received. Up until the present time married ordained men received \$1,200 and \$150 horse keep per year; single ordained men \$1,000 and \$150 horse keep, while probationers received \$800 and horse keep.

According to the new scale, married ministers will receive \$1,500 and \$150 horse keep, single men \$1,250 and horse keep and probationers \$1,000 and horse keep.

A prominent church worker when asked what he thought of the new schedule said that the ministers were certainly entitled to it as the cost of living had advanced so greatly. "If we are going to get good men in the ministry we have to pay the money," he said.

Another man told how times have changed. Years ago the minister would be given his winter supply of grains, vegetables, wood and horse feed. Today the preachers have to buy or raise all these articles.

Rev. H. E. Curry, financial agent for the Montreal conference, when asked how the country circuits had paid their preachers during the last couple of years said that it was very satisfactory and he did not doubt for a minute that the increased sum will be paid. In taking over his work, the first year, he visited twenty-nine circuits of eighty-nine churches and had been successful in increasing the ministers allowance by \$11,600. Last year these same circuits continued to keep up the salary. During his second year in the work he visited twenty-six circuits or eighty-eight churches and was successful by further increasing the minister's allowance by

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Children's White Running Shoes With Black Soles

Special \$1.00

Sizes 6 to 10

ABERNETHY'S SHOE STORE

THE MILITARY EXPENDITURE

FOR KINGSTON DISTRICT FOR YEAR ENDING MARCH 31, 1919.

Amounts Paid Officers and Citizens—
The Total Cost of the District Was \$121,028.09.

Kingston Military District cost the people of Canada \$121,028.09 for the pay of the permanent force, provisions and supplies for the year ending March 31, 1919, according to the Auditor-General's report. The cadet corps in the collegiate institutes and high schools cost \$7,011.49. Repairs to military property in this vicinity cost \$2,284.31.

Clothes for officers and warrant officers cost \$1,049.46. Postage for the various units amounted to \$2,273.36. The telephone bill came to \$240. Taxes on military property came to \$99.28.

Instructors' allowances for training the cadet corps in the Kingston Collegiate were \$128.50, and in the public school, \$108.59. Lieut.-Col. G. H. Gillespie, organizer, and inspector in Military District No. 3, received \$2,767, with \$256.20 for travelling expenses.

The salaries of the officers were as follows: Sgt.-Major Browne, \$1,208.30; Major H. Hamilton, \$2,190.97; Sgt.-Major W. P. Hewgill, \$1,652.80; Lt. S. Jordan, \$1,517.94; Lt.-Col. J. N. Leslie, \$4,468.92; Lt. A. Light, \$2,333.52; Sgt.-Major D. M. Pennie, \$1,173.30; Sgt.-Major J. Pearson, \$1,291.10; Lt. J. Slade, \$1,568.94; Sgt.-Major J. Worth, \$1,183.27; Capt. F. A. Palmer, \$2,014.32; Major F. del Passy, \$1,279.48; Lt. A. E. Frappe, \$912.70; Lt.-Col. T. J. Taschereau, \$1,460.20; Capt. A. McCully, \$2,049.26; Major C. Turner, \$2,324.49; Sgt.-Major J. E. Harte, \$1,277.86.

The Kingston people who did repair work or furnished supplies were: Thomas A. Andre, \$367.50; S. Anglin & Co., \$179.52; Botsford and Nicol, \$32.70; William Bruce & Son, \$3,304; W. J. Chapman, \$23; W. R. Clingston & Bro., \$1,523.84; Coffey and Bruce, \$39.45; W. B. Dalton & Sons, \$23.98; Thomas Copley, \$349.10; W. Dean, \$476.13; Douglas and McIlquhoun, \$95; Elliott Bros., \$35; W. H. Godwin, \$325.20; David Hall, \$353.77; Halliday Electric Co., \$548.07; C. Hebert, \$123.97; J. Kelly & Son, \$32.51; John King, \$272.10; John Lang & Son, \$249.25; Lemon & Sons, \$2,781.85; McKelvey and Birch, \$1,649.51; R. Mahon, \$175.50; H. Mackow, \$360; H. W. Marshall, \$17.87; James Maxwell, \$29.23; T. W. Milo, \$595.56; T. E. Moncrieff, \$323.50; C. Morden, \$105.82; Newman Electric Co., \$147.55; A. E. Oakes, \$19.85; J. M. Patrick, \$72.98; G. A. Payne, \$2,058.61; John Peters, \$239.20; W. C. Rogers, \$41.30; Simmonds Bros., \$152.50; Stevenson and Hunter, \$169.85; Susman & Co., \$447; Taylor and Hamilton, \$913.12; E. B. Thompson, \$50; J. Vancoughnet, \$40; W. G. Vince, \$95.

DEEP POOLS TO BE CREATED

BLACK BASS HATCHERY TRIED AT CAPE VINCENT

Government Will Try Raising Fish Difficult to Propagate—Extensive Repairs to Plant Proposed.

Propagation of the black bass at the government fish hatchery at Cape Vincent, N. Y. is to be undertaken upon the completion of extensions to the plant under preparation. The raising of black bass cannot be successfully conducted in a closed hatchery, open pools having to be provided for the young fish, a condition that requires additional land and considerable new construction.

The raising of bass in captivity is, in fact, a matter of more or less experiment, at least in this part of the country.

A four-acre tract of land has already been acquired for the hatchery in Lake Ontario on a block away from the fish station, and negotiations are in progress for the purchase of three acres more on the opposite side of Lake street, extending through to Joseph street. Upon these seven acres it is proposed to construct deep pools, with as nearly natural conditions as possible, and provided with fresh running water, where the raising of the black bass will be attempted.

Should the attempted propagation prove successful under government jurisdiction it will be not only an innovation at the river but will prove of great value to fishermen in the stocking of the streams and lakes.

An attempt was made some years ago to raise bass in captivity by the Wykoffs on Carleton Island, a short distance below the village, but the experiment did not meet with the desired success.

Concrete basins have been put down in front of the hatchery for the erection of a large water tank which will permit the government to handle its own water supply for the hatchery, independent of the village system. The hatchery is fully equipped with pumps and heaters to keep the water circulating through the fish troughs at any temperature required, and these pumps will be utilized in supplying water from the St. Lawrence for the tank.

Extensive repairs to the hatchery and its equipment are under way in preparation for next season's hatching. A force of carpenters is at work renovating the interior and constructing new troughs of fine lumber. The last fingerings have been shipped away for painting, and the hatchery will be given over to repair and renovation until the egg collecting starts again in the fall.

Toronto Firm Awarded Debentures. Peterboro, June 23.—A. E. Ames and Co., Toronto, were the highest and successful tenderers for the \$500,000, six per cent., thirty-year Peterboro debentures, which were disposed of by the finance committee here tonight. Their tender was \$480,450.00, or at the rate of \$96.09 per hundred. The cost to the city will be on the basis of 5.29 per cent. There were eleven other tenders.

Mrs. F. F. Dalley, Hamilton, has given \$10,000 to the City Hospital for research work. The fund will be administered by trustees.



After the Wedding Comes the New Home

Every bride looks forward with real anticipation to the day when she shall reign as mistress of her own home; she has planned on a home that will reflect charm and hospitality; a place she can invite her friends with real pride. The responsibility of choosing her furniture should be approached with care. We make a specialty of completely outfitting newly-weds so perfectly that they become a life-long customer.

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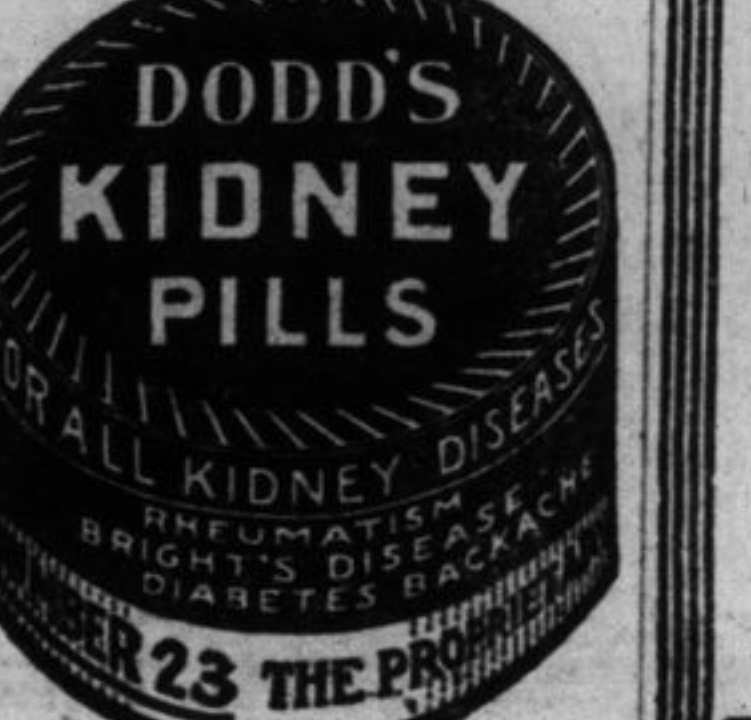
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