TWO-PRICE BRIDGES

Mr. Hazen Will Call No More Witnesses

Chairman Flatly Refused to Allow Important Evidence Bearing Directly on the Charges.

FREDERICTON, N. B., March 31 .-This morning Mr. Hazen asked that Mr. Shaw be excused for today, as he had last evening received a telegram which necessitated his presence at St. John today.

Dr. Pugsley went into a fit of hysterics over such a monstrous proposition that Mr. Shaw should absent himself from the proceedings of the committee, and he could not conceive of such an enormity as that the committee should sit when Mr. Shaw was not present. Dr. Pugsley's attention was called to the fact that the committee had gone on with the inquiry on two occasions when Mr. Gibson was absent, and also that Mr. Fish had absented himself one evening. Dr. Pugsley having mounted his high horse, refused to come down, and refused to proceed with the inquiry. He dramatically called the sergeant at arms and had him summon Premier Emmerson to the scene. Mr. Emmerson gave his counsel a calling down and ordered him to delay the inquiry no longer.

MR. PETERS AGAIN.

The cross-examination of A. E. Peters was resumed. He stated that to enter upon the bridge building by Mr. Blair, who stated that the government had not been getting satisfaction in the bridges built by outside concerns. The understanding was that the company was to get in payment actual outlay for labor and material and their usual manufacturers' profit. They built three bridges as an expeniment, the Port Elgin, Douglastown and Cusack. Their expenses on these bridges were: For labor, \$2 per pounds, material, \$1.95 per 100 cent, for manufacturing profit; then 10 per cent. for contingent expenses; then another 25 per cent for expenses of management. This totalled up to \$6.76 per 100 pounds. A rate of 63-4 cents per pound f. o. b. at Moneton was agreed upon as the price of these bridges. The Grand Manan, Dingee and Saunders Brook bridges were next built, and Mr. Haines thought that they should be built for less than the first bridges, and the company agreed to build them for 61-2 cents per pound f. o. b. Mr. Haines carefully inspected the work through all its processes of manufacture. Mr. Haines is regarded as a mechanic away above the average. Mr. Haines different parts of a bridge. The witness considered that 61-2 cents per pound was only a fair and reasonable price for his company to receive for these bridges. His company has \$10 .-000 or \$12,000 invested in bridge building plant. They are as well equipped for bridge building as any concern in country except that they have not a riveting machine. He consider-

ed hand riveting FAR SUPERIOR TO MACHINE

RIVETING. Machine riveting looked better, but it was a cheeper class of work and inferior to hand werk. Prof. Swain displayed ignorance of mechanical work when he gave his evidence here. The six bridges mentioned were the only ones that the Record Foundry Co. had ever built for the government When it came to creeting Campbell, Lefebyre and Blackville bridges Mr. Emmerson wanted the company to do as other bridge building companies did and erect the bridges as well as manufacture them. Mr. Emmerson also thought that they should build the bridges at a less rate than previously, as they had had experience and now had improved machinery. His brother, Joshua Peters, who is manager of the Record Foundry Co. refused to go into the erection of the bridges. He (the witness) undertook it upon his own account, and the company agreed to build them for him at 5 cents per Dound. The actual cost to the comrany of building those bridges was \$1.75 per 100 pounds for material and \$1.50 per 100 pounds for labor, a total of 21-4 cents per pound. He (the witress) received 11-2 cents per pound for erecting the bridges. He made a profit upon the erection of Blackville and Campbell bridges and lost money upon the erection of Lefebvre bridge. In reply to Dr. Stockton the witness said that he had no memoranda as to his expenses in connection with the erection of any of these bridges. He had destroyed all of these papers. In rerly to questions by Mr. Hazen, Mr. Peters said that he could not tell even in round figures what profit he had made on Blackville bridge, nor how much on Campbell bridge, nor how much loss he sustained on Lefebvre bridge. He could give no definite idea. He, however, knew that he had lost money on execting Lefebyre bridge and had made a good round profit on Campbell and Blackville bridges. The witness went on to explain the

riode of erection of the bridges, and claimed that the Salisbury and Sussex and Hampton bridges were cheap jobs. He stated that it would cost ten times as much to make the shoes for the bridges designed by Mr. Wetmore as for those of the Hampton and Sussex bridges. He also explained the difference between pin and riveted bridges. The plans of the Campbell bridge were produced and explained in detail by the witness. He would say that the class of bridges designed by Chief Engineer Wetmore were much mere expersive to build than the Susgex, Hampton and Galisbury bridges. A radiway bridge was four to five times as heavy in same length of span 10 c'ckck. as the ordinary highway bridge. A highway bridge necessarily cost twice as much per pound for labor to build as a railway bridge. He would say that there would be more profit for his company in building, radiway bridges at 27-10 cents per pound than

5 cents per pound. Referring to MR. ROY'S TABULATED STATE-

the witness claimed that the Hamilton Bridge Co. had made 93 per cent. on the labor and material put in its highway bridges, while the Record Founday Co. made only 72 per cent. He seld that it was worth upon an average 11-2 cents per pound more to build a pin bridge than a riveted one. On the other hand a beam bridge should be built for 31-2 cents per round if riveted bridges were being built at 51-2 cents per pound. The witness claimed that it was a great advantage to the province to have special plans and specifications for each bridge.

Adjourned for dinner.

AFTERNOON PROCEEDINGS. Inquiry was resumed at 3 p. m., A. E. Peters being still under cross-examination. He produced statements made up from his invoices, showing that the actual cost of the material which entered into Lefebvre, Campbell and other bridges was \$1.75 per 100 pounds. His company had paid larger dividends during the six years previous to their engaging in bridge building than they have done since. The witness had no doubt that the bridges built by his company would last much longer than the less expensive bridges. He know of a bridge at New Glasgow which had to be taken down last year and re-built and which had not lasted more than 35 years. He was satisfied that the bridges built by the Record Foundry Co. were far superior to the Salisbury, Hampton and Sussex structures. RE-EXAMINED BY DR. STOCK-

Going back to his system of arriving at the selling price, Mr. Peters again said that their system was: Actual cost of labor and material, Mus the Record Foundry Co. was induced | 25 per cent. for manufacturing profit, plus 10 per cent. for contingencies plus 25 per cent. for management. The witness did not consider that what you can get an article for upon the average is a fair test of its value. He would say that the average price of a barrel of flour as it could be bought in open market was a fair test of its value. The Record Foundry Co.'s dividends had been a little less since they engaged in bridge building. but as that aggregated only 10 per cent. of the volume of the concern's pounds. To this was added 25 per business, the bridge building did not effect the dividends. The Record Foundry Co. never tendered for any bridge outside of New Brunswick.

TON.

Mr. Roy's tabulated statement was again referred to, and Dr. Stockton called the witness' attention to the 17 nin bridge which the Hamilton Bridge Co. had built in 1898 and 1899 and which Mr. Peters' agreed with Mr. Roy, cost 11-2 cents per pound more to build than riveted bridges. The Hamilton Bridge Co.'s contract price for pin bridges ranged from \$3.17 to \$6.45 per 100 pounds, their average price being \$5.17 per 100 pounds. All these bridges were built in 1898 and 1899, the one at \$6.45 per 100 lbs. being a rush order near the end of 1899. Mr. excels in figuring up the strains of Peters stated that the price of structural steel was in 1899 fully 1 cent more per pound than the price in 1896 and 1897.

Steel was down in price in 1892, up in 1994 and down in 1895-96-97, and was away up again in 1898 and 99.

RECORD CO.'S STOCKHOLDERS. Dr. Stockton asked the chairman for a subpoena for Mr. Atkinson, treasvier of the Record Foundry Co., for him to produce the stock books of the

company. Mr. Carvell stated that he would give the subpoena, but he would not allow Mr. Atkinson to give evidence as to who were the shareholders in the company. He would also allow evidence to be given showing Mr. Emmerscn's connection, if any, with the company, or of any members of Mr. Emmerson's family, but he would not allow it to be generally stated as to who are the stockholders in the company.

Mr. Baxter showed that one of the charges made by Mr. Hazen was that Mr. Emmerson had given these bridge building contracts to friends of the government, and in order to establish that charge it was essential to show who are the stockholders of the Record Foundry Co.

Mr. Carvell repeated that he would not allow the names of the stockholders to be given in evidence. Dr. Stockton said that it was no use to have a subroena issued and the witness not be allowed to testify after he came

Mr. Baxter suggested that a list of the stockholders be sent to Dr. Pugsley, and that Dr. Stockton be allowed to see it. If there were no names upon the list which in the opinion of Dr. Stockton affected the case the nexter would not be further pressed.

Mr. Baxier's suggestion was agreed to,
and Mr. Peters promised to send the list of names to Dr. Pugsley. This concluded the examination of Mr.

Peters. WILLARD KITCHEN was recalled. He had looked over his papers and had found the contract for the substructure of the Pert Elgin

Dr. Pugsley objected, and the con-

truct and evidence thereon was ruled Mr. Kitchen had also found some other memoranda, but not sufficient to enable him to say what any portion of the work of crecting the bridges built by him had cost. Dr. Stockton said that Mr. Kitchen could not then give any further than he had given the other day, and it was no use to ques-

tion him further. MR. HAZEN'S CASE RESTS. Dr. Steekton stated that since Mr. Kitchen did not know, the government would call Mr. Ruddock, and he (Stockton) would then have an opportunity of question-

call no further witnesses. At the request of Dr. Pugsley adjournment was made until Tuesday at

ing Mr. Ruddock that Mr. Hazen would

FREDERICTON, April 2.-Mr. Emmerson this morning began his deferce before the investigating committee for reving his friends two and three prices for steel highway bridges built under his administration of the there is in building highway bridges at | public works department.

The one witness examined before the committee, and who was called by Dr. Pugsley, proved to be in many respects one of the best witnesses yet brand for Mr. Hazen. Mr. Ruddock's

Children C'y for estimony will go a long way to establish the charges made by Mr. Hazen against Mr. Emmerson's administra-

Dr. Pugsley was, es usual, an hour late in arriving before the committee today. He has wasted an hour or more of the committee's time every dey, they having to wait for him. Everybody here now sees that Dr. Pugsley's tactics are only a part of the game which the government has been playing from the first to tire out the committee and the members of the house so that another adjournment and postponement of the investigation might be secured.

The most surprising announcement yet made by Dr. Pugsley was that of this merning, when he stated that Mr. Emmerson had left town and would not be back for a few days. Dr. Pugsley wanted an adjournment of the committee until Thursday. He said he would call only four witnesses, Mr. Emmerson, Mr. Ruddock, Mr. Arnold of New York and a Moneton man whom he did not care to name as yet. At the request of Dr. Stockton it was decided to take the evidence of Mr. Ruddeck, who was here ready for that purpose.

J. M. Ruddock of Chatham, foundry man and machinist, was the only wit ness called today. He built the Mill Cove bridge, agreeing to take the work at \$3,857, Engineer Wetmore's estimate, after seeing Mr. Emmerson. After some three weeks' work he got instructions to build only the centre truss span. He was paid \$1,280. The gevernment also paid him for the material left on his hands. Used most of it on the Trueman's Pond bridge, which he also built. His price was 61-2c. lb at his Chatham works. The cost of freight, erection, etc., was in addition to his contract. He made \$300 to \$400 on the Trueman's Pond bridge and \$500 on the Plackville tridge.

CROSS-EXAMINED BY MR. LA-FOREST,

witness said: Of the three bridges built by him for the government, the Blackville bridge was the most expensive to build, Mill Cove next and Trueman's Pond the cheapest.

The difference in the cost to him (the witness and builder) between Blackville bridge and Mill Cove bridge would be fully one cent a pound. Trueman's Pond would cost less again, perhaps half a cent less per pound, than the Mill Cove bridge. There was no written contract for either Blackville or Trueman's Pond bridge. The government made a claim against him for \$300 or \$400 for erecting the Blackville bridge. He contended that they put Mr. Haines on to erect the bridge and did not even consult him about it, and his agreement with Mr. Emmerson was for 61-2 cents per pound at his works. He was paid the 61-2 cents per pound and had not paid the claim made on him for the cost of erection.

He was three or four months manufacturing the Blackville bridge at his works. Mr. Haines visited the shop Mr. Peters stated that the prices of and inspected the work and material iron for construction purposes was in three or four times during that period. 1892 and 1893 \$1.95 to \$2.10 per 100 lbs.; He knew nothing about the Connectiin 1896-97-98, \$1.00 to \$1.20 per 100 lbs. cut standard of charges and profits spoken of by Mr. Peters. He did not think such a standard as that could be applied to his work, which is that of a general foundryman and machinist. He had about \$1,200 or \$1,400 worth of plant at his works, especially for bridge building. Amy well equipped machine shop, such as Fleming's of St. John, could build highway bridges, such as are erected in New Brunswick. He knew that the Fleming's had built the railway bridges on the Little River road. The men employed by him in bridge work would average less than 8 to 10 and sometimes he had no men at all em-

ployed on bridge work. To Mr. Hazen-Mr. Haines visited his works three or four times while the Blackville bridge was being built, which was between three and four months. Mr. Haines sometimes stayed three or four hours and sometimes longer. Mr. Haines never made any tests of the strength of the material. There were no appliances at the works for testing the material. He (the witness) bought the material at Johnstown, Pa. The company guaranteed it to be of a certain quality and to stand a given strain. They did not furnish the witness with any test certificates. Mr. Haines never asked for any such certificates.

Adjourned till Thursday FREDERICTON, April 4.-The bridge enquiry met at 9.50 this evening. Edwin L. Lockhart was sworn and examined by Dr. Pugsley. He resides in Moncton, is in the employ of the I. C. R., was for 13 years a blacksmith in the engineering department, and for the past eight or nine years has been in the bridge department and erecting department. He had erected nine bridges. He is foreman. He had recently examined the steel highway cridges at Sussex, Hampton and the Campbell bridge at Hammond river. He spent from an hour to two hours on each bridge. A. F. Peters, president of the Record Foundry Co., was with him. The witness had put before him the detail plans of the Campbell bridge, and he described quite fully wherein that bridge differed from the Sussex and Hampton structures. He claimed that the former was superior ir some points of construction to the latter. In his opinion the Campbell bridge was of a superior class to the Sussex bridge. It was better designed and better built. There was much more labor upon the Campbell bridge than upon the Sussex bridge—three times as much work. He had never made any calculations of strain. He did not know whether or not the laced posts of the Campbell bridge were any better and would stand any more strain than the solid posts of the Suseex bridge. He had never before ex-

which he noticed between the Campbell, Sussex and Hampton bridges. He would not say that these differences made the Campbell bridge a superior bridge. That was a question for engineers to determine. Thomas Sefton, another I. C. R.

bridge builder, was called and exam-

amined highway bridges. He had no

knowledge of machine work, and could

not speak about machine riveting. He

had mentioned all the differences

CASTORIA

HER LITTLE BOY.

"Always a little boy, to her,"
No matter how old he's grown,
Her eyes are blind to the strands of grey;
She's deaf to his manly tone.
His voice is the same as the day he asked:
"What makes the old cat purr?"
Ever and ever he's just the same—
A little boy, to her.

"Always a little boy, to her—"
She heeds not the lines of care
That furrow his face—to her it is still
As it was in his boythood, fair.
His hopes and his joys are as dear to her
As they were in his smail-boy days.
He never changes; to her he's still
"My little boy," she says.

"Always a little boy, to her,"
And to him she's the mother fair,
With the laughing eyes and the cheering

Smile
Of the boyhood days back there.
Back there, somewhere in the years—
Back there with the childish joy,
And to her he is never the man we
But always "her little boy."

"Always a little boy, to her."
The ceaseless march of years
Goes rapidly by, but its drumbeats die
Ere ever they reach her ears."
The smile that she sees is the smile o The smile time save youth,
The wrinkles are dimples of joy,
His hair, with its grey, is as sunny as May.
He is always "her little boy."
—Josh Wink, in Baltimore American.

SOCIAL AND CONCERT AT ST. MARTINS.

The mission band of St. Martins Baptist church gave a very successful social and concert in the vestry of the church on the evening of March 29, at which the following programme was well corried out, reflecting great credit upon the children and speaking well for the leaders of the band, Miss Annie Vaughan and Miss Jennie Davis, who have been most painstaking in their efferts among the children: Part 1-Chorus, Pretty Birdlings, by

the band; recitation, Welcome, Roland Hagerman; solo, Orme, Little Leaves, Bell Campbell; recitation, Our Carlo, Louis and Harold Titus; chorus, I've Little Dog at Home; a doll drill, twelve little girls; recitation, Courage, Manning Vaughan; song, Springtime, Kathleen Gillmor and Grace Fownes; recitation, Babie Bell, Elsie Wishart; solo, The Little Soldier, David Smith. Part 2-A game, Little Bird, by the little ones; recitation, Dorothy Smith; ser g, Shell I Show You How the Farmer, David Smith and Charlie Cornwall; recitation, The Three Naughty Fairies, Alice Wishart; song, Lcrelei, Maud Woods and Jessie Bradshaw; recitation, The Echo, Minnie Sweet; solo, The Dog and Cat, Nora Wishart: chorus, Fast Fly the Hours, by the band; recitation, Adieu, Archie Crenk; God Save the Queen. After the programme ice cream and cake were FOR THE served to the large audience, and a pecesant time enjoyed by all. The proceeds, amounting to \$10.20, will be devoted to missions.

J. E. Lefurgey of Summerside has gone on a visit to Colorado.

"I can truthfully say, Dr. Pierce's medicines did me more good than all I had ever taken before."

These are the words of Mr. O. S. Copenhaver, of Mount Union, Huntingden Co., Pa. He says further:

den Co., Pa. He says further:

"About twelve years ago I was suddenly taken with a pain in the pit of the stomach which was so violent I could not walk straight. I consulted a physician and he told me I had a form of dyspepsia, and treated me six months with but little benefit. I then tried another physician and he told me my liver was out of order and that I had indigestion, but he didn't cure me. I then tried another one who said I had chronic indigestion, ulceration of the lining of the stomach, torpid liver and kidney affection. He treated me for more than a year. I then took several a year. I then took several widely advertised patent medicines, but received no more than temporary relief while using. I then tried Doctor Pierce's medicines, using his 'Golden Medical Discovery,' and the 'Pleasant Pellets,' and in two months' time I was feeling better than I had for years before."

The "Golden Medical Discovery" is the most effective blood purifier and germicide that modern medical science has produced. that modern medical science has produced. It at once neutralizes the poisonous, fermented matter in the stomach, liver and bowels, and as soon as this is removed by the action of the "Pellets" it soothes the inflammed membranes of these organs, putting them into healthy condition to absorb the nutritive elements of the food. It aids and stimulates the action of the digestive fluids of the body and is absorbed. It saids and stimulates the action of the digestive fluids of the body and is absorbed into the blood along with the food. It enriches the blood, filling it with vitalizing, strength-giving properties. It produces sound, healthy flesh—muscle you can work with. It is a safe medicine. It contains no whisky, alcohol, sugar or syrup. It does not create a craving for liquor.

Handicap your Cough!

Don't wait a few days to see if it will " wear off "; it is much more likely to become dangerous and it will undoubtedly be much more difficult to cure. The longer you permit it to prey upon the delicate membranes of your throat, bron-chial tubes and chest, the more you render yourself susceptible to other attacks and to chronic pneumonia or consumption.

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is an infailible remedy: for more than 30 years it has been curing the worst cases and it will surely cure you. 25 CENTS

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SPECIAL.—Also a purchase of nearly 2,000 yards Black Broe ded Repped Mohair. Regular price, \$4 00; to be sold at 75c., less 20 p. c. and 5 extra for ca h. These are new goods, 44 inches wide. Net price, 57c. per yard. Rare value.

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Homespun Suitings, "extra value," 54 inches wide, 30c. a yard. New Fashionable Checks and Plaids for Skirts, \$1.10, \$1.25, \$1.60. Bengaline (all shades) 50c., 75c., \$1.25.

Navy Blue Serges and Coatings, all prices. "Special" lines Navy Serges, 50c., 55c., 60c., 70c. 44 inches wide. Full assortment of Serges, all shades, 70c. per yard, 44 inches wide. A special line of all wool French Cashmere, 45 in. wide, fine shades, 55c.

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The range of New Goods is complete and includes the latest effects in Ginghams, French Cambrics, Oxfords, Zephyrs, Dress Sateens, Fancy Piques, Scotch Madrus, White and Colored Duck, Kahki, Cretonnes, Chintz Taffetas, Plain and Fancy Denims, and Tickings, etc., etc.

QUEEN QUALITY SHOES. SEND FOR CATALOGUE which contains photographic reproductions of

each Shoe as carried in Stock, with sizes, width, prices, etc.

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Including PAPER HANGINGS of every description, displaying a superb collection of Wall Hangings for the coming season. The Assortment consists only of the Newest Designs, and Colorings,

specially selected for a high class trade. At the same time due regard has been given to values, and intending purchasers are invited to compare Prices, Qualities and Designs. For bourooms and sitting rooms there are Pretty, Artistic and Floral Designs, both Embossed and Brocaded. Also Chintz and Satin Stripes, prices ranging from 8c., 10c., 15c., 20c. and upwards

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BOYS!

It was voted at Public Meetings held in St. John to give a Bonus of Fifty Cents per day for Six Months to every Soldier from New Brunswick, no matter what rart of the Province he was from or which Contingent he joined. THE FUND FOR THIS PURPOSE IS: ABOUT \$3,000 SHORT.

Arrangements have been made for the sale for the benefit of this fund. of the MAGNIFICENT HALF-TONE

SAINT JOHN, NEW BRUNSWICK, CANADA,

on heavy plate paper, 20 by 50 inches, picture 11 1-4 by 40 inches. This is the largest and most perfect view of St. John ever published, and the largest half-tone engraving, of any subject in Canada, an ornament for

any home, and a beautiful present for friends abroad.

An opportunity is thus afforded every one, rich or poor, in city or country, to show their appreciation of the SELF-SACRIFICE, PATRIOT-ISM AND BRAVERY OF NEW BRUNSWICK'S SOLDIER BOYS to contribute, on equal terms, to the funds for their benefit, and to benefit themselves, their city and province, at the same time.

Large view, by mail, prepaid to any address, Canada or U. S., \$1.00 each, A smaller engraving, same view, 6 by 22, on paper 11 by 28 in., 30 centss.ch. 4 for \$1.00. Special price for large orders. Fill out, sign and return this coupon.

> Enclosed please find \$..... for which send me..... copies of View of St. John, size, and pay to Contingent Fund, in my name, one-half of amount enclosed Name.

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The Semi-Weekly Sun

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THE ST. JOHN SEMI-WEEKLY SUN is the best newspaper a Maritime farmer can take. It is published on Wednesdays and Saturdays, eight large pages every issue, containing all the provincial as well as foreign news.

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of any paper in Eastern Canada, and its frequency of issue makes it of especia interest during the strife in South Africa.

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war office has given an order to Mark Workman, the big wholesale clothier of this city, for thirty thousand gray frieze overcoats, twenty thousand khaki serge jackets and twenty thousand khaki serge trousers, all to be completed inside of three months. The order comes in the neighborhood of the quarter of a million mark. The material is to be sup-

MONTREAL, April 3.—The imperial plied from England and war office inspectors will come to Canada to pass judgment on the finished article.

Ankry contributions for the new Roman Catholic church to replace the one burned at St. Anne's, Yarmouth Co., are one of \$2,000 from Archbishop O'Brien, \$100 from Mr. McGrath of Dickie & McGrath, \$50 from E. K. Spinney and \$25 from H. S. LeBlanc.