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**LINKING BELLEVILLE TO WHITNEY BY RAIL
WOULD FURNISH WORK TO IDLE MEN HERE;
TOTAL ESTIMATED COST NEARLY \$200,000**

**Belleville Chamber of Commerce Directors Face Both Sides of
Important Questions in Business-like Way—Expert Rail-
way Man's Opinion as to Difficulties is Heard—Aim to
Enlist Aid of M. P.'s for this District—Other Matters Dis-
cussed.**

What steps to take to establish direct railway connection between Belleville and Whitney formed the absorbing problem that occupied the attention of the directors of the Chamber of Commerce in a two-hour conference yesterday afternoon with a special committee consisting of the Hon. Judge Wills, ex-Mayor H. F. Ketcheson, Engineer Lucius Deacon and Mr. J. D. MacMillan, divisional superintendent of the Canadian National Railways at Belleville. Jamieson Bone, president of the Belleville Chamber of Commerce, acted as chairman.

Links Almost Completed.
His Honor Judge Wills made a strong plea for filling in the links yet uncompleted. The first of these was between Madoc Village and Eldorado, a distance of 6 1/2 miles, already graded and over which trains were formerly operated. The other was between Maynooth and Whitney, a distance of 26 miles. Over this latter gap the steel had already been laid as far as Wallace, or 15 miles beyond Maynooth. Freight trains ran out that far several times a week. Of the 11 miles between Wallace and Whitney the grading had been completed for about 3 miles and a narrow-gauge lumber tramway ran out from Whitney that far to the south. There remained only two miles yet to grade.

Would give employment to Idle Labor.
Judge Wills thought this work should be undertaken at once so as to give employment to idle labor. The rock cuts and heavy grades yet to be overcome could well be done this winter when there was a great number of idle men who would be willing to work for moderate wages. We should secure the co-operation of the members of parliament for the county and district and urge construction at once.

Reforestation.
Judge Wills reverted to question of reforestation and urged its importance. Last September 175,000 acres had been burned over in one block. Reforestation was essential not only to provide us with timber but to protect the sources of our water and power supply.
Mr. MacMillan Tells of Costs.
Mr. J. D. MacMillan, on being called upon, referred to the difficulty he labored under in his dual position as citizen of Belleville and official of the railway corporation. He would, however, present some figures to show the cost of the undertakings proposed. When we made application to have certain things done, it was necessary that we should be in a position to state what the suggested improvement would cost. Railways were built for the people. Not people for the railways.
The distance from Madoc station to Eldorado was approximately 6 1/2 miles. There was a grade of 210 feet to be overcome. On the old line there were six or seven trestles that would have to be filled in, an overhead bridge that would have to be rebuilt and a number of culverts that would require to be renewed. Ground trees were now growing in some places over the unused roadbed. The fences were down. The old grade was as much as 1 1/2 percent in places and would have to be reduced. The track would have to be realigned throughout.
The cost of filling trestles at present prices for labor, material and supplies was estimated at \$67,210; renewing culverts \$4,500; reconstructing roadbed \$127,500—a total of \$199,210.
He agreed that the only policy was to advocate a through line from Belleville to Whitney. Merely linking up Madoc with Eldorado would never pay of itself.
The railways were connecting up and coordinating loose ends here and there. Possibly these might be considered.

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Hundreds of dollars of worthless money is believed to have been passed in Winnipeg by two men since Saturday.

Bank Clearing at Belleville.
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enthusiastic over the possibilities of having the Madoc and Peterborough arrive and depart from the Canadian Northern station here. It would be necessary to have these trains also call at the Grand Trunk station and then the trains would have to be shunted to the easterly limit of the yard to be diverted to the Pinnacle Street connection. The curve between the Pinnacle Street line and the Canadian Northern line was too abrupt to permit large engines and long passenger and baggage coaches to traverse it successfully. It was necessary to remove the house at the corner and reduce the curve to make interswitching feasible. The cost of this is estimated at \$7,512.

What About Electric Cars?
In response to a query by Mr. H. F. Ketcheson, Mr. MacMillan stated that to operate the Pinnacle Street line electrically was quite practical in an operative sense, but he had not considered the financial side. He hoped the time would come when trolley lines would be operated in Belleville.

Madoc Train Schedule.
The prospect for having the Madoc train arrive at an earlier hour so as to accommodate school children in route does not appear rosy. Mr. MacMillan pointed out that to have the morning train arrive 1 1/2 hours earlier would mean additional pay for their train crews. This would amount to \$3.55 a day or \$222 a month. The conductor on the Madoc train did not think there would be enough additional traffic to defray the added cost.

Reopening C. N. R. Freight Shed.
Replying to an inquiry by Mr. Deacon, Mr. MacMillan said he had hopes that after the situation had quieted itself the C. N. R. freight shed that had been unused since the amalgamation of the railways would be reopened. The system would be operated for the benefit of the people.

Important for Tourist Traffic.
Mr. Lucius E. Allen expressed the opinion that this would become an important route for tourist traffic to Algonquin National park. It was most picturesque along the line and would be a favorite with American tourists. Business would also be developed along the line in the northern parts of the county.
Mr. MacMillan and Judge Wills were tendered hearty votes of thanks for their comprehensive reports and presentation of facts.
The special committee was requested to prepare a written report of its findings, and present it to the directors at as early a date as possible.

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**Extend T. and N. O.
To Aid Workless**

TORONTO, Dec. 23— Announcement that the government proposed to clear 25 miles right of way for the T. & N. O. north of Cochrane in order to furnish work for the unemployed, was today followed by the further announcement that the railway itself will be extended for that distance also.
At the last session of the legislature strong representations were made that the line be continued to James Bay. While the government approved the project, it held out no promise as to when the work would be commenced on account of the high cost of labor and material. Now, however, in view of the unemployment situation, it is proposed to make a start on the extension by building 25 miles.

**STAGE UPSET
IN HIGH WIND**

Ameliasburg Driver Had Narrow Escape on Bay Bridge—No Passengers.

**WIRES FREQUENTLY DOWN
Trees and Branches and Windows All Broken by Force of Gale.**

Today's heavy gale caused considerable damage and inconvenience about the city and in the surrounding country. Trees and fences were blown down and windows shattered with the force of the wind. Near Roxboro an elm tree fell across the roadway and had to be cut up before traffic could be resumed.
Local weather sharps said it was a 50-mile wind.
Mr. Coleman, who drives the Ameliasburg stage, had the unwelcome experience of having his vehicle blow over. He was about half way across the bay bridges when the stage was set on its side against the iron work of the bridge. There were no passengers, and the horses did not attempt to run away. Mr. Coleman was pitched between the front of the stage and the ironwork but strangely escaped serious injury.
He transferred his load and the mail to a passing automobile and drove the horses on to town leaving the stage on the bridge.
Local telephones and power linesmen had a busy morning. Branches falling here and there broke wires and otherwise made their lot, like the policeman's in "Pirates," not a happy one.

**No Higher Prices
Say Coal Dealers**
Peterboro's Reported Decline of One Dollar Has No Significance Here.
Eighteen dollars is the prevailing price for coal in Belleville. A reported decline of one dollar and a half in Peterboro prices has no local significance, dealers here stated. The price now general in the Electric City is from \$17.00 to \$19.00 per ton. There has been no change recently in Belleville.
"Is there a possibility of higher prices?" one dealer was asked, and he replied in the negative. In the case of coal purchased now, there might be a higher figure owing to the rates of exchange and the transportation, but for coal in stock or on the way there would be no change.

WEDDING BELLS

SMITH—MUNINGS
Harry James Smith and Florence Mae Munings were quietly married at St. Thomas Church Rectory on Tuesday, Dec. 21st by the Venerable Archdeacon Beamish. They were unattended. Mr. and Mrs. Smith will reside in Belleville.
AN ERROR.
Owing to a typographical error in the large advertisement of J. T. Delaney in yesterday's paper the price of the Hudson Seal Dolman is reduced from \$390.00 to \$375.00 and not \$36.75 as was shown and the price of the George Fox set is reduced from \$275.00 to \$192.50.

DR. THOMPSON PROMOTED.
Announcement is made at McGill University, Montreal, of the promotion of Dr. Alexander M. Thompson, lecturer in the Department of Classics, Faculty of Arts, to the rank of assistant professor in the same department. Dr. Thompson, who took his M.A., at Queen's and his Ph.D. at Harvard, at one time attended the Brockville Collegiate Institute.

Fire of unknown origin destroyed the fine barn on the farm of J. Baxter, 12th line, East Zorra.

**NO ONE HERE
GOES HUNGRY**

Belleville Institutions and Those in Hard Luck Well Looked After.

**W.C.A. DOES HUGE WORK
Fifty Tons of Coal Among Many "Useful" Things Spread Over City.**

Christmas is not going to be dull in the various institutions of the city and county and in the poorer homes, if efforts to bring cheer succeed.

At County Jail.

Eighteen inmates, sixteen men and two women will eat their Christmas dinner in the county jail at Belleville. A good repast of roast beef and its accompaniments will be served the prisoners who are there for more or less serious offences. Every Christmas time a special effort is made to add a touch of cheer to the lives of those unfortunate enough to have run counter to the law.

Salvationists Busy.
The Salvation Army is looking after ten or fifteen needy families for Christmas. While turkey will not be included in the Christmas hamper, good substantial food will be given those in need.

**GETS 3046 ACRES
COSTS \$50,000**

Backus Interest Bid Twice the Size of Nearest Competitor for Limits.
E. C. OFFER WAS \$5,000
Premier Drury Expected to Say Why Americans Always Get the Prize.

TORONTO, Dec. 23— W. E. Backus, Minneapolis-Port Frances lumber man, was the successful tenderer for the English River timber limits. His bid was \$50,000. There were three others after the prize—two from the United States, who each bid \$25,000 and one from British Columbia, who bid \$5,000. The price bid, which is in the nature of a bonus, is regarded by officials of the department of lands and forests as being a fair one. The limit, which is 3406 square miles in area, they say, has been cruised several times on behalf of the department and is not as valuable as is generally thought. About 25 percent of the area is water. The spruce also is not of first-class quality.

Will Pay Crown Dues.
In addition to the bonus, the Backus interests will be required to pay the usual crown dues of 80c for spruce, 40c for poplar and 15c for fir.
Premier Drury is expected to issue a statement explaining the circumstances regarding the transaction.

21 MEN AT WORK
Twenty-one men were placed at work at the Barrieffield Hutments, and every morning a number of additional men will be placed on the work, until 100 are engaged in the task of tearing down the hutments. The men are under the supervision of Sergt. Lloyd. At noon the Army and Navy Veterans serve dinner to the men employed.

**Fire Chief Escapes
Glancing Axe Blow**

Rebound From Floor Gives Him A Slight Wound—Small Loss in Blaze.
Early today fire was discovered in Hay Bros. Cleaning and Pressing Shop on West Bridge St., near the lower bridge. The damage was not heavy and only the extinguisher was used by the firemen. The origin is unknown, as nobody was about the place at the time. Chief Brown suffered a slight scratch on his nose from the blade of an axe which rebounded from the floor.

**Lays War Medals
On Warrior's Tomb**

Mother, Whose Thrice-Decorated Son is Missing, Centre of Touching Episode.
LONDON, Dec. 5 By mail—Scores of touching instances have been witnessed at the tomb of Britain's unknown warrior in Westminster Abbey as long lines of men, women and children have passed the black marble slab covering the grave, for several days since the burial there of the unidentified soldier.
The fact that no one knows the name of the man who lies beneath the slab leads many to offer tributes in the hope perhaps that the body is that of a missing son. The mother of one of the thousands of unknown warriors, any one of whom might be reposing in Westminster Abbey, laid three war medals, the Mons Star, the Victory Medal and the British War Medal on the grave as she passed in the line. They had been awarded to her only son who was wounded three times and afterwards reported missing.
A soldier's modest offering of flowers bore the inscription: "In loving memory of my two pals and all the other pals."
The epitaph placed on the slab reads: "For King and Country—Greater Love Hath No Man Than This."
Building permits to the extent of \$700,000 were issued at Sandwich during the year 1920.

Greatest Modern Avalanche is Filmed



The top of Mount Blanc fell off and started a ten-mile avalanche, which rolled down into Italy along the gorge of the Brenva Glacier, destroying in its course the whole forest of Feurtud. The origin of the avalanche was unknown till the mountain mass in Europe had split and fallen. It looks as if several score feet had been taken from the height of the mountain, which is part of the limestone pyramid which given in books of references as 15,782 feet.

**CANNIFTON
School is as follows:**

Se. IV.— Everett Clapp, John Smallhorn, Jennie Badgley, Alva Hall, Glenn Carscallen, Gladys Beesack.
Jr. IV.— Helen Lawrence, Ada Ihey, John Parm, Edgar Sleeper, Harold Bird, Elsie Smallhorn, Lola Cole, Harvard McMullen, Clarence McPherson, Aldon Boyd.
Se. III.— George Pope, Olive Lawrence, Ralph Hey, John Horn, Harvey Beesack.
Jr. III.— Patricia Jarrell, Stella Frain, Thelma Lawrence, Helen Badgley, Mabel Pope, Aletha Bird, Edwin Lill, Violet Frain, Robby July, Ross Wilman, Edna Belch, Willis Brenton, Lorne Boyd, John Bush, Norman Wilman.
Se. II.— George Blich, Marguerite Mills, James Jarrell, Malcolm Bird, Maybel Emerson, Gordon Vandervoort, Wendall Kellar, David Mason.
First— Vera Ihey, Ernest Smith, Clarence Reed, Aileen White.
Se. Primer.— Clifford Belch, Arthur Badgley.
Jr. Primer.— Emma Collett, Pearl Cole and Edith Peacock, equal, Freda Thomas, Faith Horn, Thelma Bird, Hague Richardson, Ivy Horn, Tom Beesack, Allan Fulton, Joseph Gannon.

**CAR INSPECTOR
LOSES LEFT LEG**

Edward Bateman, Long-Service Man with G. T. R. Meets Bad Accident.
WHEELS CRUSHED BONE
Dr. Wallbridge, Railway Surgeon, Quickly at Hand—Amputation Necessary.
Edward Bateman, Grand Trunk car inspector, suffered the loss of his left leg in an accident in the local yards at five o'clock this morning. He was engaged in tapping at the time and some cars shunted against the car at which he was working, throwing him to the track.
The wheel passed over his left thigh near the hip, the result being that the thigh bone was badly crushed.
Fellow workmen noticed him and rescued the unfortunate man from his dangerous position. An alarm was sent for the ambulance and Mr. Bateman was conveyed in a short time to the hospital.
Dr. F. G. Wallbridge, G. T. R. surgeon, was called on the case and amputated the leg near the hip. Mr. Bateman came through the ordeal well in spite of the shock of the accident and operation. Late today he was doing reasonably well considering the seriousness of the case.
Mr. Bateman has a long time. He is married, his home being on Lingham street.

THREE YEARS FOR MAIL ROBBERY.
Arthur Beaulieu, of Cornwall, mail carrier, charged with robbing the mail at Cornwall post office on three occasions, elected summary trial and pleaded guilty to all three charges, and was given three years in Portsmouth penitentiary, on each charge by Judge O'Reilly, the sentences to run concurrently. Beaulieu's offence was detected by his having torn up money orders and thrown the fragments on the street.

NEARLY DIED FROM LIQUOR
Two Owen Sound boys nearly died being paralyzed and blind for two days as a result of drinking liquor from a bottle purchased from Frank Fallaris, a Greek, for \$4. The vile stuff was analyzed and found to contain wood alcohol and antise, a very poisonous mixture. Fallaris was fined \$1500 with a three months' term in jail.
RECENTLY PACKED APPLES
Something very unusual for this time of year happened on the farm of J. Henderson, Stop 34, Kingston road, on Friday, when Mr. Henderson picked two barrels of fine big russet apples. Mr. Henderson stated that it was very unusual and that the tree at this time last year was all frozen up. "It has never happened at this late time in my life before," Mr. Henderson said, "and I am well up in years." The tree is fifty years old. Mr. Henderson has been picking every day for some time.

MANY DUCKS IN LAKE ONTARIO.

Many ducks, especially whistlers, are reported in Lake Ontario and the bays along the Jefferson county shore which are not closed by ice. The ducks are said to be decoying and the shooting, for hardy hunters who will brave cold, ice and other unpleasant conditions, is the best of the season. Marshy and shallow places in protected corners are closed by ice but the lake and the larger bays are entirely open.

INDOOR BASEBALL

The Grand Trunk Offices and the Grand Trunk Shops are now tied for the indoor baseball league champion ship. Last night Elliott's put the Marsh Engineering Works out of the running by the score of 13 to 5. The G. T. R. Office defeated the Hydro by 15 to 2. Had Marsh's won last night there would have been a three-cornered fight for honors. The G.T.R. teams play on Thursday night next.