

THE WEEKLY ONTARIO

AND BAY OF QUINTECHRONICLE

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Barrier of Toll Gate Goes on Friday

GOVT. CANDIDATE IN MEDICINE HAT TO LOSE DEPOSIT

Overwhelming Defeat for the Meighen Standard-Bearer in Sifton Seat

GARDNER'S 6000 MAJORITY
Results Will Not be all in for Day or Two—Review of Past Voting

MEDICINE HAT, June 28.—Col. Nelson Spencer, Govt., candidate lost his deposit in the by-election held here yesterday. It is expected that Robert Gardner, the farmer candidate, will have a majority of over six thousand votes. The final vote will not be known for a day or two.

The Voice of the West
TORONTO, June 28.—The Globe says of the Medicine Hat result:

"There are no safe seats for the Meighen Government between the head of the Great Lakes and the Rockies. The overwhelming defeat of Colonel Spencer in the by-election in Medicine Hat occasioned by the death of the Hon. A. I. Sifton is an indication of how the people of the Prairie Provinces will vote when a general election can no longer be deferred.

"Col. Spencer was the 'Favorite Son' of the urban electors of the constituency. He was the strongest candidate the Government could put in the field. It was hoped that he would be able to secure a majority in the city of Medicine Hat great enough to overcome the lead of the candidate of the United Farmers in the rural portion of the seat. There seemed to be reasonable ground for this hope. The people of Medicine Hat in the election of 1915, the first after the seat was established, elected Col. Sifton a Conservative, by a majority of 352. In 1911 Mr. Buchanan, the Liberal candidate, carried Medicine Hat on the reciprocity issue by a majority of 1,465, but in 1917 Mr. Sifton, who gave up the Premiership of Alberta to contest Medicine Hat as a conscientious member of the Union Government, had a majority over C. B. Reilly, Laurier Liberal, of 3,801. There were three candidates in the election of 1917. George Paton, the third, obtained only 469 votes out of a total of 10,897 polled."

"In yesterday's contest the names on the register numbered considerably over 15,000, and it is doubtful if the Government candidate, on the final count, will secure more than a third of the votes polled. Even the city of Medicine Hat appears to have shown him the door.

"The result of this test election must convince the aggregation of office-holders at Ottawa that the best date for a general election is the last day on which an election can legally be held.

Five By-Elections Still Remain
OTTAWA, June 28.—With the holding of the by-election contest in Medicine Hat constituency there remains five vacancies in the House of Commons to be filled before the opening of another session of Parliament. The seats now vacant are:

West York, in the death of the late Capt. Tom Wallace; St. Antoine, by the resignation of Sir Herbert Ames; Leeds, by the resignation of Sir Thomas White; Maple Creek, by the resignation of J. A. Maharg, and Durham, by the resignation of Hon. N. W. Rowell.

At the present time it is not expected that write for the by-elections in these five constituencies will be lagged before the return to Canada of the Prime Minister. The contest in each of the ridings, however, will probably take place during the Fall months.

Few Foreigners Work for City Council is Told

That there is little foreign labor employed in the city on contracts under the public works department was brought out in a report to the city council last night. There may be possibly one foreign workman engaged on sewer work, but no more could be found by the special investigating committee.



THE "BAY BRIDGE" FREE OF TOLLS 8 A.M. JULY 1ST.

PULL TOLL SIGN OFF BAY BRIDGE EARLY ON FRIDAY

Mayor Hanna, Hon. Nelson Parliament and Other Officials to be There

NO SET PROGRAMME
Ex-Warden Anderson of Prince Edward Cannot Carry out His Plans

WHEN the toll sign is pulled off the toll house at the south end of the bay bridge on Friday morning at eight o'clock, Mayor Hanna, some members of the council, directors of the Chamber of Commerce, the Hon. Nelson Parliament and some of the officials of the County of Hastings will likely be found at the toll gate. No set program has been arranged, whatever address there will be will be impromptu affairs.

HOW BAY BRIDGE WILL BE OPERATED

The Department of Highways will maintain the bridge and provide men to operate the swing, the upkeep to be apportioned among the three parties—the Government, the City of Belleville and the County of Prince Edward.

Ex-Warden Willoughby Anderson who will, unfortunately, be unable to attend the ceremony on account of his accident on Saturday evening when he suffered the fracture of several ribs while breaking in a coil, had planned to head a procession to Belleville on the morning of July 1, carrying with him the toll sign.

There will be, no doubt, keen rivalry in getting past the toll gate first after the tolls lapse. Prince Edward has a number of picnics to mark the day and a procession of cars is expected from Hastings County.

TROLLEYLESS CAR PAYING VENTURE HAS GONE EAST

Rhys D. Fairbairn, of the Canadian National Ry., Gives Opinion Here

CHEAP AND EFFICIENT
Chamber of Commerce Meeting Hears Views on Local Problems

That the trolleyless electric car is a paying and practical proposition seemed evident from statements made yesterday afternoon by Mr. R. D. Fairbairn, General Passenger Agent of the Canadian National Railways at a conference, with the Board of Directors and the Transportation Committee of the Chamber of Commerce.

Mr. Fairbairn came to the city at three o'clock yesterday afternoon and remained for two hours and took up at the conference a number of important matters in reference to transportation.

Of prime interest to the people of Belleville, Trenton and Picton was the information he gave out in reference to the electric car that had been running for several weeks on the route between Belleville and Trenton and that was withdrawn from that service on Sunday, June 19th.

The Discovery of Prince Edward Is.

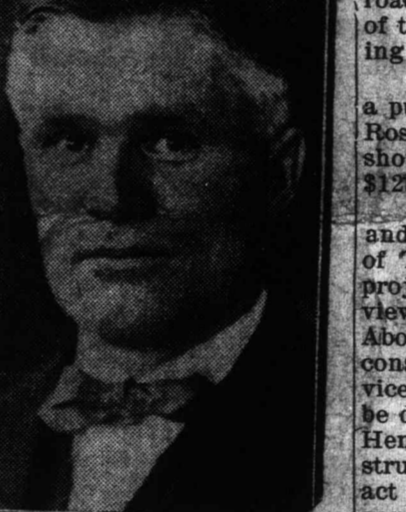
Commerce led a party of French fur traders up the Bay of Quinte in 1603 and it has been claimed that Samuel Champlain was the first white man to touch the soil of Prince Edward County. Champlain planned and executed many expeditions of both commercial and military character. One of his expeditions was down the Trent River to the Bay of Quinte. His supposed route was from here via Picton Bay and across the East Lake portage. The party crossed Lake Ontario in their canoes to a point near Oswego and were severely beaten by the Five Nations. Champlain twice escaping wounded across the lake with the remnant of his party to find an asylum for the winter of 1615-16 on the Prince Edward peninsula.

In 1788 the first permanent settlement was made by a man named Weiss on the north shore of Ameliasburg.

The County was established for electoral purposes in 1793.

Rev. D. T. Lancaster has accepted a call to Wolfe Island Presbyterian church.

HE WILL OFFICIATE AT BRIDGE OPENING.



HON. NELSON PARLIAMENT, Speaker of the Ontario Legislature, one of the officials to be present when the Bay Bridge will be declared officially free of tolls.

LOOKING BACKWARD

Fifty-seven years service in the one stand is the record Mr. J. J. Haines has to his credit in the shoe business in Belleville. During this time Mr. Haines has seen many changes. In 1864 conditions were quite different to those prevailing today. To get across the Bay the boat service was the only means of crossing. Wood was the chief fuel in the good old days and was bought for \$3.50 a cord, no gas or electric light to worry with and all lighting was done with lamps. Very little farm machinery was used in the early days and the horse rake was about the first to make its appearance, but others came along rapidly and to-day

the farm implement business is one of our greatest industries. There was a heavy discount on American silver as the Americans bought our rye and other grains and paid in silver, and we had to go to the Banks and get the exchange adjusted which was a great loss in money before we could bank. Long leather boots were worn largely at this date but have now practically disappeared. Mr. Haines was largely responsible for putting the cash business and one price to all system on the map and has always stood for advertising in every legitimate way and has built up a very large business by always giving the public the very best service in all branches.

BELLEVILLE MERCHANTS OFFER FINE OPPORTUNITIES FOR ALL IN THIS EDITION OF THE ONTARIO

Opening of the famous Bay Bridge connecting the City of Belleville and Prince Edward County has been made the occasion of an important departure in policy by leading Belleville merchants and business houses. Realizing that with the absence of tolls many more people were likely to do their buying in Belleville these business men have arranged for a gigantic four days' sale, with the best of new goods at tremendously attractive prices.

These business men have been at some pains to get into their shops everything in their particular line to please intending customers. They will cheerfully demonstrate their excellencies and new business and new friendships are bound to result. This addition of the Ontario carries many messages of cheer and opportunity and it is hoped readers will make the most of what it contains.

THIRTY YEARS AFTER OPEN FOR ROAD TRAFFIC BRIDGE IS MADE FREE

Gigantic Structure Spanning Water From City to Garden County—Was Long in Mind Before Constructed—Many Attempts to "Free" Before Finally It was Purchased—History of Bridge and Men Who Conceived the Idea.

JUST THIRTY YEARS AGO, the Bay Bridge connecting Prince Edward County with Belleville, was opened to traffic and now the barrier of the toll gate is gone. Although it has taken thirty years to bring about the present ideal condition, the movement towards the purchase was not long in culminating. The last bill to raise the tolls which was put through the Commons provided the impulse to speed up the acquisition of the bridge.

Those who built the bridge had a gigantic task before them, not knowing what it would mean—success or failure; but the County of Prince Edward and the City of Belleville today know the value of that structure as a connection between the peninsula and the mainland, between the Garden County and Hastings.

There was always felt the need of connection. That caused the growth of Rossmore—the closest point of the Prince Edward shore to Belleville. In winter, connection was easy, but in early spring it was exceedingly risky and for some weeks there was no connection. In summer time the little ferry used to ply between the city and Rossmore and did a thriving business. But the ferry was not always dependable and could not at times accommodate the traffic.

This condition nourished a desire for better connection, a roadway and a bridge. Eighty years ago there was a proposal of the kind, but it remained but a dream, the undertaking seeming too big and hazardous financially.

Geo. C. Keefer, C.E., was employed in 1873 in response to a public agitation to take soundings between Bushy Island and Rossmore village, for this was felt to be the line the bridge should take. He estimated that a wooden structure would cost \$125,000—that estimate putting a quietus on the proposition.

It remained for George S. Tickell, an attorney of Belleville, and founder of the business now carried on under the name of Tickell & Sons Company, to move a resolution favoring a projected bridge. He was very outspoken and optimistic in his views of the possibility of the bridge as a creator of business. About this time materials such as would be required for bridge construction were very low. The break-down of the ferry service in the face of traffic provoked the public to see what could be done in the way of making the connection permanent. Mr. Henry Corby, M.P., Mr. Thos. Ritchie, Mr. Tickell and others struck a popular chord and it was only a few months before an act was passed incorporating the Bay of Quinte Bridge Company, the incorporators being Thomas Ritchie, U. E. Thompson, C. F. Smith, William Anderson, Henry Corby, James Brown and Geo. S. Tickell. The bill received the royal assent June 30th, 1887. The bill had been subject to strenuous opposition in committee, the contention being that the structure would block navigation.

Under the conditions of the bill plans were approved by the Government that the capital stock of the company should be \$150,000 and the men above named were the first directors, work was to be commenced within three years and the structure completed within 6 years. Later an act was passed empowering the company to accept aid from municipalities, subscription list was opened up and liberal response followed.

Name	Amount
C. E. Smith	500
S. A. Spangenburg	200
John Snell	100
A. Sutherland	2,000
G. S. Tickell	500
R. Templeton	200
J. W. Walker	500
Wallbridge & Clarke	500
James Wallace	200
D. M. Waters	500
B. S. Wilson	500
Wm. Webster	500
Walmsey and Spaford	300
H. Weese	100
L. W. Yeomans	1,000
U. E. Thompson	1,000

The City Council of Belleville and Township Council of Ameliasburg submitted bylaws which were adapted by the ratepayers for the amount of the subscription of these two municipalities. These bylaws were found to be invalid in technical ground and as amended were re-submitted and approved.

Mr. C. H. Keefer, C. E., was engaged as chief engineer and prepared plans for the substructure and specifications for the superstructure, estimating the cost at \$95,000, this to include the approach to Dundas street. In March, 1889, the contract for the superstructure was given the Brown Manufacturing Company for \$38,825. McNeely & Walters of Lindsay getting the contract for the substructure for \$54,000. A considerable portion of the substructure was completed when the Lindsay firm sold out to Messrs. Alford & Walter Lee who completed the undertaking.

The work was begun August 22nd, 1889 by trading for the north approach across the marsh. The crib foundation for the north abutment was sunk Sept. 14th of that year and the masonry of the north abutment was begun one month later and completed in two weeks. Pile driving for the pier foundations started Feb. 19th, 1890. The timber work in

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