

JUNE SESSION OF THE COUNCIL

The County Council of Hastings on Tuesday afternoon began its June session. All the members were in their seats when Warden Ketcheson called the meeting to order.

Warden Ketcheson in his address expressed his pleasure in seeing all the members present. "The June session would be a most important one. There were never, he declared, in this county such stirring times as we endure today. Canadians have proven to be true patriots and have upheld the honor of Canada. During the present session there were many matters of importance to be dealt with, namely, equalization, the passing of the tax rate and the appointing of an inspector for the Inspectorate of Centre Hastings. His honor was pleased to state that there was every prospect of a bountiful harvest and prices for all products were high. He looked for harmony and expedition as well as deliberation to mark all the acts of the Council. The people's support of their representatives in their official acts would stand as a given to the Council as in the past. The warden's address was greeted with applause by the council as he took his seat.

A Railway Commission order re-opening in front of Belleville and St. James' cemeteries was referred to committee on communications as it was felt that discussion should be given to this subject.

A communication from London, Ont., was read regarding amendment of the Colonization Act, to solve the question of agricultural labor and city congestion. Referred to committee on communications.

Thomas Corrigan presented a claim of \$60 damages for injuries to horse on April 25, 1915, caused by the breaking of a plank in front of the Tyndinaga. Referred to Ways and Means.

A communication from the Provincial Treasurer was read, explaining necessity of imposing an extra taxation for Provincial purposes.—Filed.

Railway Board Criticized.
A drain in Tyndinaga was considered most dangerous by the council although an official of the Railway Board had visited the location and found the drain 15 or 18 feet from the road and said it was not dangerous.

"I would like to know who is running the County the people or the railways," asked Mr. Sills of Thurlow. "The railways," answered same. "I think the tendency of these commissioners is autocratic," said the warden.

"The Reeve of Thurlow said that in view of possible accidents there would be no end of trouble in placing the responsibility on the railways," declared McLaren, Walsh and Flecker said the ditch was dangerous.

Mr. Montgomery suggested that Council notify the railroad commission that the ditch would be filled up unless the condition would be remedied. It is a strange thing if the County has to be held up by the Railway Board.

Mr. McLaren said it extended for 100 acres, and was in some places only ten feet from the centre of the road.

The matter was referred to the Committee on communications. Col. W. N. Ponton, K.C., referred to the County Council a communication he had received from Principal MacLaurin of Belleville High School. The letter stated that the Carter Scholarship fund could not this year provide for scholarship owing to the size of its funds, and the suggestion was made that perhaps the County Council would assist in putting up Scholarships because one hundred of the High School pupils are from the County. Some of the students have been studying with Scholarships in view and are now disappointed.

On motion of Mr. Vermilyea, no action was taken.

No action was taken regarding a communication from Oxford County Council, suggesting the holding of Municipal Elections in 1916.

An official notice regarding resignation of Inspector Mackintosh was read, received and filed.

There was no action taken in regard to the memorial to the Legislature to reduce by one-half the license fees to American automobiles from the States according to the same privilege to England.

No attention was taken in the programme of a memorial of Almeria Township Council regarding auto license fees.

The County Treasurer, Mr. B. Mallory, presented a report of the expenditures and collections to date. Some discussion took place over C. O. R. time table, as far as it affected May month.

Shire Hall, Belleville, June 16th, 1915.
10 A.M.

The Belleville Telephone Co. wrote re poles on road in Huntington.

Mr. Tummon said that the poles had been moved.

The communication was received and filed.

Mr. P. P. Coulter moved, seconded by Mr. S. Fox, that the sum of \$500 be made to the Department of Agriculture of Stirling High School to expend on or before Dec. 15th and that it be referred to Ways and Means.

The need of county representatives on the advisory committee along with the Stirling representatives to have in charge the expenditures of the money.

The Warden also spoke on this subject regarding a record of accounts. Mr. Rollins said Tweed did not charge anything for fuel, rent, or light for the ten weeks course.

Mr. Vermilyea thought the matter should go to the Ways and Means. All that ought to be done is approve tentatively at present.

Mr. Coulter said this was a perfectly correct stand.

Hawkers and Peddlars.
Mr. Coulter introduced a resolution, seconded by Mr. Rollins, as follows:—That this council memorialize the Legislature of Ontario to amend the Municipal Act, section 418, by the addition of the words, "Incorporated Villages" in the second line thereof, making the hawkers and peddlars provisions of the Municipal Institution Act read:

A man can peddle, said Mr. Coulter, in Hastings County under a county license and in incorporated villages. Why should not incorporated villages have the same protection as towns and cities.

Mr. Vermilyea said all municipal councils have an advantage of a license granted by a county. The question is closed.

Mr. Coulter, "Why should we not have the same rights as Deseronto?" A man should not be barred from peddling in Stirling, but he should pay something for that purpose. Every merchant paying a high tax.

Mr. Newton spoke of amending the resolution.

Mr. Vermilyea said there were people hounded by the peripatetic merchants.

Mr. Tummon said if they are going to apply for legislation they should apply for legislation against mail order houses. The merchant on the country road has to compete against them.

Dr. Harper said he sees very little difference between a peddler and a transient trader. A large has power to pass a transient trader's by-law. If villages had the power against peddlers there would be more suppression of this class of dealers.

Mr. McLaren said the county merchants should be wiped out. What good were they doing to the country? They were in business for their own interests.

Mr. Sills said the law was mainly peddled because the profits were fairly large. These profits peddlers took away from the country village merchants who handle goods on which there is very little profit and which are hawked and peddled for the general requirements should be protected.

Mr. Grey of Marmora, said it was a protection to the municipalities and the county to have the peddlers checked. They are "smoother than con grease" and dupe the people many times. They can sell where a merchant cannot sell because of their cheapness.

Mr. Montgomery said any change should be made it should be so as to allow all municipalities the right to impose license fees on peddlers if they wish to adopt it. The villages should have the same protection as towns.

Mr. Welsh thought the peddlers were a great benefit to farmers, many of whom live miles from villages.

Mr. Laycock said peddlers were considered a nuisance in his community.

Mr. Coulter adopted Mr. Montgomery's suggestion and included in his resolution "Incorporated villages and Municipal Councils."

The resolution carried unanimously.

Council as Guests.
Mr. J. Elliott, of the Belleville Branch of the Standard Bank, was heard at the close of council. He extended an invitation to the warden and council to attend the annual meeting of the Canadian Club and the address by Hon. Arthur Meighen, as his guests.

The Warden expressed the gratitude of the council and accepted Mr. Elliott's hospitality.

Financial Standing.
The present overdraft of the County of Hastings at the Standard Bank is \$42,792.00. Required to meet debentures levied for in 1914 . . . 9,388.80

Gross Liability to date . . . \$52,180.80
Uncollected taxes for 1914 . . . 5,220.55
Net Liability . . . \$46,960.25
Note deposited under bylaw 70,000.00 leaving \$23,039.75 available until receipt of rates for 1915.

2 P.M.
Mr. James Anderson of Marmora appeared before council and petitioned that body to grant him license to peddle various wares without payment of fees. The request was referred to Ways and Means.

Mr. Coulter gave notice of motion to levy certain rates for school purposes.

Council went into committee of the whole on Ways and Means. Mr. Simeon Fox in the chair.

Messrs. Laycock and Thompson spoke in favor of granting Mr. Anderson free license. This was granted. A claim for gravel was presented by Mr. Wm. Rogers to the amount of \$17.30. No action was taken. The gravel was taken from a farm in lawdown. The statement was made that Mr. Martin had also claimed that he should be paid for this gravel.

\$916.92 was the proportion of the County of Hastings towards the salary and travelling expenses of District Officer of Health. A motion prevailed that this amount be paid the deputy treasurer of Ontario.

The account covers two years and two months.

The chairman of Road and Bridges

was given power to act in connection with the Allan's Bridge repairs between Hastings and Northumberland. The total cost may be \$50,000.

The County Clerk, Mr. A. M. Chapman, was appointed delegate to the Ontario Municipal Association. The council to pay \$10 as fees to the Association for the County. Carried.

Accounts passed were:
Morton & Herity . . . \$50.93
Jennings & Sherry . . . 4.85
Thompson Furniture Co. . . 1.50
G. L. Sills . . . 35.50
North Hastings Review . . . 74.00

Committee arose and reported. Council went into committee on Communications. Mr. T. Gray in the chair.

A finding of the Railway Commission read, re C.N.R. service to the north county.

Dealings with Railways.
Mr. E. A. Wootton said the northern line could not be blamed for any conditions in other parts of the county, for the C.O.R. One is a paying operation. The rest is a on a hazy basis. It is increasing. Some change ought to be made.

Mr. Tummon suggested that the reeves of the northern townships should get together and consider this matter.

The communication was filed.

A communication was read from the secretary of the Board of Railway Commissioners relating to a report of the latter claims on the ambling engineer found "not dangerous."

Mr. P. McLaren moved, seconded by Mr. J. L. Newton, "Whereas a letter under date May 18th, 1915, C.L.O. & W. R. ditch between concessions 2 and 3 of Tyndinaga was received from the secretary of the Board of Railway Commissioners for Canada, and whereas this letter claims that the ditch was on the county road is not a dangerous one to the travelling public. And further, we desire to state that no permission was ever granted to construct this ditch along the County Road and the responsibility for accident by reason of this ditch being in a dangerous condition, and that a copy of this resolution be forwarded to C.L.O. & W. Railway.—Carried.

No action was taken regarding memorial made by the London, Ont. Council, to the Legislature regarding assistance to foreigners as agriculturists in Canada.

Hydro Electric Radials Wanted.
A communication from the Hydro Electric on Radials was read.

Mr. Vermilyea moved that no action be taken. The peddlers charge spending money now.

Mr. Coulter thought the money might better be spent on highways.

Warden Ketcheson said he did not believe it was worth growing too much cold water on this chance. The railways seem to be holding up the people and the people would support their own radial railways.

Mr. Tummon said he was in favor of the Hydro Electric Commission having control of the resources in this district. Before very long we will be aware of the fact that we have lost the rate.

Mr. Ketcheson moved, seconded by the amendment that the Council concur in the memorial to the Legislature regarding the value of Electric radials.

Mr. Vermilyea said the Trenton Electric pays in taxes about \$15,000 per year. This would be cut off if the Hydro Electric took charge. He would not do anything to injure the railway already operating.

Mr. Sills, "If we get the service, we do not care about the taxes."

Mr. Ketcheson said the Seymour system was not holding out against the Hydro and only those roads would be expropriated which hold up the Hydro and their works in danger.

Mr. Naylor thought Electric Radials were a step in the right direction. Competition is needed with the railways now operating.

Mr. Ketcheson's amendment carried.

Mr. John H. Frederick appeared before the council and asked if some thing could not be done in the matter of an accident which happened on the sixth concession of Sidney on March 6th, when his horse stepped over a hole in a culvert. Incidental damages including veterinary's bill to the amount of \$40.00 were claimed.

It was decided that a committee of two investigate and the matter be considered in Ways and Means.

June 17th, 1915.
When council resumed this morning, an account of \$27.96 from a constable who attended the Children's Aid agent in Thurlow was read. Mr. Mallory had referred the account to Council. Mr. N. Vermilyea wanted to know why the County had to pay, when the parents who had property went to Ways and Means. The Children's Aid agent and representatives of the Society will be asked to be present.

Mr. Laurigan, of second concession of Rawdon, addressed council. He told of an accident, whereby, on May 11th, his three horses in charge of his son being scared by an automobile went over an embankment on the Ridge road, on the county road leading from Stirling to the Madoc road. One horse, four years old, broke its neck, the high horse suffered injuries whereby his shoulder has since been stiff and the cultivator was smashed and harness torn. There is no protection at this point. The horses were not running away yet, but shied at the edge of the road.

Mr. Vermilyea, "What claim do you think you ought to have?"

Mr. Lannigan, "My claim, if I would get my loss, would be \$200. It was recommended that steps be taken at this session to raise \$5,000 for the Children's Shelter."

That the Court House roof be painted and linoleum and matting renewed on the roads were prominent.

The report was received and adopted.

The council went into committee of the whole on Ways and Means. Mr. Fox in the chair.

Prolonged discussion took place over Mr. Lannigan's claim in which the responsibility of the county and the number of dangerous places on the roads were prominent.

The matter was referred to the Finance committee with power to act.

Mr. A. D. McIntosh addressed the council re grant to Stirling High School.

Committee rose, reported progress, and asked leave to sit again.

2 P.M.
When council resumed, the members went into committee on Ways and Means.

Mr. Thomas Corrigan's claim for \$60 damages for injuries to horse and loss of time was considered.

Mr. McLaren and Mr. Welsh explained the circumstances surrounding the accident.

It was decided to give the chairman and superintendent of roads power to act.

The usual grant of \$500 was given Madoc Model School.

A by-law to appoint Mr. J. E. B.A. of Pictou, public school inspector for Centre Hastings, was read a second time.

A by-law to levy certain rates for County purposes on various municipalities was given its second reading. It was a by-law to levy rates for rural public and separate schools and again to levy a tax known as the provincial war tax, read a second time.

Mr. Chapman, County Clerk, explained that the war tax was on the equalized assessment of the municipalities. In the case of Hungerford where the assessment had been equalized, the assessment of the rate will be a little over one mill on the actual assessment.

The report of the special bridges committee was read and entitled a great deal of discussion. Finally the consideration was left over until Saturday morning.

Mr. Naylor moved, seconded by Mr. Nugent that the clerk notify the Indian Department that the bridges in the Tyndinaga reserve are in need of immediate repairs.—Carried.

Mr. Newton asked if wire fences were to be paid for by the Council. He was informed that the people must get the approval of the road superintendent.

Mr. Vermilyea said no appropriation was made for wire fences in estimates.

Mr. Turfiff moved, seconded by Mr. Brinklow that the treasurer be authorized to pay road grants to the northern municipalities on certificates by the reeves and that those for Bangor, Wicklow and McClure be paid on the application of reeve.

June 19, 1915.
The Bridge Committee of Hastings County Council presented an interesting document, its report on the June Session of the Council of the Province. The report was adopted.

Condition of Bridges.
In accordance with your resolution at the January session we have inspected all bridges that were reported to us as unsafe and also a number of bridges built in 1912, 1913, and 1914.

"Robinson's Bridge in Madoc township, built in 1913 of reinforced concrete would appear to a casual observer to be poorly constructed and in fact it is. The side walls and end posts being frosted on the night of their completion (October 30th, 1913), but on close inspection we found that the abutments, pier, girder beams, floor and the side walls except the extreme top and posts aforesaid were of excellent quality.

"Peck's Bridge in Madoc we found to be in a very rotten and dangerous condition. Gordner's Bridge, which is a 55 foot reinforced concrete arch, built in 1913 we found in good condition in every respect. Bridge at Malone, piers in very bad condition and superstructure in very light. Lennox's bridge built in 1912 in Marmora Township, and reported to be dangerously cracked down the side, we found in excellent condition except that the side walls and end posts were not in the opinion that this crack does not in any way affect the strength of the bridge. Spry's bridge in Rawdon Township is an arch bridge 73 feet long, built in 1913 and is in splendid condition except that some cement fallen off near the spring line on south side, but in our opinion this does not matter. Bronson's wooden bridge we found very rotten and weak. Seymour's bridge in Madoc Village, built of concrete in 1912 is in good condition in every way. Dugan's Bridge in Madoc Township is a comparative strong bridge if kept properly propped, but owing to the evident impossibility to assure proper, proping in time of freshets we consider it dangerous on such a heavy travelling road.

"Red bridges in Elzevir Township built in 1913 of reinforced concrete, are in excellent condition also Bridge water Arch bridge, built of concrete in 1913, we found in excellent condition except that a small amount of cement scale has fallen off near the spring line, but in our opinion this is not due to faulty construction and may occur in concrete work at any time during construction, but in no way affects the strength of the bridge.

"On inspection of Carleton Place bridge we were greatly surprised as we found the bridge in better condition than reported, true two of the bases on which the piers stand showed evidence of the rapid current having washed the cement out of the concrete at their edges and corners, but as these bases were designed and made wider than the piers we do not think that the bridge is in any danger of collapse. We failed to find any evidence of bags of cement having been put in the piers. It is true there were a few bags that showed in one base, but on examination proved to be false with concrete and had evidently been placed there to keep the water from washing through the

subject of an order issued by Dr. Bruce Smith as to the return of a woman and child to the Hastings Refuge from Berlin. She is at present in Waterloo Refuge.

Mr. Nugent thought the Children's Aid should at least take the care that an ordinary parent would of any ward of the society. If it cannot, then there must be something radically wrong as the society has the machinery of the court to back it up in its undertaking.

The woman is a ward of Hastings Society, not being 21 years of age. The attitude of the committee to receive the woman but not the child was endorsed.

Question of Cook.
A road foreman had applied to Mr. McLaren to have his wife act as cook for the road gang. The question was referred to the chairman and superintendent of roads with power to act.

The council seemed to approve of the idea as a saving in expense for the road gang as cook now part of the time could devote his whole time to work on the road.

By-Laws.
Council went into committee of the whole on by-laws. Mr. Naylor in the chair.

The second reading was given to a by-law to equalize the assessment of the municipalities of Hastings County. A by-law to appoint Mr. J. E. B.A. of Pictou, public school inspector for Centre Hastings, was read a second time.

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