

ELECTRIC SERVICE HERE TO TRENTON IS BEGUN TODAY

First Trolleyless Car Came Down from Toronto Under Own Power

TRIP IS UNEVENTFUL High Officials of C.N.R. and Technical Men, Movie Men and Press Men Aboard

Electric car service between Belleville and Trenton was effective today, the first of its kind in Canada.

It is an experiment, Canadian Northern officials frankly stated to the Ontario, and his career is being watched with keenest interest.

The car is of the trolleyless type, fitted with an Edison storage battery made solely in Orange, New Jersey. The car itself was built by the Brill people in Philadelphia, but additional ones will be made in Canada if necessary.

The first car for Trenton daily will leave Belleville at ten minutes to nine and the last one leaves at ten minutes to 10 at night. The car will be re-charged at Trenton, where temporary storage equipment has been installed.

The car leaves for Belleville at 25 minutes after the hour. The fare is the same as the steam railway fare.

The Initial Journey

Just at four o'clock yesterday afternoon the electric storage battery car rolled smoothly into Belleville on its initial trip.

It had left Toronto at 5 minutes past ten. It had reached Trenton at 1:30 p.m.

The trip was uneventful, the car running smoothly, clipping along at 28 to 30 miles an hour. Stops were made at Leaside, Brooklin, Orono and Port Hope. Then Trenton.

The car which is nicely upholstered, seats 50 and could be made to seat 68, but there is a place for express and baggage.

It made the trip from Don station to Trenton about 110 miles under its own power—the longest run ever made in Canada and one of the longest in the world ever undertaken by a storage-battery car. It was re-charged there and, then just to show what it could do, it was run on to a switch where two private cars were standing and it pulled 'em both—104 tons—easily.

This demonstrated to the satisfaction of the many Canadian National Railway officials present what could be done by this type of car in "spotting."

The idea however is not that kind of thing or anything like it for this car. The idea is to provide a better service for the public in sections of the country where the steam roads are not all that is required, where it could not pay to improve steam rail service and where a paying traffic can be built up by this type of car.

Where it costs at least one dollar per train mile to run the poorest branch line train, this car operated by two men costs 35 cents. An astonishing difference. That is why this kind of car is being tried out between here and Trenton, the first in Canada—and its success or failure here will be watched by every technical man and every railwayman in the Dominion.

It is possible that a service to Picton may also be established; indeed this type of service bids fair to supersede many present poorly run branch lines. And the moment they get this storage battery car service in its place they will have immeasurably better service at certainly no more expense.

Its operation yesterday was watched with keenest interest by a number of the leading officials of the Canadian National Railways, of the Edison Co. who built the storage battery, by movie men, and by newspaper men who made the trip from Toronto to Belleville.

These were: W. R. Devenish, General Supt. C. N.R., Toronto; W. R. Kelly, Supt. Ottawa Division, C.N.R.; L. W. Butler, Asst. Supt., C.N.R., Toronto; J. H. Fox, Asst. Supt., Trenton; E. B. Walker, Chief Electrical Engineer, C.N.R., Toronto; R. L. Fairbairn, Asst. Passenger Traffic Manager, C.N.R., Toronto; L. K. Kopman, General Manager, Railway Storage Battery Car Co., New York; W. R. Ferguson and W. J. Hyman, Internal Equipment Co., Montreal; W. G. Gordon, Canadian General Electric Co., Toronto; C. A. Wipe, Master Mechanic, Railway Storage Co., New York; D. C. Wilson, Edison Storage Battery Co., Orange, New Jersey; F. Hathmann, Pathescop, Toronto; F. O'Flynn, Pathe News, Toronto; F. R. Davis, Sunday World; W. H. Robinson, Official Photographer, C.P.R., Toronto; W. J. Whiteside, Chief Publicity Agent, Canadian National Railways, Toronto; Wm. McNight,

Mall and Empire; P. Van Plassen, The Globe; Charles Gibbons, The Telegram, W. R. Plewman, The Star, all of Toronto; A. G. Davis, The Intelligencer, and P. M. Little, The Ontario, Belleville; T. H. Jarrett, Quinte Sun; C. J. Young, The Courier, and Vance Statia, The Advocate, of Trenton; G. E. Winsford, Canadian Railway and Marine World, Toronto.

Eight Persons Die In Election Riots

ROME, May 17.—The general elections throughout Italy were marked by a comparatively small vote and disorders in several places, particularly in the Provinces of Pisa, Novara and Parma, where altogether eight persons were killed and many wounded in conflicts between the Fascist and Socialists.

Incomplete returns show Premier Nitti returned, while many Socialist and Catholic members were defeated.

Dr. and Mrs. Blakslee Lose Child in N. Y.

Mr. D. V. Sinclair received a telegram this morning from Dr. V. Blakslee stating that his little son, Mitchell, had died yesterday from an acute illness in New York, where Mrs. Blakslee was visiting her relatives. The child was one of twins and was nearly two years of age.

Mayor Hanna Rides First Trip to Trenton

Mayor Hanna took the first ride on the Trolleyless Electric Car on the C.N.R. from Belleville to Trenton last night. He did not expect the car until today, but at five minutes to four, he got word that the coach was coming in. In a fifty he was at the depot and greeted the officials and pressmen as they stepped off at Belleville. As the car started back, Mayor Hanna stepped aboard and rode to Trenton. He was greatly taken up with the convenience of the car. The chief magistrate returned via the G.T.R.

To Teach Youngsters In Belleville To Swim

Physical training for the young of Belleville is being provided by Mr. Charles A. Keeber, Y.M.C.A. physical instructor. He proposes, with the permission of the Board of Education, to undertake the work without cost at the city schools.

The question may be settled at Friday night's meeting of the trustees.

The school boys and girls, who cannot navigate in water will, if plans go through, be privileged to attend swimming classes at the "Y" pool and be instructed.

Does Belleville need a life saving crew? A meeting of all those interested in this subject is to be called shortly, Mr. Keeber stated today.

MAY HAVE TO RAISE CABLES. New York, May 17.—Damage to the Western Union Telegraph Company's Transatlantic cables by the electrical disturbance accompanying the aurora borealis of Saturday and Sunday night may necessitate raising of the cables for repairs, Newcomb Carton, its president, announced.

TOUGH ON THIRSTY SOULS! VICTORIA, May 17.—Commencement of the Government sale of liquor in British Columbia is now delayed indefinitely, it was stated today. It was the intention to have the Government liquor stores open June 1, but, according to Colonel W. N. Winsby, it will now be some time after July 1 before the system starts owing to the many problems which the board has to solve.

SIR SAM IS IMPROVING. OTTAWA, May 17.—The condition of Sir Sam Hughes is distinctly improved today, following a second transfusion of blood. Should he maintain the improvement noted since last Friday, it is hoped that he will be able to go to Lindsay within two weeks.

Huge Supplies of Oil Flowing Into Britain

LONDON, May 17.—As a result of the prolonged coal strike oil is literally flowing into England from all parts of the world because of the increasing demands for oil for fuel as a substitute for coal.

One day last week, according to official figures given out today, six million gallons of oil arrived at Swanton from Persia and the United States.

COLEMAN WARD SCHOOL BYLAW GIVEN A START

Is Being Put Through Council One Step at a Time

"SORRY" SAYS MAYOR More Arguments For or Against Sidewalks and Sewer Contracts

The Coleman ward school by-law, to authorize the sale of \$140,000 debentures was last evening given its first reading as was a by-law to amend a previous by-law authorizing the sale of \$100,000 debentures passed a year ago.

Ald. Fisher, Ballinger, Wensley, Adams and Ostrom supported the by-law.

Mayor Hanna is having the by-law put through a reading at a time to get through on a bare majority.

"I'm sorry," he said, "but as we have not sufficient majority to pass the by-law through its three readings at once, we have to take this course."

Exit Market Paving. The resolution of the Council at its previous meeting to pave the south side of the market was nullified by a counter resolution last night, on motion of Ald. French, council deciding not to entertain the proposition.

Mr. Bennett offered to bet Ald. Woodley ten dollars last night at the Council, that his property on Sinclair street was only 45 feet from the city water, although the alderman declared it was about 170 feet. "Can you cover that?"

"You stop right here," declared the alderman, explaining that the pipe in question was only one half inch in diameter and that would not supply two people. The service of 170 feet would cost \$510.00 to lay. The revenue would only be \$4.50 per year. "But I'm going to see that he gets water in some shape or form. But how I don't know."

"I've been coming for a year. I don't come to tantalize the council. But every time I come it's a promise," replied Mr. Bennett.

"I'm not going to discuss it any further,"—Ald. Woodley.

Devil's or Fiddler's Elbow Walk. Col. Ponton opposed the construction of a concrete pavement on the south side of Dundas street from the "Devil's Elbow" and the western limits of the city. "Build it on the north side," he urged. "For one half or more of the distance on the south side, there is no possibility of houses being erected. I'm willing to bear my share of the north side."

"The Devil's Elbow"—Ald. Woodley started to explain.

"Fiddler's Elbow we call it,"—Col. Ponton.

"I call it devil's"—Ald. Woodley. "It means \$750 to me," said Col. Ponton, who offered to pay one third of his share of cost on the south side if the pavement was put on the north side.

The south side looks the proper place for the walk," declared Ald. Trévorton. "What if the people on the north side object as you do?"

"Your argument is worth consideration, Col. Ponton,"—Ald. Ostrom. The recommendation to build on the south side of Dundas street was referred back.

Ald. Benett agreed, saying the residents on the north side should be given an opportunity to express themselves as to giving assistance.

Mr. Evans of the Belleville Vulcanizing Company spoke to council in reference to a crossing and a curb on the south side of Moira street in front of the garage, if the street is not to be asphalted.

Mayor—"Would you rather have the road paved?"

"Certainly I would."

"You see, gentlemen, we'll look into the matter of the sidewalk."

Names on Milk Bottles. R. F. Miller & Son, Leonard F. Reid, Chas. F. Marvin, H. R. Shoebridge and A. S. Calnan have petitioned council to pass a by-law at once compelling all vendors of milk and cream doing business in Belleville to have their names blown into the containers or otherwise stamped for identification purposes.

They complain that many vendors have no means of identifying their containers, this condition leading to loss and confusion.

The petition was referred to the City Solicitor.

Want More Hydrants. The Steel Company asked for an extension of the six inch water-main, and openings for more hydrants for added fire protection. This work would have to be done on the property of the Steel Co.

Manager Austin in a communication referred to the operation of more hydrants in the works and the possibility of flooding the city mains if the steel works' pressure was greater than the city waterworks'.

FRANCO-BRITISH CRISIS IS PASSED AUTHORITIES SAY

Exchange of Views Between Lloyd George and Briand Smooth It Over

PARIS WAS ANGRY French Press was Hurting Hard Words at Head of British Premier

LONDON, May 17.—Tension over the Polish revolt in Silesia which over the week-end threatened a crisis in the ranks of the entente, seemed to have passed, for the moment at least.

An exchange of views on the subject has been proceeding between London and Paris and there seems to be confidence that Mr. Lloyd George and Premier Briand will reach understanding when they meet.

It is probable that the two premiers would hold a conference early next week, and it is possible that a discussion of Silesia will be before a full meeting of the Supreme Allied Council. It was believed M. Briand would appear before the French Chamber on Thursday to make a statement of his views and demand a vote of confidence. Should he receive this, he would be in a strong position in urging a compromise settlement of the Silesian question before the Supreme Council.

Berlin and Warsaw despatches have served to reassure the British public.

PARIS, May 17.—Premier Briand will threaten France's withdrawal from the Entente if Great Britain persists in her "anti-Polish" attitude, it was predicted in official circles today.

Premier Briand refused to meet Premier Lloyd George until he has obtained a vote of confidence from the Chamber of Deputies, permitting him to exert the utmost pressure.

Briand and Lloyd George probably will hold a private interview at Boulogne after the Chamber of Deputies meets on Thursday. Lloyd George asked for the conference to settle the differences of the two countries in the Upper Silesian controversy.

It was predicted here today that the meeting will be of the stormiest nature, Briand being thoroughly aroused over Lloyd George's statement before the House of Commons, a statement made without consulting French interests.

Forecast of French Demand. Briand, it was predicted, will demand that France be supported in her plan to keep the rich coal lands of Silesia away from the Germans. He will go further, it was believed in some quarters, and demand that France have the determining voice in settling all continental matters involved in the Versailles treaty.

France and England are the only nations left of the original Entente, Italy and the United States joined them as allies and associates during the war. Italy is concerned in the Silesian muddle, but the United States has announced that she will not take part in the settlement.

The French press continued today heatedly to discuss the threatened rupture.

"England is taking Germany's part against France," was the universal complaint.

"Every time the Allies held a conference, it was a gathering of tricksters," the Figaro declared. "Germany was the only gainer."

The Petit Journal asserted that "France will not allow herself to be intimidated into making concessions to Germany. Germany understands, England must understand."

"Lloyd George got into bad habits at the Peace Conference," the Matin declared. "He thinks he can dictate the laws of Europe because he succeeded in obtaining from Clemenceau a precedence for British rights in suppressing the German navy before the armistice, an alteration of the 1916 agreement in favor of England and adoption of a British-made treaty."

Work Has Commenced. London—Excavation on the site for the new collegiate institute at Kingston has been commenced by the Kingston Construction Company, who were last week awarded the contract for the building of a school which is planned as a fitting memorial to the men of London who laid down their lives on Flanders' fields to insure freedom to Canadians and the world in general. The contractors have erected their works office, and there is every indication that the work will be well under way before the week-end.

Baptismal Service In The Moira River

A baptismal ceremony in the Moira River took place when a follower of one of the newer sects was christened at the harbor mouth. There were some people in Victoria park at the time but they noticed nothing unusual about a man and a woman who came to the edge of the wall. The gentleman assisted the lady, down to the water's edge and the two walked out cautiously into the deeper water. Having reached a certain depth they stopped and the man began a short service. The baptism was a complete immersion and after a prayer they returned to shore and regaining the park they walked away.

HE THOUGHT THE MAIN SHOULD BE Laid ON "Wharf Street, and NOT ON PRIVATE PROPERTY. THE COST OF THE WORK WOULD BE APPROXIMATELY \$1,000.

City Solicitor Mason wrote: "The city has no power to grant the Steel Co. of Canada, the extension of the waterworks asked for, except upon a vote of the ratepayers as what they are asking falls within the definition of a bonus, as set out in 'The Municipal Act.'"

"Of course the question of connecting with private watermains which are supplied from the water-front in front of their works, with the city water-main is largely a question for the council, providing the company is ready to pay the same rate as similar works were charged of simply allowing to connect for their system would be very trifling, but the damages which would accrue to the city's water system if it should chance to be flooded with impure water might be very great and hard to say how far reaching as it might produce an epidemic."

"It certainly should not be consented to without the approval of the Board of Health and approval of the Provincial Board."

The question was referred to the waterworks committee.

PICTON Mr. Richard Myatt, a returned soldier, has accepted the position of caretaker of Monument Park.

Mr. and Mrs. John Russell and Mr. and Mrs. F. Duffin of Greenbush, motored to Milo Woods' Crofton, on Sunday.

Mrs. Lillian Noble, Picton, is spending two weeks with Mr. and Mrs. Gay Wilson, Belleville.

Mrs. Clayton Stoneburg and daughter Dorothy, of Wellington, spent Saturday with Mrs. G. Reid.

Miss Gladys Curtis and Mr. Alex. Edginton of Guildford, Surrey, England, arrived in Picton, Saturday, May 17th and are visiting with Dr. and Mrs. C. E. Wright.

Mrs. Richard Best is spending a few days in Napanee attending the burial of her father, the late Stephen Madden.

Mrs. O'Neill, returned to her home in Toronto to-day after spending the past two weeks with her uncle, Jas. E. Turley.

Mr. Fred McCoy and Mr. Ted. Manlow spent Sunday in Belleville.

Mr. Wilbert Mien, of Toronto, is visiting his parents, Mr. and Mrs. W. Mien.

Mrs. Charles Pearce returned to last after a two weeks' visit with friends in Picton.

Mr. Elgin Caughey, formerly of Picton, has taken a lease on the Os-hawa Hotel, which is one of the best hotels in that city.

Messrs. Albert and Charles Francis have purchased the Glenora ferry boat from Mr. Hugh McWilliam. He from Mr. Hugh McWilliam. It is expected the boat will be in commission in a few days.

Mr. Sam Nesbitt of Brighton, Eastern Manager of the Dominion Canners, was in Picton on Tuesday.

Miss Greta Adams, formerly of the Moody Bible Institute, Chicago, is the guest of Mrs. D. Benson, Grove Street.

Mr. A. M. Doane, of Milford, reports the unique experience of having two crops of red peppers from the same plants. These plants had a crop last fall and were kept in the house last winter blossoming again during the winter and now bearing a second crop, some of the peppers being almost ripe.

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Men's Cashmere Hose Men's Cashmere Hose in Brown, Grey or Black of fine soft Botany yarn—regular \$1.25 to \$1.50 Sale Price

Sale Price \$1.00

The RITCHIE Co., Limited

Rochester Could See Ontario in Mirage

ROCHESTER, N.Y., May 17.—Rochesterians who gazed lakeward yesterday were surprised to observe a remarkably clear mirage of the shores of Lake Ontario on the Canadian side. The weather was very clear and the mirage rested high in the northern sky.

The colors were a deep blue and near-black, the uneven shore line being distinctly depicted against the cloudless sky. Woodland, an occasional forest, appeared darker than the regular line of the mirage, and indicated that the shore line displayed was several hundred miles in extent.

A SPEEDSTER FINED. A motorist for speeding on Front street was fined five dollars and costs and another had costs put upon him for driving with one light out.

Suffering from a fit of despondency, John Atkinson, one of the best known guides in Manitoba, committed suicide.

Assessment Appeals In City Total 1508

Fifteen hundred and eight appeals against the 1921 assessment will come before the court of revision, the dates for the session of which have not been set. The city clerk's staff today completed the tabulation. This grand total includes many relating to changes of ownership.

This aggregate is above the first total of last year, but is about the same or a little less than the entire number after the date for the lodging of appeals was opened to permit more to be entered.

Last year the appeals totalled seventeen per cent. of the assessments.

No need to suffer with corns, or to run the risk of paring them. Remove them surely and painlessly with Holloway's Corn Remover.

RITCHIE'S

Empire Week Sale

Ritchies' Men's Store

Overcoats

Twenty-five Young Men's Spring Overcoats in fancy Tweed mixtures, serge lined. Worth Regularly \$15.00 and \$20.00

Special Sale Price

\$10.00

Boys' Caps

Boys' Light weight caps in Shepherd Checks and greys, clearing at

50c each

Great Cap Special

Our entire stock of Men's and Young Men's Caps in fancy Tweed effects and plain colors in Brown, Green and Olive shades. Regular value \$2.50 and \$3.00, Special

\$1.50

Boys' Tweed Suits

Fifty Boys' Tweed Suits in fancy mixtures. Coats are the popular Norfolk style and Bloomer knickers, extra values at

\$1.00, \$12.00, \$15.00

Young Men's Navy Suits

Young men's Navy Blue Serge Suits, made of fine English twilled serge—medium weight for summer wear, sizes 35 to 39, Special at

\$35.00

Underwear Specials

Balbriggan Shirts and Drawers, of double thread soft Egyptian yarn, best quality, size 34 to 44 at \$1.00, size 46 to 50

\$1.25

Men's combination garments in White, Natural and Ecru, made with short sleeves and in ankle length or long sleeves and in ankle length, Extra values at

\$2.00 and \$2.50

Boys' Underwear—Balbriggan—shirts and drawers—shirts mostly short sleeves—Drawers knee length. Sale Price

50c a garment

Boys' Combinations in white or natural Balbriggan, sizes 24 to 32, Sale Price

\$1.00

Men's Cashmere Hose

Men's Cashmere Hose in Brown, Grey or Black of fine soft Botany yarn—regular \$1.25 to \$1.50 Sale Price

Sale Price \$1.00

The RITCHIE Co., Limited

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