THE WEEKLY ONTARIO
AND BAY OF QUINTE CHRONICLE

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MR. LLOYD GEORGE DEFINES IMPERIAL DEFENCE

"Mother Country and Dominions Must Make Common Cause for Sake of World's Liberty"

One Step Remains in Bridge Purchase; Legislature Must Authorize $35,000; Date When Tolls Cease is Indefinite

History of Famous Structure is Recounted—No appeal to the Ratepayers Says City Solicitor Because, in any Event, Special Act was Required—Engineer's Report on Bridge Says it is Good for 20 Years.

FOR the bay bridge to be taken over by the Department of High ways and to be freed of tolls, one step remains—for the legislature to authorize the expenditure of public funds to the amount of $35,000—the department's share of the purchase price agree upon between the Hon. F. C. Biggs and the representatives of Belleville and Prince Edward.

As it is not certain when the bill will receive the royal assent, the time when the bridge will be free is not definite. The lease betwen Mr. C. Baker and the Bridge Company calls for three months' notice and Mr. Baker will pay to the city and the county of Prince Edward the portion of the amount of the lease between the time when the municipalities pay the bridge company and the expiration of the notice.

The bill which passed the private bills committee yesterday authorizing the city of Belleville to issue debentures for its share of the price of purchase must yet receive the assent of the legislature.

City Solicitor Masson, K. C., in presenting the city's case said that there has been no appeal to the ratepayers as it was his opinion that a special act was necessary.

The Company's Powers.

Having wider powers than the city issued debentures for $20,000 for the county's share of the bridge, no special act being needed.

There has been a marked difference of opinion as to the value of the bridge during the discussions of the past two years and as to whether the ratepayers should have had the right to vote on the bylaw authorizing the issue of $20,000 debentures.

Present Condition of Bridge.

The present condition of the bridge is good, said Mr. L. E. Allen, Engineer, in a report which he presented to the Chamber of Commerce. His opinion is that with an expenditure, of perhaps, $10,000 the bridge would accommodate present traffic for from 20 to 25 years.

He mentioned the possibility of making use of the present approaches and the extension of the present approach southward for a distance of some four hundred feet.

Schedule of Tolls.

The burden of the tolls at the bridge has been felt keenly by Ameliasburg people, more so since the present schedule came into force. The rates obtaining now are—each person, 10c; automobiles, 20c; bicycle and rider, 20c; horse and single carriage with driver, 20c; team of horses, vehicle and driver, 40c; horses, cattle, etc, 10c. On those who pay return fare, 50 per cent. increase is imposed for the return trip.

The northern part of Prince Edward County has always found its most convenient market for the sale of its products and the source of its supply in Belleville. Many years ago a steam ferry plied the waters of the bay between Belleville and Ameliasburgh and in winter communication was by way of the ice. These however did not satisfy the requirements of the public. The ferry was open to traffic but a portion of the day; at times gales interfered with its operation: no boat large enough to accommodate the traffic which offered at certain times and on special occasions could be profitably employed on the route, and in early winter and in spring there were periods when the ice was forming and rotting, communication was impossible. Out of this state of affairs arose a desire for a bridge. The Hon. Billa Flint, many years ago, planned the construction of a bridge, but nothing came of this proposal.

EARLY PROSPECTS

In the year 1873 the subject was agitated so strongly that George C. Keefer, C.E., a cousin of the engineer who eventually designed the structure—was employed and made a series of soundings between Bushy Island and Rossmore. On these he forwarded an estimate of $125,000 for a wooden bridge. This sum seemed too large and the project fell through. Finally about 1886 G. S. Tickell, who was a member of the council, moved a resolution in favor of the project, which he declared he would advocate until it became an accomplished fact. Circumstances took a favorable turn as there was an immense reduction in the cost of building bridges of steel or iron and as the ferry service became so inefficient and the people of Ameliasburg and Belleville, after suffering great annoyance and much loss for several years, were at last ready to engage in any enterprise to relieve them from the intolerable ferry nuisance.

Mr. Thomas Ritchie, Mr. Harry Corby, M.P., and Mr. G. S Tickell and other citizens struck while the iron was hot. In 1887 an act incorporating the Bay of Quinte Bridge Co. was laid before Parliament, the incorporators being T. Ritchie, H. Corby, Jas. Brown, G. S. Tickell, U. E. Thompson, C. E. Smith and William Anderson. The act passed and received the Royal Assent in June 30th, 1887. It was provided that the plans should be approved by the government, that the capital stock of the company should be $150,000, and that the above named gentlemen should be directors. Work was commenced within six years from the passing of the act. In the following year an act was passed enabling the company to accept aid from the municipalities.

Subscription List

A subscription list was started, the subscribers for stock being: —Township of Ameliasburgh $15,000, W. H. Biggar $1,000, J. L. Biggar $500, John Bell $1,000, James Brown $2,000, S. Burrows $100, Brignall & Thompson $500, City of Belleville $30,000, T. S. Carman $1,000, H. Corby $2,000, Auger Bros. $200, W. W. Chown 500, E. Donald $100, G. D. Dickson $100, J. W. Dunnett $500, G. H. Downey $500, Wm. Docter $100, Dr. Eakins $200, S. R. Earle $200, Flint & Holton $1,000, J. G. Frost $200, A. E. Fish $200, N. B. Falkiner $200, A. L. Geen $200, Jas. Gordon $200, Chas. Green $100, S. A. Hyman $100, Adam Henry $100, W. Flint Jones $100, J. C. Jamieson $200, J. C. Lake $100, J. Lewis $200, J. McGuire $200, W. R. McRae $100, J. C. Overell $200, W. N. Ponton $500, T. Ritchie $2,000, A. N. Reid $2,00, J. Roy $500, Rathbun Co. $1,000, C. F. Smith $500, S. A. Spangenberg $200, John Snell $100, A. Sutherland $2,000, G. S. Tickell $500, Wallbridge & Clarke $500, B. S. Wilson $500, D. M. Waters $500, J. Wallace $200, W. Webster $500, Walmsley & Spafford $300, Hermon Weese $100, L. W. Yeomans $1,000, N. E. Thompson $1,000.

The officers were—President, T. Ritchie; Vice President, H. Corby, M.P.; Sec. Treas., W. E. Thompson; Directors—A. Sutherland, H. Weese, E. Guss Porter.

The electors of Belleville passed a bylaw by a large majority subscrib-

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TEXT OF BAY BRIDGE BILL

The following is a copy of the Bill (An Act respecting the City of Belleville) which was passed by the Private Bills Committee of the Ontario Legislature yesterday.

WHEREAS the Corporation of the City of Belleville has by petition represented that at a joint meeting held at the Town of Picton, on the 5th day of October, 1920, the municipal councils of the County of Prince Edward, and of the City of Belleville, in the presence of the Honorable Mr. Biggs, Minister of Public Works and Highways, it was decided to purchase the bridge which crosses the Bay of Quinte, connecting the said City of Belleville and the Township of Ameliasburg, in the County of Prince Edward, and its approaches and other property belonging and appurtenant thereto, for the price of $85,000; and that it was agreed between the said municipal councils and the Honorable the Minister of Public Works and Highways, that the Government of Ontario and the said municipalities should pay the following portions of the said purchase price of $85,000, viz.:—

Province of Ontario	$35,000
City of Belleville	30,000
County of Prince Edward	20,000
Total	$85,000

and that the Belleville and Prince Edward Bridge Company, the owners of the said bridge, had consented to sell the said bridge, etc., for the price named; and that The Provincial Highway Act authorizes municipal corporations to pass by-laws for issuing debentures to meet the expenditure for the construction of highways; and that the Department of Public Highways has approved of the debentures of the City of Belleville, for the purpose aforesaid, being issued, payable in fifteen years; and the purchase of the said bridge is deemed to be part of the construction of the highway to and through the County of Prince Edward from the City of Belleville; and that the Municipal Council of the City of Belleville, to carry out its part of the said agreement, passed, on the 15th day of November, 1920, its By-law No. 2286 without obtaining the assent of the electors of the municipality of the City of Belleville, authorizing the issuing of its debentures to the amount of $30,000 for the purpose aforesaid; and whereas the Corporation of the City of Belleville by its petition has prayed than an Act be passed validating, legalizing, and confirming said By-law No. 2886, without obtaing the assent of the electors of the municipality of the City of Belleville; and where as it is expedient to grant the prayer of the said petition;

Therefore His Majesty, by and with the advice and consent of the Legisative Assembly of the Province of Ontario, enacts as follows:

1. By-law No. 2286 of the Corporation of the City of Belleville, entitled "A by-law to authorize the issue of debentures of the Corporation of the City of Belleville to the amount of $30,000 for the purpose of paying the Corporation's share of the purchase price of the bridge of the Belleville and Prince Edward Bridge Company, which crosses the Bay of Quinte, connecting the said City of Belleville and the Township of Ameliasburg, in the County of Prince Edward, and its approaches and other properties belonging and appurtenant to the said "bridge," finally passed by the Council of the said Corporation on the 15th day of November, 1920, as set out in Schedule "A" hereto, is hereby confirmed and declared to be legal, valid and binding upon the said Corporation of the City of Belleville and the ratepayers thereof, notwithstanding any want of jurisdiction or power on the part of the said corporation to pass the said by-law, and notwithstanding any defect, in substance or form of the said by-law, or in the manner of passing the same, and the Council of the said Corporation of the City of Belleville is hereby authorized and empowered to contribute its share or portion of the purchase price of the said bridge, as set out in said By-law No. 2286, and pay the same to the proper parties upon the said bridge, its approaches and other property belonging and appurtenant to the said bridge, being conveyed to His Majesty the King, represented by the Minister of Public Works and Highways of the Province of Ontario, by a proper conveyance or conveyances with a good title free from all encumbrances and all dowers barred.

2. The debentures issued, or to be issued, under the said by-law are hereby confirmed and declared to be legal, valid and binding upon the said Corporation of the City of Belleville, and the ratepayers thereof.

3. Notwitstanding anything contained in this Act or the said By-law No. 2286, the Council of the Corporation of the City of Belleville may, in the manner and for the purpose set out in section 291 of The Municipal Act, pass a by-law amending the said By-law No. 2286; and any such amended by-law so passed shall be valid and binding on the said corporation and the ratepayers thereof.

4. This Act shall come into force on the day on which it receives the Royal Assent.

SOME FARMERS FAVOR ELECTION; WEST IS DIVIDED

OTTAWA, Feb. 16—The attitude of the National-Progressives and cross-benchers on the Liberal amendment to the address, is causing much discussion about the house corridors.

Some of the Farmer members from the prairies are stated to be rather in favor of holding off until the west can get what they term "proper representation," by redistribution.

Others, however, appear to think there is no time like the present for bringing on an election, if such is possible.

Generally speaking, at the present time, it is thought the progressives will support the amendment.

Pay $3,50 A Day For Road Work

Wages on Hastings County roads remain identically the same as they were last year. Yesterday afternoon they were arranged by a special committee at the Shire Hall.

Foremen will receive $4.25 per day; foremen's teams, $6.25; other teams, $6.00; men, $3.50.

Purchase Road Machinery.

The county purchasing committee decided to purchase two ten-ton steam rollers, two graders (one for Tyendinaga), four storage tanks, one (1734) gasoline tractor, two crushers (one for Tyendinaga) and one scarifier.

Caruso Called Desperately Ill

NEW YORK, Feb. 16—Enrico Caruso, the famous operatic tenor, who has been slowly recovering from a pleurisy attack, suffered a severe heart attack early this morning. At eight o'clock Caruso's condition was reported to be slightly improved. Attending doctors admitted, however, that the famous singer was desperately ill.

Jack Miner Guest of Lions Club Here

Jack Miner, the Canadian naturalist and bird lover, was the guest of the Belleville Lions Club at the weekly noon-day luncheon today at Hotel Quinte. He addressed the club for the space of nearly three quarters of an hour on nature-lore.

Mr. F. S. Anderson occupied the chair. There was a large attendance of "cubs" on hand.

Pay of Carpenters Higher, Not Lower

Wages for carpenters during the coming building season will likely be higher than they were last year. Carpenters in the city have, it is understood, decided to make 65c per hour the minimum and the prospects are the wages will run from 65 to 75c and 80c per hour. Last year the schedule was from 55c to 70c per hour.

General King Coming To Inspect Units Here

Brig.-Gen. W. B. M. King, C.M.G., D.S.O. now commanding MilitaryDistrict No. 3., with headquarters at Kingston, and in the war C. R. A. 4th Divisional Artillery, will be in Belleville on 4th of March next to inspect military units here, including the 34th Bty. C.F.A. and the Argyll Light Infantry of which Lieut.-Col. Vanderwater DSO., is commanding officer.

At this inspection in the Armouries here the public are invited to be present.

Here's Front Page Golf Story, What?

VICTORIA, B. C., Feb. 16.—Golfing is a dangerous pastime here when the high winds frolic. During the storm which recently uprooted trees and played havoc with telephone and telegraph wires, an intrepid golfer at Colwood Country Club drove off into the teeth of the gale and the wind was so strong that it blew the ball back and it struck him on the nose. He holed out in one. In proof of his story the golfer exhibited a broken nose.

"Too Much to Ask of British Islands" To Undertake Defense of the Empire; Conference of Premiers Important Event

THESE TWO DIVIDE WORK OF ATLAS.

Mr. Lloyd George and Mr. Bonar Law leaving House of Commons. Just now the little Welshman is under the supreme test of his career, and Mr. Bonar Law, a favorite with all classes, though a Canadian, has a big part to play.

Premier Says Canada, Australia and India Not to be Involved in all Britain's Quarrels but it did Mean that When Some Great Cause, Like Late War, Was at Stake.

LONDON, Feb. 16—Premier Lloyd George, speaking in the House of Commons last evening declared that it was too much to ask of these small islands that they undertake the whole burden of the defence of the gigantic empire, in every sea, and that at the forthcoming conference of premiers of the Dominions, in London, the whole problem of Imperial defence must be considered.

There must be, the premier said, co-ordination not only between the various services, but between the several parts of the empire.

He stated that the conference of premiers to be held in June would be the most momentous event in the history of the empire.

General consent was now given to the principle that the Mother Country and the Dominions must make common cause to defend the world's liberties and empire interests. This did not mean that it was the intention to involve Canada, Australia and India, in all the Mother Country's quarrels, but it did mean the standing together of the various countries of the empire, where there was some great cause at stake, as in the late war.

Summing up the general Irish situation, Mr. Lloyd George said:

"I have made some investigation into conditions at Dublin. No strong action had been taken by the military and police and the conditions at present. At the beginning of the period when murders were committeed in the streets with absolute impunity there was not even an ambuscade. The murderers just went out into the crowd, marked out the police, while men and women were looking on, and shot them down and nothing happened to them. No evidence was forthcoming. There was no protest from the inhabitants. No help was given. The Irish Republican organization had then all the symbols and realities of authority. Sinn Fein soldiers patrolled the country. Sinn Fein police patrolled the town and the head of the police regulated traffic. That was six months ago. Police were beseiged in their barracks, and their families, wives and children were boycotted and the necessaries of life denied them.

"What is the condition now? Boycotting is completely at an end; the Sinn Fein patrols and military police have gone. The Sinn Fein courts have disappeared into the cellar. The police have recovered their authority, juries are appearing, magistrates who never functioned are now coming back, and the litigants are coming back.

"I will give the House another illustration. The Irish Constabulary were resigning by the hundreds a week, and there were no recruits from Ireland. Now we get recruits from Ireland. Those who resigned six months ago, from fear are asking to come back, and we don't take them, because they refused to stand by their comrades at a time of trouble. There is no man in Ireland, except a small handful, who wants anything but the breaking up of this murder conspiracy. We are receiving communications from people who dared not say so openly that they are delighted to see that this reign of terror is broken up. Ireland wants it; Ireland needs it. If this House has patience and the British people have patience—I have great confidence in the men who are in charge, in their courage and determination—order will be restored to Ireland, and, with order, liberty."

PASSING IT ON TO PARLIAMENT

C. N. R. Dispute Over Politics Cannot Be Settled Otherwise.

OTTAWA, Feb. 16.—The view is expressed here that the dispute between the management and employees of the Canadian National Railways arising from President Hanna's "No Politics" order may be the subject of a debate in the House of Commons during the present session.

Although no definite news has been received, it is thought the employees would prefer to have the case placed before parliament, to taking immediate action.

Both parties are standing firm but it is thought that some way out of the difficulty might be found on the floor of the House.

OTTAWA CAUCUS OF ALL GROUPS

Farmers Busy This Morning and Government Will Meet Shortly

OTTAWA, Feb. 16. — With the first caucus of each of the opposition groups having been disposed of before the House meets today, the National Progressive Farmers' party having met this morning, interest is turning to the probable gathering of government supporters to be held for the purpose of putting the policies before the members. It is not expected, however, in view of the fact that the number of government supporters have not yet reached Ottawa, that any caucus of the party will be held this week. In the meantime there is said to be little before the members which is in the urgent class.

THEFTS OF LIQUOR HEAVY FROM C. P. R. FREIGHT BOATS

City of St. John Put "Specials" On Duty at Docks But Still Stealthy Army of Thirsty Ones Manage to Cause Loss And Worry To Shippers.

ST. JOHN, N.B., Feb. 16.—Hands that reach out from the semi-darkness of 'tween decks on the Canadian Pacific freight boats landing cargoes of liquor here and relieve cargo slings of whole cases of "licker" while they swing in mid-air, have been causing Canadian Pacific special police considerable worry and a great deal of work. If a "special" persists in looking up the hatch while a sling is passing upward with its load, a wrench or a lump of steel or anything else that is loose may "accidentally" fall from the deck above. Constables have had to do some smart dodging.

When the cargo is finally "safe" in the sheds on the wharf, the policeman's troubles are not at an end and the lot of him who stands guard over the baggage "is not a happy one." Groups of the thirsty congregate before and behind the mountain of wet goods. While the officer prevents a concerted drive from the enemy in front, some enterprising spirit leads a sudden attack from the rear and in the excitement a case or two of good liquor vanishes. This sort of thing happens regularly.

One cargo of liquor was successfully carried from the hold of a Canadian Government Merchant Marine boat to the cars without losing a bottle by the simple expedient of keeping strict silence as to the nature of the contents of the boxes being unloaded.

Not for many years has there been such difficulty experienced in guarding the cargoes of vessels arriving in this port from overseas. There is always a certain amount of petty pilfering, but this year on account of the importation of enormous quantities of the best liquor of the British Isles and the fact that liquor is difficult to procure in most of the provinces and the prices are away up at the top anywhere, the thefts have assumed very large proportions. There is keen ambition on the part of scores who frequent the docks to possess some of the wet goods—legally or otherwise.

A large army of special police was brought to the city in December when the first whiskey boat arrived, and placed on guard over the cargo. Ever since their work has been largely the protection of stocks of liquor arriving here, but it is a difficult task they have undertaken and their hands are quite full.

Officials of the Canadian Pacific Ocean Service were in the city recently to lay their complaints before the civic authorities. They said that the situation was becoming so serious that someone was likely to "get hurt" in a raid. There was talk of arming the "specials" with revolvers to put fear into the hearts of whiskey stealers, but no such order has been issued. It was suggested that if the City of St. John could not grant the protection the business of shipping liquor required, that the Canadian Pacific might find it necessary to take its trade to some other port, but no step in this direction has been taken.

Bring Court Action For Loss of Barge

TORONTO, Feb. 16—Mr. Justice Hodgins, as local judge in Admiralty has refused to allow portions of an examination of the captain of the tug "M. F. Whalen" to be read as evidence in the trial of the action brought by the Point Anne Quarries, Ltd., of Ontario against the owners of the tug. The captain of the tug will himself be present at the trial.

On Armitice Day the tug left Presqu'ile for Toronto with a cargo of stone in tow in a barge belonging to the plaintiffs. Storm signals were up as they passed Cobourg at 3.10 p.m. Between ten and eleven o'clock at night the tug abandoned the barge and ran for shelter into Cobourg. The barge piled up on the shore near Consecon and the cargo was lost.

The plaintiffs sue for unstated damages. The defendants counterclaim for $7,609 for work done and for damages by the libelling of the tug.