

THE WEEKLY ONTARIO.

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THURSDAY, OCTOBER 7, 1920

LINKING UP WITH THE NORTH

While our Chamber of Commerce is looking around for something to do, we would suggest that it earnestly take up the question of better railway connection with the north.

The two great amalgamating companies, the Grand Trunk and Canadian Northern, have now pretty nearly got the decks cleared for action and it is not too early to lay before them some proposals that appear to us to be reasonable.

One hundred and twenty miles directly north of Belleville there is an important railway town, on the Ottawa-Parry Sound line of the Grand Trunk called Whitney.

Belleville should have direct railway connection with Whitney. That is logical, feasible and necessary.

All that is required is again to lay the rails on the abandoned line from Madoc to Eldorado and to complete the line from Maynooth to Whitney.

From Maynooth to Whitney the distance is about 25 miles. We understand that a few years ago, before the Central Ontario was acquired by the Canadian Northern the construction of a connecting line from Maynooth to Whitney was undertaken and grading was completed more than half the distance. And then work was abandoned, after the sale of the C. O. R., because there was no desire for co-operation between the Grand Trunk and the C. N.

But now things are different. All these lines are now incorporated in the great National system. Co-operation and connection in every possible way are the essentials of good business.

The 120 miles between Belleville and Whitney would make just a good run for a single engine and train crew. There should be two trains daily each way, two north and two south.

One train might leave Belleville, say at 7 a.m., reaching Whitney at noon. Another might go north about 4 p.m., and arrive at Whitney at 9 p.m.

A south-bound train should leave Whitney at 5 or 6 a.m. in order to connect at Belleville with main line trains, east and west. The second train should leave Whitney at noon so as to connect here with east and west trains around 5 p.m.

Such a service would be quite as important, in proportion, to Madoc, Bancroft and other places en route as to Belleville. We feel sure that if the Chamber of Commerce takes this matter up in an energetic manner all these exceedingly desirable results can be brought about.

And another thing the Chamber of Commerce might take up with advantage is the matter of having all these trains go to and take their departure from the Canadian Northern Station. Now that a new line has been constructed down Pinnacle street and the two lines are under one management, there is no reason why all the trains from Madoc, Peterborough and Whitney should not have the terminus of their runs at the Canadian Northern instead of the Grand Trunk Station. The Canadian Northern is much more conveniently located for the majority of our citizens, but the Grand Trunk station could still be called at en route.

As it is now many passengers from Madoc and Peterborough have to employ transfers to catch trains departing from the Canadian Northern station and very often connection is missed.

The Chamber of Commerce might also look into the question of a local freight depot.

The Canadian Northern freight station has been closed. All Belleville freight is now handled at the Grand Trunk station.

This is the wrong way to do. Virtually all business places in Belleville are situated south of the Upper Bridge. All mercantile and industrial plants, south of that point, are nearer the Canadian Northern station than to the Grand Trunk. Why make all our business men cart their freight that unnecessary long distance?

There is plenty of room at the Canadian Northern station and plenty of room to expand it. There is also abundant opportunity for the placing of unloading sidings.

We would like to see all three of these questions taken up with enthusiasm and feel sure that satisfactory results can be obtained in each instance.

PERMANENT POLICY NEEDED

The Belleville Chamber of Commerce and Belleville manufacturers did the proper thing in securing from the government permission to reduce the water level of the lake reservoirs in the Trent Valley Canal system. That expedient will afford considerable relief in the power shortage and perhaps by the time the possibilities of that device are exhausted the autumn rains will have given us abundant energy.

The concession secured is valuable as a temporary expedient but will not do as a permanent policy.

That our manufacturers should be compelled to reimburse owners of the little steamboats, motor launches and other craft along the route, if their vessels are tied up or damaged because of low water, is a species of injustice that would never be tolerated except for a limited period.

For a permanent policy we need something more reasonable and dependable and something that will render unnecessary the tying up of boats.

The Ontario repeats—the Trent system of hydro power is all right. Even in this year of unexampled water scarcity enough water has been allowed to run uselessly down the river to keep every wheel turning and provide for a handsome surplus of energy.

All that was needed was a rudimentary attempt at conservation. That we have not had. The water levels are controlled absolutely by the Dominion Department of Railways and Canals.

The Hydro Electric Power Commission has nothing to say whatever. The Commission has to take what it can get and be satisfied.

The Department of Railways and Canals works on the theory that water in the canal system, and navigable channels must be maintained at a depth of six feet—no more and no less. If the water rises to a greater height, either through spring freshet or heavy rainfall, the policy is to open the gates and allow it to escape just as quickly as possible. High water causes inconvenience at some of the wharves and is not therefore stored up or held back. That statement sufficiently explains the present shortage.

The Department of Canals, looks, of course, to the interests of navigation. Navigation as far as the Trent Valley waterway is concerned is all summed up in an investment of a few thousand dollars. There are half-a-dozen steamers and tugs of shallow draft and small capacity that do a limited business in freight and passengers.

On the other hand, the hydro power developed along the Trent is used for lighting in the houses of at least 200,000 people and operates industries that give employment to many thousands of hands and represent an output running into scores of millions of dollars.

Shall the navigation tail wag the electric dog? That is the point. Are the interests of, say, 500 people and a few thousand dollars to dominate the interests of hundreds of thousands of people and financial interests that represent as many millions as the other does thousands?

That is the problem that should engage the attention of the Belleville Chamber of Commerce and Belleville manufacturers.

It is all very well to say that the present is an exceptional year and water famines are rare. But, with the rapid increase in power consumers in the district between Kingston and Whitney served by the Trent electric energy, we may look for a recurrence of the trouble every summer unless a sensible system of water conservation is devised and maintained.

What is needed is co-operation between the Hydro and the Department of Canals. And, in that co-operation, the greatest good to the greatest number should be the determining factor in policies.

It is not necessary, however, to interfere with navigation in making provision for an ample water supply. If the water that accumulates, in the spring and from subsequent showers, in that wonderful system of natural reservoirs, known as the Kawartha lakes, were to be held there until needed, the canals could be maintained at their six-foot minimum and there would be abundant power to meet every demand.

The public should insist that a little bit of commonsense be injected into these Trent Valley policies and then the present inconvenience, as well as heavy losses, would not be encountered.

THE UNKNOWN

I never seen an aeroplane Above me in the summer air But what I wonder, all in vain, Just what it must be like up there.

Yes, all in vain I watch it fly Above me on the earth below, Wondering just what it's like so high, And knowing that I'll never know.

I'll never know, I'll watch them swerve Above me often in the sky, But shall never get up nerve Enough to go with them who fly.

Frequent Headaches A Danger Signal

The Victim Nearly Always Suffers From Weak Watery Blood.

There are few ailments that cause more genuine misery than nervous or sick headaches. Only those who have endured the suffering, sometimes for days at a stretch, can realize the agony of the victims. Nerves increase the pain, food is unthoughtful of, for it only adds to the distress. When the attack is on there is little to be done until it passes away. These headaches are nearly always a danger signal that too frequently pass unheeded. They are the symptoms of many maladies, such as anaemia, constipation, indigestion, etc., and when these are cured the headaches permanently disappear. Headaches are more often a sign of weak, watery blood than anything else, and from the most successful treatment, therefore, is a remedy that will rebuild the blood and make it rich and red. This can be done through a fair course of Dr. Williams' Pink Pills, which has a special action on the blood and through the blood on the nerves. In this way Dr. Williams' Pink Pills have been found invaluable in a wide range of diseases due to poor, watery blood such as anaemia, rheumatism, indigestion, after-effects of gonorrhoea, neuralgia, etc. The effectiveness of this tonic treatment is illustrated in the following case: Mrs. Geo. Arn, R.R. No. 6, Simco, Ont., says: "Some years ago my daughter, then a young girl of eleven, became very much run down and nervous. She was troubled greatly with sick headaches, and frequently with vomiting spells, and although we lived just across the road from the school, she was not able to attend. She was taking medicine all this time, but it did not seem to do her any good. I had often read of Dr. Williams' Pink Pills, and finally decided to give them to her. By the time she had taken two boxes she seemed much better, and before the fifth box was finished, she was again in the best of health. I am satisfied it was Dr. Williams' Pink Pills that restored her, and I have since seen equally good results in other cases. You can get Dr. Williams' Pink Pills through any dealer in medicine or by mail at 50 cents a box or six boxes for \$2.50 from The Dr. Williams' Medicine Co., Brockville, Ont."

And Votes to Purchase Land for Manufacturing Sites.

Napanee Decides to Buy Waterworks

And Votes to Purchase Land for Manufacturing Sites.

NAPANEE, Oct. 5.—A by-law to buy the Napanee waterworks was carried here yesterday by a huge majority. Another by-law to purchase the canal and adjoining property on which are erected the Gihard Furniture Company's factory, W. D. Midmer's lumber and box factory, and the pumping station of the Napanee waterworks, was carried by a big majority. The town now owns its waterworks and splendid sites for manufacturing plants. The by-laws indicate a big change in the disposition of the people of Napanee. Ten years ago neither of these by-laws would likely have carried.

Only One Solution of Irish Problem, is Asquith's View

Says That Status of an Autonomous Dominion Must be Bestowed.

LONDON, Oct. 6.—In a communication printed in The London Times today, Herbert H. Asquith, former prime minister, declares that he is convinced that the bestowal upon Ireland of the status of an autonomous dominion in the fullest and widest sense, is the only solution of the Irish problem. To accomplish this, says Mr. Asquith, it is necessary to make the Irish people believe that what is offered comes from an honest and also a reliable source. With reference to Viscount Grey's recent proposal concerning Ireland, Mr. Asquith says: "I cannot bring myself to contemplate, even as a counsel of ultimate despair, our final abandonment—as he seems to suggest—of the trust which history has imposed upon us." Mr. Asquith says no British dominion claims the right to a separate foreign policy of its own and that the tendency is toward fuller co-operation by the dominions in all external relations. Concerning naval and military forces, Mr. Asquith writes: "No Irish government could be so insane as to mortgage its scanty means of resources for such a fruitless and costly enterprise as the creation of an Irish navy. Nor is it readily conceivable that it would seek to deny what it would never effectively prevent—free access to Irish ports and harbors of vessels of the imperial navy—further, no grant of autonomy could be regarded as complete which did not include the right to raise and maintain for purposes of local defence an adequate military force."

Mr. Asquith adds that fiscal independence is a necessary incident to dominion rule.

CARD OF THANKS

Mrs. Thomas Tammon and family wish to thank their many friends for the sympathy extended to them during their recent bereavement and also to those who kindly contributed flowers.

CARD OF THANKS

Mr. and Mrs. Gossen wish to thank their many friends for the floral tributes and the deep sympathy shown in their recent bereavement.

CARD OF THANKS

Messrs. James and Harry Ketcheson and sisters desire to express their heartfelt appreciation of the sympathy and kindness shown them in their bereavement by the death of their mother, the late Mrs. Esther Ketcheson.

NOTICE

W.C.T.U. Rummage Sale Friday and Saturday, Oct. 8 and 9, in City Hall. Anyone wishing to contribute please phone 924 or 150, 05-314, 157.

Fierco Fire in a Convent

But all Rescued Without a Panic.

Quebec, Oct. 2.—With the wind raging at the rate of 50 miles an hour this afternoon fire broke out in the convent on Eighth avenue, and for a while threatened to destroy the entire building, as well as a section of the Limoullou Ward.

The fire caught in the roof, and is thought to have been caused by a spark from a nearby mill. As soon as the fire was discovered the first thought was to get the children out in safety. There were in all 184 children in the building at the time, and 100 nuns and novices. The children were promptly removed without any panic and were taken to the St. Maurice School on the same avenue.

For three hours the firemen battled with the flames before they could get them under control.

While it was only the roof that was damaged by the fire, the interior of the building on all four floors was flooded, owing to the large volume of water required to fight the blaze.

Wedding Bells

A sweet-but very impressive ceremony was performed at the Bridge St. Methodist Church on Saturday, Oct. 2nd, at 2 p.m., by the Rev. Dr. Cleaver, when Miss Anna M. Gawley, Belleville, became the bride of Mr. W. Fred Hornsby, of Hartford, Conn.

The bride and groom entered the church to the strains of the wedding march played by Miss Winnifred Pearce, the bride wearing a brown velvet suit with beaver trimmings and a purple hat to match and a corsage bouquet of roses. During the signing of the register "Oh Promise Me" was beautifully rendered by Mr. Arthur Hall.

Immediately after the ceremony the happy couple left for a two weeks' tour of the White Mountains in New Hampshire, and New York City. On returning, they will make their residence at their new home in Hartford, Conn.

BANCROFT

Mr. O. Bremner, of Toronto, was a business visitor in town the latter part of last week.

Miss Edith Eby, graduate nurse, left for New York yesterday, where she will spend the next three months taking a post graduate course.

Miss Charlotte Hawley, "hello girl" has returned home after a pleasant vacation spent in Madoc, Belleville, Trenton and Toronto. Miss Hawley is again at the switch-board.

Mr. Robert Clark and bride returned to Trenton on Monday, after spending the remaining days of a former's honeymoon with Mr. and Mrs. Jho. Clark. Mr. and Mrs. Clark will reside in Trenton. "Bobby" expects to take a passenger train from Trenton to Maynooth as brakeman.

Mr. M. W. Chatterton, of Carlow, returned home from the south on Monday after acting in the capacity of Grand Jurymen at the fall assizes and taking in the sights at Picton Fair. Mr. Chatterton made the trip by motor and was accompanied by Mr. Peter Stinger of Port Stewart. While in Prince Edward County Mr. Chatterton had the pleasure of meeting many former Carlow residents, now citizens of Prince Edward.—Bancroft Times.

DEED

HAIGHT—In Belleville on Sunday, Oct. 3rd, 1920, Stephen Elwood Haight, aged 83 years.

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French Colonies Have Become Wealthy

Now Rank Next to the British Colonial Empire.

New York, Oct. 5.—Unusual progress in the development of commerce and natural resources in the French colonial possessions and dependencies has brought them wealth ranking next to that of the British colonial empire, according to a survey made public here by the French Commission. The French colonies, with an estimated population of 50,500,000, have an area of 4,000,000 square miles.

Total exports from colonies in 1917, with the exception of Algeria and Tunis, were valued at approximately 1,108,000,000 francs. Since 1914 exports in the various possessions increased from 25 to 100 per cent. The increases are attributed to the thrift of natives following the war's ending.

Total Algerian exports in 1919 were more than 1,334,000,000 francs, an increase of about 558 millions over 1918. The port of Algiers alone handled approximately 475,158,000 francs, an increase of 200,322,000 francs, according to estimates. Chief imports were cotton, clothing and linen, skins, coal, sugar and coffee. Chief exports were wines, fruit, tobacco, wheat, oats, barley and wool. Amounts of imports and exports were greatest in the order mentioned.

National roads in Algeria have a length of 5,310 miles, while 2,203 miles of railway were open for traffic in January 1919.

Tunis, essentially an agricultural country had bumper grain crops in 1919, as follows: Wheat, 6,500,000 bushels; barley, 5,428,223 bushels; oats, 3,444,723 bushels. The cork industry is important, cork trees covering more than 600,000 acres. The annual mineral production averages in value more than 30,000,000 francs.

The spring estimate of 1920 harvest on the French zone of Morocco valued the crops at 1,000,000,000 francs, and it was expected there would be a large surplus for export, the survey states. Exports to France in 1918 were valued at \$2,062,880 francs, the imports at 155,254,325 francs.

The French possession in India consists of five separate colonies with an aggregate area of 1,360 square miles. Rice, sugar, cotton, coconuts, coffee and ground nuts are grown. The principal export from Pondicherry, the chief possession, is oil seeds.

French Indo-China has a population of about 17,000,000. The territory tributary to Saigon is almost entirely agricultural, being one of the great rice regions of the world. The minerals are coal, lignite, wolfram, tin and zinc.

In the other possessions including Madagascar, French Equatorial Africa, French Somaliland and French West Africa, which is the largest of the colonies, commerce has almost doubled since 1914, the survey says.

French West Africa, comprised of Senegal, Haut-Senegal-Niger, French Guinea, the Ivory Coast, Dahomey, the military territory of the Niger and Mauritania, covers approximately 1,840,000 square miles. The general budget amounts to about 25,000,000,000 francs annually. The agricultural resources are most important. The production of cotton is growing, while jute, agave and sisal are cultivated extensively. Rubber is the most important product in the forest reserves. Cattle raising has increased 500 per cent, since the French administration was created in 1895.

The French colonies in America, consisting of Guiana, Martinique, and St. Pierre and Miquelon are principally noted for their lumber products, sugar, rum, cocoa and codfish. Agriculture takes an important role in the smaller provinces, especially in New Caledonia, said to be one of the richest countries in the world.

Late Mrs. E. Ketcheson

The funeral of the late Mrs. Esther Ketcheson took place yesterday afternoon from her late residence, Front of Sidney, Rev. Rural Dean Swayne officiating. The interment was made in the family plot, Belleville cemetery. The bearers were immediate relatives, James and Harry Ketcheson, Chas. H. Grass, Sr., Dan E. Grass, Charles H. Grass, Jr., and H. Scullthorpe, Port Hope. Many floral tributes and a large attendance of friends bore silent testimony to the esteem in which the deceased was held.

Woman Deportees Jump From Ship

Reluctant to Return to Italy They Chanced Drowning.

New York, Oct. 5.—It is reported that two women leaped from the steamship Patria of the Fabre Line as she was leaving her pier at Brooklyn. Both tried to swim away from the boat, but were captured by sailors of a passing tugboat, and returned to the Patria. The ship is bound for Marseilles. The women jumped from opposite sides of the ship, about fifteen minutes apart.

The first woman who leaped overboard gave her name as Mrs. Mary Hicico, who had been held at Ellis Island, and was being deported back to Italy in charge of a nurse. When the ship was about 80 feet out in the stream she attacked her nurse, escaping from several sailors, and plunged over the side of the vessel. When her rescuers swam after her she resisted, and it was with difficulty that the sailors took her from the water.

A few minutes later another woman rushed to the side of the ship and plunged overboard. She swam around the stern of the ship and made for the pier. When she was taken on the pier she refused to give her name, and said she did not want to go back to Italy with her husband.

Powder Man Kept His Appointment After Record Run

G.T.R. Special Speeded Montreal to Toronto.

Brockville, Oct. 5.—Speeding a distance of 234 miles in less than seven hours is a record. This is the distance between Montreal and Toronto, and was handled by a Grand Trunk special train early Friday morning. At one point, between Brockville and Toronto, 209 miles was made in four hours and two minutes.

The special was chartered by the general superintendent of the Dupont Powder Co., of Delaware, who had an appointment in Toronto at 9.15, and the train reached the Union station at 9.08 to the delight of the man who wanted to keep his appointment, and of the train crew, who were thanked in a substantial way by the temporary owner of the train.

Through some misunderstanding of the time the superintendent missed both G.T.R. and C.P.R. regular trains leaving Montreal Thursday night and was forced to engage the special at a cost of \$1,200. To the train crew he said it was worth it to test the roadbed and G.T.R. equipment.

The train was made up of a locomotive, two baggage cars and a coach. Conductor E. G. Eaman, Montreal was in charge of the train.

From Montreal to Brockville the train was in charge of Engineer Dickenson at the throttle of locomotive No. 192. The run of 125 miles was made in 130 minutes, with five stops; at Coleau Jet, at Cornwall diamonds, at Cornwall for water, and at Cardinal for a hot box.

Leaving Brockville Eng. Orne, Belleville, was at the throttle. The run of 95 miles to Belleville was made in 110 minutes, with two stops en route. Locomotive No. 5397, one of the most recent type, hauled the train to Belleville.

MARMORA

Misses Alma and Ina Shelton, of Toronto, are visiting Mrs. H. Wiggins.

Mr. and Mrs. H. Warren, of Trenton, visited friends in Marmora and vicinity a couple of days this week.

Mrs. M. Crawford and little daughter, have returned home after spending a few months with relatives in Western Canada.

Mr. and Mrs. Chas. McWilliams, Sr., returned home last Friday after spending a month with friends in Toronto, St. Catharines and Niagara Falls.

List of Fall Fairs

Warkworth . . . . . Oct. 7-8  
Norwood . . . . . Oct. 12-13  
Madoc . . . . . Oct. 5 & 6  
Roblin's Mills . . . . . Oct. 1-2  
Bancroft . . . . . Oct. 7-8  
Godberham . . . . . Oct. 7  
Keene . . . . . Oct. 5-6  
Markham . . . . . Oct. 7-8

Relief for the Depressed—Physical and mental depression usually have their origin in a disordered state of the stomach and liver, as when these organs are deranged in their action the whole system is affected. Try Parmelee's Vegetable Pills. They revive the digestive processes, act beneficially on the nerves and restore the spirits as no other pills will. They are cheap, simple and sure, and the effects are lasting.

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and Montreal when anchor off Grosse Ile, August, 1832, and we a few minutes after by sea. gentlemen—a little Frenchman—from his and attenuated figure, made no bad representation upon the pale and naturally seen, and I naturally called him as a Scotchman—haired Scotchman—consequential in his and like one who in his bold combat and vanquish which flesh is heir to the contrast between that they would have had emblems, one, of h, the other, of hope.

Indigestion

more common in childhood. Nothing is so proper growth, to the constitution, to pave the way to disease. Fully nine-tenths of childhood root in indigestion. Medicine for the little Baby's Own Tablets in trouble. They have left in thousands of young Mrs. Jos. Macleice Conception. "My baby was a great digestion, but the Taber right and now I without them." Baby's are sold by medicine mail at 25 cents a box Williams' Medicine Co.

A Man; With Girl for Four Years

Victim of Narcotics and Against Peddler.

Oct. 5.—Posing as a Gay, 20, who says a Roma Indian girl, married and lived the husband of another brought out to-day in a is waging against a old her narcotics. story of how she had to evade the pests of where she worked at previously been told at girls whom she had her in the "home" nothing in her "home" married. police to-day that on she obtained a license and McVaugh, 20, ceremony was performed William B. Chalfont, says she and Winni-together until July of she was arrested, the her a man when they a packet supposed to from Nazzarena Cavarey arrested. Jacques a statement implicating, a wealthy leader colony, as a power in Cardulo was arrested ball and then represent suit is an outcome.

Wedding in Hotel

Mr. Who Was Shelled Been Taken Ill

Oct. 5.—After search of Bruce Muir, who was present at his wedding, was found in the Windsor Hotel late noon by his prospective. Muir was suffering of memory. He is a and has had shell the marriage he was taken to the hospital. He was there all and in the morning all trace of his was afternoon.

MARRIED

Clarice McCargar, late Byron McCargar, Clarence Emill States Army, at the Uncle, L. B. Laster, Saturday, Oct. 2, 1920, Adams, R.I.

parts disappear, when follow-up's Corn Cure a scar.

"movie" climax to each said to-day that the girl on October