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BRITISH CABINET FIRM ON IRISH POLICY

IRISH COURIER TAKES TO ERIN BRITISH REPLY

Rumors of Split in Cabinet Over Crisis Are Set at Rest Late Today

MET AT INVERNESS

Never Before Had Such a Meeting Been Needed to Decide on Policy

INVERNESS, Scotland, Sept. 7.—The British Cabinet at its meeting here today unanimously approved of the reply of the Government to the last note from Eamon de Valera, Irish Republican Leader. The reply was handed to Robert C. Barton, Sinn Fein Courier, who started for Dublin this afternoon at four o'clock with it.

Earlier reports indicated that settlement of the Irish question appeared to hang in the balance when members of the British Ministry met Premier Lloyd George here today. It was said that the ministers were not all in agreement as to the best method of procedure to be adopted, some favoring a further exchange of notes with Sinn Fein.

Others were said to be proposing that a virtual ultimatum be sent to Eamon de Valera giving him and his colleagues a fixed time in which to accept or reject the British offer of Dominion status for Ireland.

Later, after a presentation of the case by the Premier, the reply was solidly supported.

Travelled 700 Miles

Lord Birkenhead, Lord High Chancellor, and six other ministers travelled seven hundred miles to join the Prime Minister and the rest of the Cabinet Viscount FitzAlan, the Irish Viceroy, and General Sir Nevil Macready commander of the troops in Ireland, in the most critical council meeting concerning the fate of Ireland. No special salon was provided, the Ministerial party taking ordinary sleepers in the regular train. Earl Curzon, Secretary for Foreign Affairs, was indisposed and unable to go.

Never before had the Ministers been called upon to take such a journey to attend a council under such unusual circumstances. Because of the presence in the neighborhood of Inverness in advance of the meeting of Viscount FitzAlan, Sir Hamar Greenwood, Chief Secretary for Ireland; Winston Spencer Churchill, Secretary for the Colonies; and General Macready, there were rumors of informal discussions, tending to the idea that the time had arrived to put an end to the protracted negotiations.

OLIVER MOWAT COOK KNOWN IN LAKE TOWNS

Miss Carrie McGuigan Was From Niagara Falls, N.Y.—Sailed Lakes For Years.

Miss Carrie McGuigan, who was drowned when the schooner Oliver Mowat sank off Main Docks, after a collision with the steamer Key West, was well known in Port Hope, having visited with Capt. and Mrs. W. H. Fenwick on a number of occasions. Miss McGuigan's home was at Niagara Falls, N.Y., and she had been cook on the Oliver Mowat for many years. She was often in Belleville and was known to the local trades people from whom she made purchases.

FASTEST AIRCRAFT FOR ALPHONSO'S USE

PARIS, Sept. 7.—The fastest airplane ever built, capable of maintaining a speed of 190 miles per hour for sixteen hours, and piloted by the famous war ace Lieutenant Jallet, left Paris for Madrid. The plane will be ready in case revolution should break out to convey King Alphonso to England. The trip would be accomplished in nine hours.

THIRSTY ELKS CROSS BORDER IN VAIN HUNT

Two Thousand Disappointed When Quebec Liquor Agents Arrive on Spot

ALL HOOP SEIZED

Beer, Beer Everywhere But Not a Drop to Drink, They Cry

MONTREAL, Que., Sept. 7.—The members of the Elk Fraternity invaded the Province of Quebec Monday over the border near Rousses Point to the number of nearly 2,000 desirous of holding their annual picnic just a little removed from the arid lands of their own country. They had been here a year ago and looked forward with gleeful anticipation to foaming tankards and other means of quenching the thirst, but they were doomed to disappointment and drank to the dregs the cup of bitterness instead, for a band of Quebec Liquor Commissioners swooped down on the picnic ground before the picnic had even got started, and seized all the liquor, and there was wailing and gnashing of teeth among the Elks, as they saw the cup that eluded them snatch rudely from their lips.

The Elks brought nothing with them but tents loaded and wagons and lots of money to spend. They had no difficulty with the Customs officers, and little spoken of what was in store for them when they reached the picnic grounds.

Lacolle had gone over into the "dry" column some time ago, and one of the provisions of the Quebec Liquor Act is that no liquor can be shipped into a prohibition territory. That is why the Commission agents appeared as the spectre at the feast.

Lacolle wanted to be dry, and objected to seeing two thousand visitors drinking, and the result was that hundreds of bottles of beer were seized on the grounds at Lacolle, and two motor truck loads of beer from Montreal, coming on the King Edward highway, also fell into the hands of the Commission agents. On the trucks were 70 barrels of beer, each with a tap ready to be turned in for the enjoyment of the brethren. There was beer all around, but not a drop to drink for thirsty Elks. The agents of the Commission were firm. They took everything in sight, and incidentally had a good business arrangement that was under way, and was nipped before being properly budgeted. At one of the big tents, one sandwich and three bottles of beer were being granted for one ticket, the price of which was \$2. The tickets sold, and not cashed in, became useless, and the Elks were forced to stand by and see the beer arriving in barrels on the trucks, go the same way as the bottled beer, into the car of the agents. No arrests were made by the agents, it being held that sufficient had been done as it was, and to add to it all, the rain came down in torrents. The Elk picnic was not a success, and some official will get it hot for not using more discrimination in choosing the picnic ground.

SIR HAMAR GREENWOOD.



A new picture of the Canadian-born Secretary of Irish Affairs, who with other members of the British Cabinet has been called to Inverness, Scotland, to meet Lloyd George who is taking a short holiday. The crisis in the Irish situation is responsible for the meeting.

Grand Trunk Stocks Are Worth Nothing Is Majority Report

OTTAWA, Sept. 7.—A majority ruling of the Grand Trunk Arbitration Board is that the common and preference stocks of the Grand Trunk Railway are worth nothing.

Sir Walter Cassels, chairman of the board, and Sir Thomas White, representative of the Government, concur in the judgment handed out today.

Hon. W. H. Tait, representative of the company, dissents and presents a minority report. In giving his reasons for finding that there is no value in any of the four classes of stocks, Sir Walter Cassels, chairman of the board, states that, "if equitable or moral considerations are to be considered, those who control public funds must deal with the question, not the board."

PRISONER IS MUCH WEAKER

33RD DAY OF HUNGER STRIKE

LETHBRIDGE, Sept. 7.—Captain E. L. Janney, in the 33rd day of his hunger strike here at the provincial jail, is very much weaker. He is still refusing food. Janney took to his bed in his cell on Saturday, and though manifestly weakening he is adamant in his refusal of food. There has been no attempt at forcible feeding as yet.

Principal Taylor of Queen's Writes of Thrilling Trip Home His Daughters Show Skill

Dr. Bruce Taylor, Principal of Queen's University, Kingston, has written to the Yachting Committee in charge of the recent yacht races expressing his very great appreciation for the kindness shown to him and his crew (his three daughters) while in Belleville, and giving some interesting information regarding their sail home which is as follows: "The 'Thistle' left Plover's Cove at 9.50. We had a spinaker run to the Brothers, then we got a hard breeze from the south-west and getting the light canvas in was quite a business. The other yachts, who were behind us, profited by seeing us wrestling with the squall. When we were hoisting the jib the toggle of the sheet burst and we finished the journey under main sail alone. We made the run (24 miles) in 2 1/2 hours. It will be remembered that the 'Thistle' competed for the G.V.V. trophy in the recent yacht races, which yacht was called by Dr. Bruce Taylor and his three young daughters. Experienced yachtsmen in this locality, who saw the handling of the 'Thistle', all agree that the crew of the 'Thistle' displayed wonderful skill in racing her."

CLOSING DAY OF FAIR PROVES ITS WORTH BEST EXHIBITION IN MANY YEARS HERE HORSES COME INTO THEIR OWN ONCE MORE

The Belleville Fair has greater varieties of interest this year than in past seasons. The public is satisfied because there is something doing everywhere all the time. In the past, the weather assisted by knockers, did its worst and pretty nearly succeeded in making people believe it would soon cease to exist.

But the marvel is that this year the exhibition is in a class all by itself. The display of all lines of produce and stock is superior in quality and quantity. All along the line this improvement is seen—in horses, cattle, sheep, swine, fancy work, dogs, to poultry.

Judges praised the fair and the public praised it. The directors were pleased at the success of this year's undertaking. It has meant prodigious work, but has resulted in success.

This year's achievement is due in the main to the cooperation between the county and the city on the directorate.

The attractions outside of the agricultural show have been good. Midway's charms have not failed to please, some features being absolutely new. The events on the turf pleased their thousands of spectators; baseball, all in a class by itself, made its appeal to others.

Accommodations this year failed to take in all that sought admittance. Some fine animals were compelled to stand outside yesterday.

Yesterday was the first chance the public had to look over the live stock. Fine herds of cattle—Jerseys, Birmans, Friesians, and Angus—were shown in the biggest and grandest exhibition of recent years. The class of H. K. Denys prize for the best mare drew out nine fine animals up on the track before the grandstand.

"It is the best class of heavy mares I have ever seen here," said Mr. Davy, of the Ontario. Secretary Kathleen, no mean judge, coincided in this opinion.

Vermilres and Sons carried off the Bank of Commerce silver cup for the best pair of draught horses. These animals were admired.

Judging was at its height. In the oval the horses were judged during the most of yesterday afternoon and this morning. Cattle judging took place on the west side of the track and the sheep and swine were awarded prizes at the southwest corner of the grounds. Poultry and Ladies work were also judged late yesterday.

Ideal weather conditions prevailed yesterday and today. The crowd on Tuesday was large and today it was a good sized one.

SPEEDIER TIME ON SECOND DAY

Track Had Been Dragged and Rolled Following Big Rain Storm

PORT HOPE HORSES WIN

Dr. Benson of Belleville Gets Second Place in 2.30 Class

Three straight heats won the speed trials on Tuesday at the second day's program of the Belleville Fair. Thousands of people crowded upon the grandstand, the bleachers and lined up along both sides of the track.

The track itself was in much better condition than on Labor Day, it having been scraped and dragged and rolled from early in the day, until the races were about to start. Except for a part of the home stretch the turf was in good condition. Even on the home stretch most of the track could be covered by the horses. These more favorable conditions resulted in good stepping by the animals.

The events were 2.30 and 2.15 classes, four horses starting in each Mr. Geo. Tice was the starter, the judges being Messrs. Allan Clapp, T. G. Wells, H. Ketcheson, J. Laferty and R. Collins.

Bub won first money in the 2.15 event, the best time being 2.19 1/4, the same as in the 2.30 class. They having won yesterday in this event and the three heats kept the spectators thrilled.

The summary: Bub, C. Moise, Ft. Hope, 1 1 1; Roy Mac, T. Hodgson, Lind, 2 2 2; Rhoda Ashburn, Dr. Benson, Belleville, 3 4 3; Hazel H., E. Jones, Pat., 4 3 4; Time—2.19 1/4, 2.19 1/4, 2.21.

2.30 Class Sunny Jim was the winner in the 2.30 class and made his best heat in 2.19 1/4. This animal is owned by Messrs. Johnson and Vanalstine of Port Hope. K. L. Lambert, a Belleville horse, took second money.

Sunny Jim, Johnson & Vanalstine, Port Hope, 1 1 1; K. L. Lambert, Dr. Benson, Belleville, 2 2 2; Montal, T. Hodgson, Lind, 3 3 2.

The Judge, J. McKnight, Tweed, 4 4 4; Harry H., T. Hodgson, Lindsay, 5 5 5; Cecil Maude, W. Smith, Belleville, 6 6 6; Starlight, D. J. Haggerty, Frankford, 7 7 7; Time—2.19 1/4, 2.19 1/4, 2.20.

The farmers' half-mile race was won by 1st Collins, 2nd Bailey; 3rd, Thompson; 4th, Pope; each winning the same relative position in each of the two heats.

Havana Red Sox defeated the Pastimes of Ogdensburg in a ten-innings game of ball. The dusky players were leading in the fourth by five to nothing but the Pastimes crept by until in the ninth the teams were tied at eight all. The tenth gave the dark side the one necessary run.

The Porter silver cup was won by Mrs. Wm. Cole of Picton with a pair of carriage horses.

King Warwick, owned by Messrs. Vermilres and Sons, won in the lady's driver class and the carriage special.

After a Cincinnati man dropped and broke a small looking glass his car was stolen and thieves found \$4,000 worth of fine pre-Volstead stuff in his attic. He is a believer in signs now.

FAIL TO FIND WRECK VICTIMS OR SIGN OF BOAT

Lake Disaster Still a Mystery Say Mariners Who Reach Port

HISTORY OF LOST CRAFT

Oliver Mowat Was Built in 1873 and First Appeared at Bath

Nothing has been heard so far of any of the victims of the "Oliver Mowat" disaster; no bodies have been discovered or wreckage seen it was said today. The Str. St. Lawrence arrived in port today with no word of any development at the Main Docks.

The ill-fated schooner "Oliver Mowat" had an interesting history. On July 11th, 1873 she was launched at Millhaven, near Bath. The event was a big one in the minds of the people of Kingston, Millhaven, Bath and surrounding district, and there was a very large crowd who witnessed the launching of the Mowat. Sir Oliver Mowat, Lady Mowat and Miss Mowat came from Toronto for the launching. Miss Mowat breaking the bottle of wine over the bow of the boat, thereby christening it.

The boat had been built for the firm of Fraser & George, a hardware firm of Kingston. It was let out for use in the grain trade from Chicago to Kingston and was considered one of the fastest boats of her class. For years it was owned by the Coliger Steamboat Company and during that time was in command of Captain Edward Beaupre, Jr., and Captain Saunders, a son-in-law. The timber in the Mowat had been brought from Amherst Island and the vicinity of Bath, and it was a very sturdy craft.

The Coliger Company sold the Mowat to a Toronto firm, and then it passed from the command of the Beaupre family. Captain E. Henderson of Portsmouth, marine artist, made several trips on the Mowat, and on one of these trips he made an oil painting of the Mowat weathering a gale. Mr. Beaupre still has that painting.

The Mowat was considered a very lucky boat by mariners and in only one instance can it be recalled that she ever came to trouble. About ten years ago she went ashore near Cobourg, but she was so strong that all that was required after she had been raised was a little calking and she was as good as ever.

A very strange coincidence was that when Capt. Beaupre died in Portsmouth in 1908, the Mowat was anchored in the Kingston harbor in full sail. The boat he had sailed, and loved so well was near when he passed away.

Today the Mowat lies cut in two in her watery grave near the Main Docks, and with its passing many pleasant memories are brought to the minds of the old sailors who had watched her career from the time she was first built to the present day.

The Oliver Mowat was owned by Captain Van Dusen and Mr. Keith Hepburn, of Picton. She had been repaired in Kingston early in the season very extensively.

Governor Belt Flies Off; Separator Whirls to Bits With All Control Removed

PETERBORO, Sept. 7.—A peculiar accident that might have had serious consequences, happened at a threshing on Michael Ross's farm on the 8th line of Otonabee. Mr. Ross, assisted by some of his neighbors, was threshing his crops. The usual arrangement of the threshing outfit had been made, with the separator inside the barn driven by the engine outside. In some way the governor belt regulating the speed of the engine flew off its wheels leaving the main belt driving the machine. All

control suddenly removed, the separator quickly broke into a furious speed, and in a remarkably short time it was literally torn to pieces, the fragments being hurled in all directions endangering the lives of the men who were working near it in the barn. Mr. Ross and his son, and James Casey, fortunately escaped the shower of broken boards and pieces of iron that flew all about them in the mow. The threshing machine was almost totally wrecked but luckily none of the men attending it were hurt.

Murrell Brothers Out-Wit Sleuths of Western Ontario

LONDON, Sept. 7.—After three days of energetic searching by city, provincial and district police, no trace of Sydney and William Murrell who escaped from the county jail Friday evening while waiting their trial for murder, and for a bank robbery, has been found. All leads followed by officers run in to this air without so much as a clue being brought to light. Last night and until three o'clock this morning Provincial officers searched in Manor Park, the former home of the fugitives, but without avail. A provincial officer who has done good work in several cases in this district recently is of the opinion that the fugitives have left this district.

CHILD IS FATALLY HURT BY AUTO AT WINDSOR

WINDSOR, Ont., Sept. 7.—Ernest Sorrell, 7 years old, whose parents live at 124 Dufferin Street, was fatally hurt when he was run over by an auto driven by Charles Glands. According to the police report of the accident, the boy darted out from behind a car parked at the curb, into the street, and directly in front of Glands's machine, which was being driven slowly.

COMING EVENTS

ANNIVERSARY, SERVICE—CEN-TENARY Church, Sunday, Aug. 11th. Morning Service, 10.30 a.m.; Evening Service, 7.30 p.m. Rev. E. Farnsworth will preach at both services. Monday evening, Ple Social with good program. Admission 25c and 20c. 88-11w.21d

Mr. A. H. Lyle of Hamilton, insurance manager of the Royal Templars is in the city arranging for a rally of those interested in the temperance fraternity to be held on the night of Oct. 14th next.

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son, also lives in Toronto.
ntonio police last night re-
constable Beard as "Dad"
spoke very highly of his
conduct on all occasions.
ell known here.

Mrs. F. P. Starr, of Janes-
ville, is visiting their cousin,
Hulley, 399 Front street.