

BAY BRIDGE IS MADE FREE

(Continued from page 1.)

the foundations were finished in August of that year, Nov. 7th seeing the completion of the masonry and rip-rapping. The substructure and approaches were finished by the end of November.

Delay was experienced with the superstructure, a rise of steel prices causing further delay and added \$2,000 to the cost. The completion of the contract was thereby delayed six months. The bridge was, however, ready for traffic in the spring, although the superstructure was not completed. The erection of the iron work began Nov. 10th, 1890 and was completed April 15th, 1891.

The checkered career of the bridge for some years, its being sold under mortgage and its passing into the hands of the company, are facts well-known to most of the residents of Belleville and Prince Edward.

The depth of water at the north abutment and from piers 1 to 13, is 20 feet; at pier 15 it is 33 and the pivot and rest piers, 32 feet. There is a depth of 25 to 40 feet of material on the rock at the bottom of the bay. Below the water level are timber foundations. The north abutment is on solid rock. Piers 15 and 16 and the pivot piers had crib foundations sunk to the rock. The south abutment rests on rocky foundation. Piles support piers 1 to 14. The total length of the piling is 21,685 feet. The piles vary from 30 to 60 feet in length.

The bridge has a clear roadway of 18 feet with a clearance of 14 feet from floor to end portals of trusses. The spans were designed to carry safely in addition to their dead load, a moving load equal to 1500 pounds

TO OFFICIATE AT "OPENING."



HIS WORSHIP MAYOR HANNA, one of the most popular figures in the city and an indefatigable worker for the benefit of the municipality who has had much to do with freeing the Bay Bridge.

per lineal foot.

The bridge was submitted to a test of 43 tons per span without deflection. Its style is known as a single intersection through span. The length of the bridge and its approach is 2913 feet. It is believed to be the largest highway bridge in Canada. It has thirteen spans of 98 feet each, two of 148 feet each, 1 draw span of 238 feet and one of 63 feet at the south end—a total span length of 1833 feet. The north approach is a solid embankment of 3616 feet, the material for it being dredged from the bay and marsh. This approach is 30 feet wide at the

top and its sides are rip-rapped to four feet below the water line. The total length of the bridge, with approaches and roadway through the marsh is 5787 feet, or one mile and 167 yards.

The last tolls collected were:—
Pedestrians, one way, 10c, return, 15c; children under six years, accompanied by parent or guardian, free; automobiles, 20c, return, 30c; bicycle and rider, 20c, return, 30c; horse and single carriage and driver, 20c, return 30c; team horses, driver and vehicle, 40c, return 60c; animal on foot, 10c; farm implements on wheels, 10c.

Contemporary History of Bay Bridge

After about a year's general discussion on the Bay of Quinte bridge purchase the step that made the structure free was taken at a conference at Picton on October 5th, 1920, which was attended by members of Prince Edward County Council, Belleville City Council, Hon. F. C. Biggs, Minister of Public Works, Hon. Nelson Parliament, M. P. P., and Mr. H. K. Denyes, of East Hastings. John Hazel, Reeve of Picton, and Warden of Prince Edward, presided. Mayor Riggs was strongly in favor of the purchase and was supported by the city council. After a conference a settlement was reached whereby the bridge was to be purchased for \$85,000 and made a public highway, free from the toll gate, the proportionate cost to be: Province of Ontario . . . \$35,000 City of Belleville . . . 30,000 County of Prince Ed. . . 20,000

Belleville City Council next day at a special meeting ratified the agreement of purchase. The by-law was passed on Nov. 15th, and a special act was passed through the Legislature this year authorizing the issue of \$30,000 debentures.

Prince Edward Council did not require a special bill. On Saturday, April 16th, in the City of Belleville the transfer of the title of the bridge from the Bridge Company to the Province of Ontario, was effected by Mr. E. Guss Porter, K. C., solicitor for the company, and a legal representative of the government.

It had been hoped to free the bridge from tolls in May, but difficulties stood in the way, the lease of Mr. J. Dodds, the lessee, not expiring until June 16th. Figures in Bay Bridge Purchase Among the prominent figures in connection with the bay

bridge purchase are ex-Mayor Riggs, Mayor Hanna, ex-Warden William Monaghan, Reeve of Wellington, the directors of the Chamber of Commerce, Hon. F. C. Biggs, Minister of Highways and Public Works and the Hon. Speaker Nelson Parliament.

Ex-Mayor Riggs' whole-hearted support of the scheme was approved of by the Council and he lost no time in bringing the issue to a head.

Mayor Hanna, who followed him, saw the special act brought into the legislature to authorize the city's issuing of debentures and will officiate at the opening.

Ex-Warden Hazel, Reeve of Picton last year, saw the importance of linking up of the county of Prince Edward with the mainland by a free highway bridge across the bay and lent staunch support to the scheme. Mr. Hazel was formerly Reeve of Sophiasburg.

Warden Monaghan of Prince Edward County, who has the honor of being in office at the time of the opening of the bridge under the new regime, is Reeve of Wellington. He lived in Hillier for many years with agriculture as his pursuit. He was a successful farmer and was honored with the reeveship of the township some years ago. About six years ago he retired to Wellington, where he was honored in being elected to represent as Reeve in Prince Edward County Council. This year the wardenship came to him.

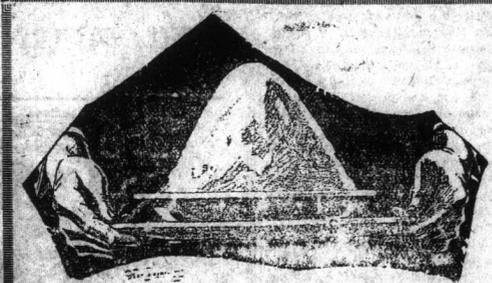
The municipality of Ameliasburg will bear its proportion of

the tax and the county for its share of the purchase price and in this way will contribute. Ameliasburg invested heavily as did Belleville in the first bridge company.

30 PERISH WHEN STEAMER FOUNDERS OFF CAPE HAWKE. SYDNEY, Australia, June 27.—The coasting steamer Fitzroy has foundered off Cape Hawke. There are only three survivors known of 30 persons aboard.

Finland is given the Aland Islands by the League of Nations Council.

WOUNDED DAUGHTER CANNOT APPEAR FOR THREE WEEKS. Kingston—Cecilia Tryon, alleged to have been shot at Kaladar by her father, now awaiting trial in Napanee jail, will not be able to give evidence at the preliminary hearing for three weeks yet, according to Dr. L. J. Austin, who has been attending her. The father, Kenneth Tryon, was to have appeared at the postponed preliminary hearing but it was enlarged for another week. So far as is known no statement has been made by the girl and the hearing will probably not proceed until she can appear in person.



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