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MORTON & HERITY, PROPRIETORS

DECISION TO BUY BAY BRIDGE

Government and Municipalities Will Acquire the Bay Bridge

Momentous Decision Reached at Joint Conference Between Minister of Public Works, Belleville City Council and Prince Edward County Council—Price to Be \$85,000—Government Will Pay \$35,000—City and Prince Edward County Each to Pay \$20,000.

HOW COST IS APPORTIONED

Ontario Government's Share	\$85,000
City of Belleville's Share	20,000
Prince Edward County's Share	20,000
Hastings County's Share	5,000
Private Subscriptions	5,000

HOW BRIDGE IS TO BE MAINTAINED

Ontario Government will pay	60%
City of Belleville will pay	20%
County of Prince Edward will pay	20%

(Ontario Staff Report)

The plunge has been taken and a momentous decision reached. The long drawn out negotiations are ended. A zone of contention has been eliminated. The province of Ontario will immediately remove the bridge from the hands of the county council. At a joint meeting held last night at the County Council chambers, Picton, at which were present, Hon. F. C. Biggs, Hon. Nelson Parliament and Mr. H. K. Denyes, M. P. F., representing the government of Ontario, the entire City Council of Belleville with two exceptions only and almost a full representation of the County Council of Prince Edward, it was decided to accept the offer of the Belleville and Bay of Quinte Bridge Company to sell their property for \$85,000. The cost will be apportioned as above.

John Hazel, Reeve of Picton, and Warden of the County of Prince Edward, presided. He briefly introduced the subject for the consideration of which the meeting had assembled and voted the hope that the conference would reach a decision and finally settle this ancient dissatisfaction.

There was no time wasted in preliminary skirmishing. The meeting plunged at once into consideration of the actual business that had brought them together.

Mayor Riggs, of Belleville, thought the first essential was to secure an option from the company.

Ald. Bone, of Belleville, arose and read a letter from E. Guss Ford, president of the company, offering as a solicitor for the company, to accept \$85,000 for the bridge.

Ald. Ponton urged the necessity of removing the incubus of a toll bridge but expressed the opinion that the people were entitled to fuller information as to the present value of the bridge. Government engineers had made an investigation but their report had never been given to the public. He thought the people of Belleville would overwhelmingly endorse action to purchase the bridge if assured they were getting reasonable value for their money.

Hon. Mr. Biggs.

At this point Hon. F. C. Biggs, minister of public works, in the Drury cabinet, arose and briefly addressed the meeting. When he took charge of his department a few months ago there were seven relics of barbarism in the form of toll roads in Ontario. Now there was only one. He hoped this bay bridge would be acquired and all toll roads wiped off the map. It was a move in the direction of democracy.

The Engineer's Report.

Mr. Biggs here read the official report made by Geo. M. Hogarth, chief engineer of the department of highways. After an inspection of

the bridge on June 4 and 5, 1919, the inspection was made with a view to ascertaining the strength of the bridge and the practicability of its use. He had gone carefully over the steel work and examined the piers to such a depth as it was practical to do.

He found the bridge structurally sound. He believed it would have a life of from 10 to 15 years. The steel work was too light to support a concrete floor. Some of the wooden stringers needed to be renewed. The piers he found all in good condition, after repairs had been made and were now reasonably secure.

The bridge was capable of carrying such loads as were permitted to cross Class B steel bridges in Ontario. It would safely carry school trucks and other loads as were likely to be used in that community. Heavier trucks and traction engines had a means of access to Prince Edward via the Carrying Place.

The approaches to the bridge were in good condition and valuable in themselves. He considered the property worth the price asked.

Hon. Mr. Biggs supplemented the engineer's report by stating that under present conditions of cost it was not practical to build a new bridge. He strongly advocated getting together and paying the price asked.

Allocation of Cost.

Hon. Mr. Biggs stated that the Province was willing to pay 40 per cent. of the purchase price or \$34,000 towards the cost. If the property were acquired he would immediately designate the road from Belleville to Picton a full provincial highway. It was now a county provincial highway. This would mean that the province would be responsible for 60 per cent. of the cost of maintenance, the City of Belleville 20 per cent. and the County of Prince Edward 20 per cent. That appointment was governed by statute under the Provincial Highways Act. The bridge was embraced in the suburban area extending two or three miles out from Belleville. For the balance of the highway, extending to Picton, the province would contribute 30 per cent. of the cost of maintenance.

Asked if he could not induce the government to put up more than 40 per cent. of the purchase price, Mr. Biggs stated that he had to treat all alike. He told of other properties, notably the bridge near Brantford, where the cost was allocated in the same manner.

Belleville's and Prince Edward's Share.

Ald. Bone recommended that if the government were to contribute 40 per cent. of cost, the balance of 60 per cent. should be divided equal

ly between the County of Prince Edward on the one hand and the City of Belleville and County of Hastings on the other. Ald. Bone called attention to the fact that the County of Hastings was 100 miles long and therefore remote in position and interest from the Bay Bridge. It would be futile to expect a large contribution from Hastings county. The city of Belleville had a population of less than 10,000 as compared with 16,000 in Prince Edward county and an assessment of only \$1,000,000 as compared with \$12,000,000 in Prince Edward. Prince Edward people now paid about 50 per cent. of all the bills. The city of Belleville would be asked to contribute only 50 per cent. of the residue left after the province paid its share.

Ald. Ponton emphasized Ald. Bone's argument for a fifty-fifty division.

Warden Hazel called attention also to the geographical position of Prince Edward. Large numbers of Prince Edward people never went near the bay bridge and would receive no direct value from it. He contended that Belleville and Hastings should pay 40 per cent. and Prince Edward 20 per cent. Surely it was of some value to the merchants and business men of Belleville to get Prince Edward trade, and Prince Edward people wanted to take their produce to Belleville markets. It was also some advantage to Belleville citizens to get that produce.

Ald. Hanna thought the people of Belleville would regard it as an injustice if compelled to pay more than Prince Edward.

Hon. Nelson Parliament reminded the conference that when the bridge was originally built, Belleville citizens had contributed \$37,000 to the cost and Ameliasburgh \$15,000. He thought Prince Edward trade was a great asset for Belleville.

Ald. Ostrem also contended for an equal division. Since the arrival of motor cars, he knew perfectly well that all parts of Prince Edward used the Bay bridge. He saw people at Belleville from the remotest parts of Prince Edward County. Ameliasburgh township had helped the rest of Prince Edward in securing a railway. The rest of the county should now help Ameliasburgh.

Mr. H. M. Young, county clerk of Prince Edward, said there was no use of discussing a 30 per cent. allotment to Prince Edward. The county council had arrived at its decision to pay 20 per cent. after long deliberation and through great difficulty in satisfying local opposition.

Agreement Reached

The conference appeared likely to get nowhere, owing to the impossibility of reconciling the two positions, when Hon. Nelson Parliament arose and announced that he had just had a further consultation with Hon. Mr. Biggs and had succeeded in "pulling his leg" for a little further assistance. The province would agree to pay \$35,000 of the cost instead of the \$34,000 originally stated. Mr. Parliament then made a strong plea for Belleville and Hastings to put up \$20,000 of the remainder and Prince Edward to raise its offer of \$17,000 to \$20,000.

Mayor Riggs, on behalf of Belleville City Council announced his immediate acceptance. This acceptance was endorsed by Ald. Bone, Ald.

Ponton and others. Belleville council and the Prince Edward men then retired to separate committee rooms. Prince Edward council after a considerable period of deliberation reached a decision favorable to Mr. Parliament's proposition. Belleville City Council formally endorsed the plan and the problem that has caused so much anxious thought of the part of our municipal and provincial statesmen was finally disposed of.

No Vote Necessary

Asked if it were necessary to submit the scheme to the ratepayers for endorsement, Hon. Mr. Biggs stated that such a course was not necessary. All that was required was for the various councils affected to pass up on the proposal and secure endorsement from the legislature. That was the course that had been taken at Brantford, Ottawa, and elsewhere, where similar situations had arisen. There will be a special meeting of the City Council at 5 o'clock this afternoon to consider and ratify the agreement.

15th. Anniversary of Bishop Brewing Rectors!

The university of Bishop Brewing's rectorship of Christ Church, Toronto. Large congregations attended the services of the church, especially the evening service, when Rev. Dr. Gardner, principal of Knox College, preached the sermon. In the afternoon there was a rally of the Sunday School, which bespoke a large increase in numbers for the autumn and winter seasons.

Rev. A. F. Mackenzie addressed the school, holding the attention of the two hundred pupils in a most interesting discourse. On Monday evening the congregation and friends celebrated their rector's anniversary in a pleasing and joyous manner. At eight o'clock the auditorium of the church was pretty well filled with a sympathetic audience.

Alderman Nesbitt occupied the chair, who after the audience sang "All Hail the Power of Jesus Name" made a brief address referring to the condition of Christ Church, its membership and recounted some of the epochs of progress in the years following under his pastoral care and untiring labors.

A solo was rendered by Robert Herdman and encored to the great delight of the audience. Fraternal addresses were made by Revs. Wallace, of the Anglican Church, Chorvan of the Presbyterian Church and A. M. Hubby, of the Reformed Episcopal Church.

Letters were read, several other ministers regretting their unavoidable absence, and bearing testimony to their appreciation of the acquaintance with Bishop Brewing and extending the fraternal greetings of their churches and themselves.

Miss Bromley sang a solo, giving great pleasure to the people as her singing always does.

The Bishop then modestly and with well chosen words acknowledged with thanks the kind feelings toward him and so expressed by the speakers.

After singing the national anthem the most of those present descended to the basement of the church and to betook of coffee, cake and ice cream. The Ladies' Aid of the church, through their president, presented to Bishop and Mrs. Brewing a table service of Community silver, and little Miss Nesbitt very sweetly presented Mrs. Brewing with a master bouquet.

DR. HAY WAS STARTER

The name of G. A. Hay, V. S., starter for the speed tests at the Stirling Agricultural Fair, was inadvertently omitted from the list of officials in the report of the annual exhibition at Stirling.

Central Ontario Railway First to Be Electrified

Important Announcement at Picton Last Night by D. B. Hanna, President Canadian National Railways—Hon. F. C. Biggs Outlines Good Roads' Policy of Provincial Government—Great Night of Business and Oratory at Picton Board of Trade.

(Daily Ontario Staff Report.)

That the Central Ontario railway except Prince Edward. He hoped Prince Edward would receive full justice.

The Highways Department divided the provincial trunk highways into sections, of 70 to 90 miles. Each of these sections would have a special resident engineer. These larger sections would be subdivided into smaller sections of 4 to 5 miles with superintendent and helpers so as to keep the roads constantly in repair.

Welcome to the Visitors. The meeting was held in the Parish Hall which was filled with a thoroughly interested and appreciative audience. Seated on the platform, in addition to the distinguished guests of the evening were Hon. Nelson Parliament, speaker of the Ontario legislature, Mr. W. B. Riggs, Mayor of Picton, Warden John Hazel, of Prince Edward County, members of the Prince Edward County Council and members of the Council of the Picton Board of Trade.

Mayor Newman presided and wasted little time in getting down to business. He extended a brief welcome to the visitors, explained the object of the meeting and called Warden Hazel to read a formal address of welcome to Hon. F. C. Biggs and Mr. Hanna.

Hon. F. C. Biggs on coming forward was received with applause. He is a vigorous speaker and his evident mastery of the science of highway building won warm approval from his audience.

It was a great pleasure to him to visit the Garden County. This was the first occasion that he had been accorded that privilege, official or otherwise. His department had been allotted 23 million dollars to spend and it was his custom to go over the highways to see how expenditures were being made.

The Drury government had now been in office nearly a year and the Province of Ontario was still intact. (Laughter.) When returns from the last election came in, many people thought the Province of Ontario was doomed. (Renewed laughter.) But the province now had a government that was aiming to do its work on business principles.

He paid Hon. Nelson Parliament, representative for Prince Edward, the compliment of being one of the most aggressive members of the legislature. If there happened to be anything loose lying around Queen's park, he generally succeeded in carrying it off to Prince Edward. (Laughter and applause.)

When the Drury government had assumed office there were 422 miles designated as Provincial highway. That had since been increased to 5000 miles. The province was to receive a grant of \$5,000,000 from the Dominion government towards the cost of these highways. This had been apportioned from a grant of 20 million made by the Dominion. Last year the Canadian government had collected 14 million from customs duty on automobiles and accessories. It was the policy to turn this money over for expenditure on the highways.

The money collected in Ontario from license now went into a special fund for street application to the improvement of highways. (Applause.) Every county in the Province had now received its quota

of money. He hoped Prince Edward would receive full justice. The Highways Department divided the provincial trunk highways into sections, of 70 to 90 miles. Each of these sections would have a special resident engineer. These larger sections would be subdivided into smaller sections of 4 to 5 miles with superintendent and helpers so as to keep the roads constantly in repair.

Mr. D. B. Hanna, president of the Board of Management of the Canadian National Railways received a fine demonstration of applause as he rose to speak. He complimented Mr. Biggs upon his lucid presentation of the highways' problem and said there was nothing more important to a railway transportation system than good roads leading to the stations.

carried it 750 miles for the same money. One of the Old Gang.

In speaking of the National Railways, Mr. Hanna said he was referring to the property of the people in the audience.

He was one of the old Mackenzie & Maun gang. (Laughter.) In fact, he might say he was the leader of that gang. (Renewed laughter) and he was rather proud of the connection. He had helped to construct the first mile of that system at Gladstone, Manitoba and to extend it to Dauphin, 100 miles away. The earnings of that little system were \$60,000 per annum. The earnings of the National system would probably reach \$750,000,000 per annum.

The Greatest Transportation System.

The National Railways now embraced a mileage of 22,500 or 52 per cent. of the total mileage for Canada. They possessed 120,000 freight cars, 3,100 locomotives, 3,250 passenger cars. They carried 60 million tons of freight in a year.

Appeal for Adequate Tariffs.

Mr. Hanna here presented an elaborate argument for adequate freight and passenger tariffs to enable them to pay their way in an honorable manner.

Canada, he maintained, had the lowest freight charges on earth. A ton of freight on the average, was carried a mile for eight-tenths of one cent. In Brazil, on the state owned lines the charge was 7 cents. Canada presented special difficulties in the way of transportation. We had only 2 persons to the square mile, to 28 in the United States and 377 in Great Britain. It was a country of vast area and few people. We had only one thing to sell—transportation. Nothing but volume of business enabled the Canadian railways to pay their way.

Increased Costs. Mr. Hanna gave some interesting examples of how costs had increased to railway men.

A common spike that used to cost 1 1/2 cents in 1914 now cost 4 cents. Bolts for rails in 1914 cost 4 cents, now they were 8 cents. Ties in 1914 cost 45 cents, next year they would cost \$1.05 to \$1.15 each. Coal that cost \$3.40 a ton in 1913 now was costing \$6.85 and his railroad consumed 4 million tons a year.

County Roads. Because of the assumption by the province of the main trunk roads the county municipalities were now relieved of their heaviest expenditures. Towards the Provincial highways the Province paid 50 per cent. and towards the County-Provincial highways such as the road running from Belleville to Maynooth, the Province paid 60 per cent. It was now the custom in many counties to absorb a greater mileage of township roads into the county system.

Township Roads. Statute labor, said Mr. Biggs, was not generally giving satisfactory results. In such townships as committed statute labor Province paid 40 per cent. of the salary of a permanent superintendent where such was employed but he had to be a real superintendent and on the job all the time. The Province also paid 20 per cent. of the cost of construction and maintenance of all township highways where statute labor no longer was in effect. They had also set aside \$2,000,000 for assistance in township road building where special difficulties existed.

In closing Mr. Biggs appealed to the people to be patient and not look for too quick results in the carrying out of road policies.

Mr. D. B. Hanna.

Mr. D. B. Hanna, president of the Board of Management of the Canadian National Railways received a fine demonstration of applause as he rose to speak. He complimented Mr. Biggs upon his lucid presentation of the highways' problem and said there was nothing more important to a railway transportation system than good roads leading to the stations.

It had been shown that it cost a farmer in the North West 14 cents to move a bushel of wheat 16 miles to a railway station. The railroad

carried a bushel of wheat 16 miles for the same money. In speaking of the National Railways, Mr. Hanna said he was referring to the property of the people in the audience. He was one of the old Mackenzie & Maun gang. (Laughter.) In fact, he might say he was the leader of that gang. (Renewed laughter) and he was rather proud of the connection. He had helped to construct the first mile of that system at Gladstone, Manitoba and to extend it to Dauphin, 100 miles away. The earnings of that little system were \$60,000 per annum. The earnings of the National system would probably reach \$750,000,000 per annum.

The usual votes of thanks and the National Anthem concluded a most interesting and profitable meeting.