

WEEKLY ONTARIO

THE DAILY ONTARIO is published every afternoon (Sundays and holidays excepted) at The Ontario Building, Front St., Belleville, Ontario.

THE WEEKLY ONTARIO and Bay of Quinte Chronicle is published every Thursday morning at \$2.00 a year or \$2.50 a year to the United States.

Subscription Rates (Daily Edition)

One year, delivered, in the city \$5.20
 One year, by mail to rural offices \$3.00
 One year, post office box or gen. del. \$4.00
 One year, to U. S. A. \$2.50

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W. H. MORTON, Business Manager. J. O. HERRICK, Editor-in-Chief.

THURSDAY, SEPTEMBER 16, 1920.

THE BAY BRIDGE BALLOT

The Belleville Chamber of Commerce has sent out a ballot to its members in which the members are asked to say "yes" or "no" to a proposal to buy the Bay Bridge at a price of \$85,000.

This is a democratic method of conducting business and arriving at conclusions.

Before expressing an opinion either affirmatively or negatively, however, The Ontario, as a member in good standing in the C. of C., would like some fuller information.

The members of the Chamber of Commerce are mostly average individuals with the average amount of knowledge about subjects in general.

In the entire membership of 350 there are very few indeed with expert knowledge of so highly technical a subject as the value of bridges. How many members of the Belleville C. of C. are in a position to determine with accuracy or even a near approach to scientific truth the real condition of the 30-year-old steel-work in the Bay Bridge or its probable future life? What is the opinion of any one of our members worth in such a determination? And if we have men with capabilities along that line, how many of them have made an examination of the bridge and what do they know about the condition of the supporting piers?

Yet these considerations involve the crux of the whole question asked in the ballot.

The members, generally speaking, of the C. of C. have not and cannot be expected to have any reliable knowledge worth while upon so intricate a subject. That is the business of experts.

We have within recent months had at least two exhaustive examinations of the condition of the bridge by competent government engineers in the employ of the Ontario department of public works. They have prepared full reports upon the bridge and handed them over to the department. Why have not those reports been made public?

If the ratepayers of this city and Prince Edward had copies of those reports they might then feel that they were dealing with facts instead of suppositions. They could then answer with intelligence and proper discrimination the question asked in the ballot.

And this highly important fact should always be borne in mind—no matter whether the old bridge is purchased or left in the hands of the present owners, the City of Belleville, the County of Prince Edward and the Government of Ontario must jointly face the positive necessity in a very few years, of building a new bridge suitable to modern traffic conditions.

The facts that the old bridge is narrow and light in construction and that the loads permitted to be hauled across are limited to less than three tons, including the vehicle, are also most important in forming any judgment on the subject.

Mr. Lucius E. Allen, a competent and experienced bridge-man and highway engineer, has given a detailed estimate as to the construction of an entirely new bridge, with driveway 24 feet instead of 16 and load capacity of 20 tons instead of three tons. The cost of such a bridge Mr. Allen estimates to be \$353,800.

Whether it would be better economy for us to put \$85,000 into this old bridge, with the certainty of high maintenance costs, or \$353,800 into a new bridge with low maintenance charges is a question that could be more satisfactorily decided if the provincial engineers would give us their unbiased opinion as to the probable number of years the old structure might be expected to last.

If the old bridge would have to be scrapped in five years or ten years, the ratepayers would not want it at any price. If, on the other hand, we might reasonably look forward to twenty or thirty years of service from the old bridge, under present traffic restrictions, its advantage as a public ownership venture would be materially enhanced.

The Ontario believes there is a better and a cheaper plan for bridging the bay than the one suggested by Mr. Allen. Upon such a bridge

we hope to secure estimates in the not distant future.

But it is apparent to anybody that a new bridge, even at a cost of \$353,800, and suitable to present-day conditions, would be a better investment than the old structure, if the old structure is destined to be short lived and expensive to keep up. For, as stated above, we must build a new bridge in any event.

And that is where and why we need and desire the opinion of the departmental experts.

Until we have been favored with a copy of the reports already prepared or have had the benefit of similar expert advice we decline to cast a ballot upon so important a subject and based only upon superficial knowledge.

AND STILL HIGHER

The loud resistance to telephone increases stands in some contrast to the general apathy in face of clothing advances during the present year. Why is it that the public manifests its anger at the mild profits of banks, or at an occasional rent profiteer, or at the increased and serious demands of the Bell Telephone Company, which never pays more than 8 per cent. to its stockholders (much less than that if they bought around 140, the old usual price) and has, apparently, no watered stock, but people no more than murmur at clothing prices, and even endure without much flurry the advance of gas rates? The answer to this question is perhaps not so hard to find.

The main point is that clothing prices are rising ever higher, and may possibly experience a record advance in some lines between now and next year. At any rate here are some figures on cotton goods quoted from a letter in the Montreal Gazette by Mr. P. J. Elliott of that city. The wholesale prices given are in each instance per dozen, and the period the spring of each of the years named:

	1914.	1920.	1821.
Men's underwear	\$ 4.00	\$ 8.10	\$13.50
Men's underwear	3.00	6.50	9.75
Men's underwear	4.75	13.50	21.00
Boys' summer jerseys	2.25	4.50	6.50
Boys' summer jerseys	2.75	5.40	8.50
Boys' summer underwear	2.25	4.50	6.50
Men's hse socks	2.25	4.00	6.50
Men's hse socks	4.00	6.50	9.00
Men's overalls	12.00	30.00	45.00
Men's overalls	6.50	21.00	30.00
Men's overalls	7.00	23.00	36.00
Men's cotton work pants	12.00	22.50	39.00
Men's cotton work shirts	4.50	13.50	21.00
Men's cotton work shirts	6.50	18.00	30.00
Men's braces	4.50	12.00	18.00
Men's braces	3.00	10.50	15.00
Men's brace	3.00	10.50	15.00
Men's neglig shirts	6.50	18.00	30.00
Men's neglig shirts	9.00	24.00	45.00

If this sort of rapacity is contemplated in men's cottons or other lines of clothing, ladies' cottons, boots and shoes, woollens, etc., and if clothing schedules are not modified by declining prices of flour, we are in for more business than is not "for the glory of God."

THE CHURCH AND THE BETTER DAY

Addressing the archbishops and bishops assembled in London for the great conference of the Anglican Church, King George urged that the church should take the lead in dealing with the solution of vexed social problems. There has been some cynical comment on the suggestion in certain English newspapers which have quoted the old proverb "Shoemaker, stick to your last," but it is a question if King George was not really voicing the deeper feeling of the nation, and of the world at large, when he looked to the great organized bodies of religion for help in difficulties.

It is possible that there is sometimes a confusion over the word church. There are those who visualize the church only in terms of archbishop and bishop, synod or conference, cathedral or chapel, those whose idea of the church setting itself to the solution of a problem is chiefly the appointment of a new committee of bishops or clergy. We feel sure that it was quite another idea that was in the mind of the king when he asked the representatives of a great church body for their help in making England better and brighter than it is today. We rather think that what the king thought of was the force of "all good Christians" exerted silently but none the less surely on the objective of "making straight the path" and "the rough places plain."

There has recently been witnessed the collapse of a great church effort in the United States that for a time seemed to have within it the possibilities of great things for that country. It is a little difficult, so soon after the tragedy, to estimate all that contributed to the collapse, though the mind recalls that old sage which declares that God is not in the whirlwind, or in the hurricane, or in the tempest, but in the small still voice. And that small still voice, today, as in all times past, is in the hearts of the men and women the world over

who prove their love to God by their service to their fellows.

There are great forces at work among the Christian men and women of the world today, as there have ever been in times of testing. It is sometimes said that men are not being raised up today, as they were raised up in days gone by, that there is no Savonarola, no Saint Francis, no John Wesley, to kindle a flame that sweeping through the hearts of men inclines them to new love for erring mankind and zeal for its redemption. But men are raised up as William Booth was raised up almost in our own day to be a light to the wandering and the lost and, as well, to kindle new spiritual zeal in the age-old churches. Of our own day it is perhaps more accurate to say that its spiritual phenomena is not the raising up of men but of masses. It is this day of united effort with not a little of the crusading spirit revived. When has the world seen missionary organizations like those of our time, when has it seen the Sunday school movement so great a force for the betterment of mankind as it is today? And when, since the time of Saint Francis, has there been such a gathering of men into Christian service as is taking place today? The Brotherhood movement is no little parochial affair, bounded in its vision by its own denomination or its own associates. The Brotherhood movement is realizing in the lives of thousands of men today the desire they have to lend a hand to the other fellow. It is because these things are absent that an appeal can be made to men and they can be enlisted, for a real man's work. The brotherhoods do not sing "I want to be an angel," because to them the life of an angel seems rather inferior to the life of a man among men. Work for the good that is highest still has some advantages over dreaming of greatness afar.

The world has its fill of troubles these days. After all, it is the work of humble men and women in every street and in every home that better things far more than all that the politicians or the parliaments or the synods of conferences ever do. King George's appeal to the great army of those who love God is not falling upon deaf ears or indifferent hearts.

For the school children the melancholy days are here.

The U. S. Shipping Board now owns 3,400 ocean going ships, but has not yet been able to find employment for the whole of them.

Representative Britten of Illinois now admits that his charge that the British Government had sent \$87,000 to aid Cox in the presidential election was just his "personal idea." In other words, Mr. Britten is just a plain liar.

The U. S. National Association of Book Publishers will carry on an advertising campaign with the object of stimulating the reading of books. Advertising they say taught people to wear collars, eat breakfast foods and buy war bonds; so by advertising they expect to make the people better scholars. Apropos of this Saturday Night of Toronto says the present generation on this continent are but casual book readers, and adds the motor car, movie pictures and other distractions are responsible.

Reading is doubtless largely a habit, and the most satisfying of habits. No doubt the book publishers by advertising can do a great deal to encourage the habit, but it might be suggested that publishers on this continent have made no particular effort to put forth while books on the market at prices attractive to wage earners. In England, France and other countries popular editions of literary works are often published at one-fourth the price usually offered in this country.

Complaints made by men who went West for the harvesting that they had difficulty getting jobs are interesting in view of statements that the organization of the Dominion Employment Service has reached a point where men are quickly brought in contact with jobs. This gives a character of seriousness to the complaints which they would not have had in the more haphazard conditions before the war. Western province officials deny that there has been any difficulty, but men would hardly write East if they had not good cause for complaint. The West may or may not be grateful for the men the East sends to help harvest its crops, though this annual migration has doubtless retarded agricultural development in the East, farmers being always uncertain as to whether they could get men to help them harvest a big crop. If men find it difficult to get harvest work in the West they will be more inclined to stop in the East, where opportunities are steadily increasing.

Hon. Mr. Chamberlain's recent review of the British financial situation was on the whole optimistic. The Chancellor of the Exchequer said the British Government had already bought up

well over half its share of the Anglo-French loans, and had in sight of New York or on the way, sufficient funds to cover the remainder of the other half of the loan. In addition the Government had enough to meet all other obligations in the United States up to the end of 1920, and a satisfactory margin besides. The Government has paid off \$50,000,000 of the \$100,000,000 loan received from Argentina, and has made arrangements to pay off the balance in three years. Provision has also been made to pay off as a loan of 20,000,000 yen from Japan. The British Government still has a floating debt of \$1,300,000,000. The Chancellor thought the proposal to make a special levy on war wealth would be a dangerous expedient, and argued that steady, continued effort over a series of years would better meet the situation. Trade was progressing satisfactorily.

Interesting facts about the cost of American bituminous coal are given by the Boston Herald in reviewing some of the reports made by the operators to the Federal Trade Commission. It states that just now the United States Shipping Board is paying from \$20 to \$22 a ton for bunker coal. The Commission announces that six of one operators reporting from the West Virginia field stated that the f.o.b. cost of their coal at the mines was \$2.53 a ton; that their margin—which is not to be understood, let it be noted, as synonymous with profit—was 87 cents a ton, and that their sales realization was \$3.40 a ton. Other sets of figures do not vary greatly from these. And the cost of transportation, about \$2 a ton, and the coal reaches the railroad terminals serving Hampton Roads at about \$5.40 a net ton. And "this is the coal for which the Shipping Board has had to pay more than \$20."

Apparently the cost of production in West Virginia is about the same as the average for the year ending June 30th, 1919. The reports on file at the State House in Charleston, Mass., from 811 companies contained the "confidential" information that the average cost per ton at the mines was \$2.57 a ton. The officials in Washington affirm their opinion that, when each and every cost is reckoned on, "there is a large margin for profiteering, and that this is the situation against which the industrial world and the consumers must contend."

The problem of utilizing peat bogs has received considerable attention in other countries and with the increasing cost of coal may be expected to come to the forefront here. Compressed briquettes, made of peat, are used for fuel in some countries, but compared with coal the heat contents available for the same transportation costs limit their use. Now engineers have come to the conclusion that the best way to utilize peat is to build electric generating plants near the peat deposits and convert the energy of the peat into electrical current for transmission to cities and farms. This seems a reasonable proposition. Possibly some of our cities and towns would do well to investigate its possibilities; it may be one solution of the problem of securing electrical energy for power purposes as well as heating and lighting.

THE NEED OF WORK

It is being demonstrated in all parts of this continent that the work of the country cannot be done with less than a nine or ten hour day. To think otherwise is to reverse the teaching of common sense and experience. Every man has a right to belong to a labor union, or to remain out of it, or to leave one that he has joined. Every efficient worker has a right to demand a wage which entitles him and his family at least to the blessing of life, health and liberty. A failure to accept these propositions is the cause of most of the present economic unrest. It may be that the country will have to pass through trying experiences before these propositions will be accepted in theory and practice. But they must be accepted, and they will be accepted. The individual or organization that combats is doomed to defeat. The sense of fairness, the dictation of common sense, the principles of ordinary morality must conquer in the end. On the other hand the worker must conclude that adequate wages demand service, and the work of the world requires no shorter day for that day's work than we have now.—Markham Economist.

'TIS SIXTY YEARS SINCE

The other day I met Elnathan Cobb. "So-so," the old man said. "I've just been down to get my paper. Three days out of five those dratted mail clerks take the papers on to Canaan or to Sheffield or some place. Then send them down upon the four o'clock. And we don't get them until almost night. They're wearing watch charms big as goose-eggs now. And fancy socks. It's no use to complain. Nobody dares say 'Boo!' Their votes all count. They're just as they please. Why should they care? Whether we hay seeds get the news or not? When I hear folks like them make constant fuss. About their wrongs and rights, I sometimes think."

How I was sexton of the First Church here. In the late fifties, right before the war. I swept the building out, and blit the fires; cleaned, filled and lit the lamps, and rang the bell. I never missed a service. I received five dollars yearly. Abner Estabrook. The senior deacon, after meeting once. Called me aside, out in the entryway. I wondered what was up. "Bub, Abner said, 'Does the committee pay you well enough?' 'Yes, sir,' I said. (Oh, he was pretty smooth. Was Abner!) 'Well, then, don't you think,' said he—"

He really meant it, too—"that you can spare something for foreign missions? Yes, he said. 'And, of course, you gave your bit?' I laughed. 'What,' asked Elnathan Cobb, 'do you suppose Abner would say if he came back today?'"

OTHER EDITORS' OPINIONS

FOSTER'S FAILURE

It is announced that Sir George Foster, minister of trade and commerce in the Meighen Government, is going to take an active part in the East End by-election now pending. Sir George may have ample time to spend in this way, but the Montreal Gazette, one of the stoutest supporters of the Meighen ministry has pointed out, perhaps unwittingly, where the minister might employ his time to better advantage as far as Canada is concerned.

The Gazette prints a column cable from its special London correspondent describing the almost complete stagnation and lack of business method that prevails in the Canadian trade offices in London, England. According to this correspondent there are no less than three so-called trade offices or missions in London, each independent of the other and none of them doing anything of any account. There is first of all the remnant of the old trade mission, W. C. Nixon, its chairman receives no salary, but has a living allowance of \$7 a day, and its staff has been reduced to two officials and some clerks.

"Executive, it is only a shadow of its former self, and either its powers have been so curtailed or its chairman so limits his interpretation of them that for some months it has been doing, practically speaking, nothing, at a total cost of over \$30,000 a year. As for the deputy high commissioner and the senior trade commissioner's office, they have been run on strictly routine lines, and it is improbable that a canvas of the Canadian business community would elicit any very enthusiastic eulogium of their efforts."

This is a grave indictment coming from a source always friendly to the Government. At a time when the markets of the world are under fierce competition Canada is represented abroad by a staff that neither knows its business nor has any energy if it did know what to do. The Gazette gives an example of the "business methods of the London office that is amazing:

One of our trade commissioners in Britain recently stated that though he put through scores of trade inquiries every month, not 1 per cent. of them ever led to any business. The reason is that these inquiries are forwarded by mail to the Trade and Commerce Department (at Ottawa), which, in the present state of markets, is quite useless."

We would suggest that the East End by-elections before whom Sir George Foster appears to sound the praises of the Meighen Government, should gently but firmly insist on knowing how it is that the minister of trade and commerce can spare time for campaigning in a by-election while chaos rules in his department at the capital and in the offices of the department overseas.—London Advertiser.

THE NEED OF WORK

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A Lawrence, Mass. man has married his former wife, from whom he was divorced in 1895.

Four whiskey stills were left in a Tennessee church where revival services were being held.

A 91-pound Houston, Texas, man is suing for divorce, and claims his wife spanked him almost every day.

TWO TH FINE

Jeva Gorich, This Mo

Jeva Gorich, a native of Berlin, who has made several years in this country, resides on Mary street, severe penalty this magistrate Masson on unlawfully selling into contrary to the provisions of the provisions of Mr. Thomas H.H.

Kelly was intoxicated in a night in an intoxicated fanned in the cells. A suseon he admitted the stimulant from his Siberia.

In court he stated that Gorich on Saturday early hour, at the B. He asked Gorich "Hav thing?" Gorich appeared and asked him to Pantor's Park. Her fished for about 20 minutes and disappeared with a pint wasn't certain whether or Irish but he paid \$3 was soon getting outside He then walked back and down towards V where he finished draile and deposited the river. The bottle contents and produced amount of exhilaration came to he was resting in the cells.

Gorich, who spoke but seemed to understand gauge well enough, adm

Obitua

LORENZO MACDONALD

On Thursday, Sept 1920, Point Anne lost prominent and respected the death of the late L. Donald, who passed away brief illness. Deceased was of age and had been a resident of Point Anne when held in the highest esteem knew him.

The immediate relative left to mourn the loss of Macdonald are his wife and one daughter; also four brothers and four

The funeral took place family residence at Point Anne, Sunday, September 12th p.m. proceeding to cemetery where the remains for the long rest at toll, awaiting the return to join the departed a happier world. Funerals were conducted by the Beck, of the Methodist call bearers were Messrs. Order, Stewart Long, John Wagar, John Harb and Howard. A very large friends were present at to offer their last respects floral tributes at the well as those received.

Victorious Girl S



This photograph shows the can athletes who compete Olympic Games parading in warp Stadium on the day K proclaimed the seventh open. In the foreground are