

Three Big Problems Discussed By the Chamber of Commerce

Forum Committee Held First Open Meeting at Hotel Quinte Last Night—Views of Members on Daylight Saving, Provincial Highway Route, and Rural Relations.

The Forum of the Belleville Chamber of Commerce last evening proved its right to existence as the place in which public matters may be discussed freely. It was the first meeting of the Forum and took the form of a banquet at Hotel Quinte. Seventy-five or one hundred members attended the get-together dinner, after which three live subjects came up for discussion—Daylight Saving, the choice of a local link for the Provincial Highway and the creation of a rural section of the Chamber of Commerce. Discussion was fearless and open on all the questions.

The Quinte cuisine furnished the following bill of fare: MENU Puree of Tomato with Rice. Queen Olives. Filet of Halibut, Sauce de Homard. Roast Young Chicken Oryster Dressing. Mashed Potatoes Green Peas. Charlotte aux Peches. Neapolitan Ice Cream. Fruit Assorted Cakes. Cafe Noir.

Mr. C. J. Symons, Chairman of the Forum of the Chamber of Commerce occupied the chair. He opened the program with a very gracious speech. The subjects under discussion were likely to develop sharp differences of opinion and it had been decided to hear the discussion after the vitalizing power of food. Mr. Symons presided in an admirable manner and was highly praised. He is undoubtedly the right man in the right place as chairman of the forum.

The first subject under debate was the Daylight Saving. The chairman said there was no general regulation expected. There was much difference of opinion in the city on this subject. There were two routes possible for the Provincial Highway and the advisability of a rural section of the Chamber of Commerce with an annual fee of five dollars was to be discussed.

Unfortunately antagonism had developed between the city dweller and the man on the farm. There seemed no reason for this difficulty. All these questions should be discussed good naturedly and within the bounds of fair debate.

Opposed to Daylight Saving. Mr. W. B. Deacon was the first to open the debate on Daylight Saving. He said: "I'm in favor of it but I am going to vote against it, because of our country relations. The railways are likely to be against it and things would be complicated. We must be ready to work with our country friends."

The Rev. George Marshall endorsed these sentiments. The opposition to daylight saving was due to lack of understanding. But last year was quite a mixup and this year there is little possibility of unanimity. It is too bad that such a good measure has met such an early death. It seems to me the measure has been practically killed and the only thing to do is to give it decent burial.

Ald. Bone thought it a nice thing for the working man to have an extra hour of daylight for golfing, gardening or getting out in the open air. All depends upon the railways. Locally, he would vote as they voted.

Leave Clocks Alone. Mr. Elliott, of the Elliott Wood Working Co. told that a straw vote showed two-thirds or three-quarters of the employees in favor of daylight saving. Mr. Elliott suggested leaving the clocks as they were and getting the men to work at six o'clock in the morning if they wish.

Col. Marsh: "Are we not premature in the matter? Belleville can't work under daylight saving if the railways don't adopt it. We should wait to see what the country is going to do."

Mr. H. W. Ackerman thought Belleville should follow the government. "There is no use running at cross purposes, to the general plan. Personally, he believed in daylight saving."

the highway. Mr. A. McOle declared if there were a bridge across the river at Dundas street, that route would be all right, but the present situation favors Bridge street. "Show the people the best thing you've got—Bridge street," said Mr. S. Burrows.

Champions Old Dundas St. Route. Ald. G. F. Ostrom declared nearly all favoring Bridge street were residents of that street, although personally they said they for personal reasons would rather it would go some other way. What has Bridge street to offer? A few old palatial homes with miniature farms around them known as lawns. When the tourist gets half way to Trenton he would have forgotten all about the beauties of the Bay of Quinte. There is a demand already for a bridge at Dundas street across the river. If we could convince the government of the need, doubtless we should get assistance for a bridge there. The lower part of Belleville is certain to grow industrially and there must be a bridge linking up Dundas street. The grade on Dundas street is easier than Bridge street. The corner at Bridge street is not dangerous nor is that at Dundas street, where new garages are to be built. If the highway is by Dundas street, Bridge St. people are well able to build their own highway. It is fair to discriminate against the business section of Belleville along Front street below Bridge? Dundas street is the belt line that leads around Belleville. Bridge street residents say that they don't care for the highway on account of dust. They put it along Dundas street.

The C.P.R. is the greatest organization on earth. The tourist knows that railway. Possibly the G. T. R. will pass down through Foster ward. There will then be three railway lines there. Why should there be a discrimination against this great attraction for the sake of a few old residences on Bridge street? Mr. Ernest P. Fredericks, secretary-manager of the Chamber of Commerce said Chief Engineer Horth after inspection of the routes favored after inspection of the routes. This would be acceptable to the government.

The city council had the final voice in the matter, but the government's opinion should be considered. Mr. W. R. McCreary complimented Ald. Ostrom's words. If Belleville grows industrially, his idea is well taken—to have the road along Dundas street.

Lower Bridge a Problem. Ex-Mayor H. P. Ketcheson—Our present lower bridge will not carry the traffic. It will have to be twice as wide. Only a concrete bridge would do and that would mean a bridge several feet higher. If you raise the grade on Bridge street between the hill and the lower bridge you will have lawsuits galore. If you go by Dundas street it is possible to build a proper road that would be above floods. The best route was by Dundas street. Bridge street route would cut off the fine view.

Ald. Bone favored Bridge street. Mayor Riggs thought the grade at the Devil's Elbow too steep. The discussion then turned to the rural relations of the chamber.

Country and City. Mr. John Elliott opened up the discussion. He declared himself a farmer. The success of the Chamber of Commerce depended upon each member doing his duty. The entertainment committee were doing noble work in entertaining visitors to the city. Col. Marsh and Major Ponton were doing admirable work.

"We want to bring our farmer friends in this vicinity to know that we have something for them. How can we do this? A Chamber of Commerce should be the handmaiden of the latter's power. The city council will be well advised to consult the farmers. The later requires a farmers' section in the greatest of all districts. Look at the millions of money produced in this district. We want to get the farmers in this Chamber. Belleville was the first Board of Trade that introduced a farmers' section. We must make them welcome when they come to us. We must encourage their production. We want to assist them in getting better markets. The old Board of Trade brought out hundreds of men returned to Europe when war broke out. We can have suitable quarters in the new Chamber of Commerce building. There we can meet with them. There should be some place of

meeting for farmers' wives in Belleville. Hamilton offers special inducements to the farmer members of its board. We can show them we can help them and they can help us. There was no man in the City of Belleville who had done more to bring this city before the Province than Col. Ponton.

We shall have the Associated Boards of Trade meet in Belleville in November, 1920. Mr. Elliott urged co-operation in the entertainment of visitors. "I have already ordered a hundred pounds of cheese for the entertainment of these guests of the city for the banquet."

Mr. Elliott cited a personal experience to show that there is cordiality and friendship among Board of Traders and read a letter showing the promise in Mr. E. P. Fredericks.

Rest Room Suggested. Mr. Wm. Parker, manager of the Royal Bank suggested a rest room where the ladies from the farms can go. The farmers' section must be a thorough success. There is nothing that has built up Belleville so much as its agricultural section. Mr. Parker congratulated Mr. Elliott as head of the rural relations committee.

How Farmer Benefits City. Mr. Jones of the Judge Jones Milling Co. declared a rural section was absolutely necessary. It will work out to our mutual good. It will be to show that we can be of service to the farmer and for us to realize that he is of benefit to us. The farmer is a city that depends much upon the rural sections.

Mr. W. B. Deacon said Belleville's greatest asset was its agricultural surrounding. We must get the viewpoint of the farmer. We should organize county boards of trade in all the centres. The chamber could ascertain the county council in June and show we are with them.

Mr. Fredericks said the Chamber of Commerce building would provide rooms for the visitors from the country. Mr. John Cook asked if the Chamber would not go out and get the farmers as members. Mr. Fredericks said that the intention was to get a large farmer membership.

Col. Marsh expressed the thanks of the meeting to Mr. C. J. Symons, who he characterized as the best man for the chairmanship of the forum. The ballots on the three points of discussion were then marked and collected. The meeting closed with the singing of the National Anthem.

curing a leader, and to arrange for at least weekly rehearsals commencing next week. Already about twenty experienced men have announced their intention of joining the club and the success is practically assured.

Ran Amuck in School. John F. Shields, a young Kemptonville man, 31 years of age, whose mind is thought to be unbalanced, wandered into the Smith's Falls Collegiate Institute a few days ago and scribbled a great deal of nonsense upon the walls and upon the plaster of paris casts. He was ejected by the caretaker and later arrested by the police, being held for examination. He was committed to the Ontario Hospital yesterday afternoon. —Brookville Recorder and Times.

One Hundred and Fifty Applications for Divorce. Mr. F. M. Field, K.C., of Cobourg, was at Ottawa last week before the committee of the Senate of Canada for hearing evidence on applications pending before Parliament for divorce. While there he reports having met Hon. Mr. Cramer, M.P., and other members of the House of Commons, and a visit to the House of Commons, and he met at the Ontario Senator Olive Pringle and Senator H. Willoughby Laird, of Regina, who were at Ottawa in the discharge of their official duties as members of the Senate. There are nearly 150 applications for divorce pending before this Parliament. Senator W. H. Proudfoot, K.C., former leader of the Liberal party in Ontario, is a member of the divorce committee. —Cobourg Sentinel-Star.

Witnessed an Ordination. Sister Mary Justin, formerly Miss V. B. Letang, of the House of Providence, Kingston, paid a visit last week to her old home at Almonte, accompanied by Sister Mary Edmund, formerly Miss K. Scott, of Huntley. They also were present at the ordination of Sister Mary Justin's nephew in the Casaccia at Ottawa, Brother Dominic, formerly Emmanuel Baune, son of Mrs. E. Baune (Anastasia Letang) of Chippawa Falls, Wis., to the priesthood of the order of the Dominican Fathers.

W. H. Slinn at Sherbrooke, Que. W. H. Slinn, B.Sc., who acted as city engineer of Kingston last summer and autumn, is now residing in Sherbrooke, Que. He has accepted a position, with the E.G.M. Cape & Montreal, and is assistant engineer on the construction of a cotton mill at Sherbrooke.

Bobcaygeon Cheese Factory Sold. A meeting of the patrons of the Bobcaygeon cheese factory was held in the town hall Friday afternoon. A proposition had been made to the owners of the factory, Messrs. Wm. Thurston and Jos. Keiso, to buy out the plant. Messrs. H. S. Johnston and W. Owen, of Flavell's Limited, were present. The factory owners stated that having an offer to buy and being desirous of selling out, they offered the plant to the patrons if they wanted to carry on the business, but otherwise the offer was too good to turn down. President Seymour, who occupied the chair, called on several patrons for an expression of opinion and while none wanted to give up the factory for cheese-making, they were not in favor of a stock owned plant. Mr. Johnston explained they intended putting a truck to gather cream once or twice a week and thought that cream was paying better now than cheese, and would pay better than cheese for some time. The patrons decided later that the factory owners could do as they pleased with the factory and they would do the same with their cream. The sale of the property was later carried out to Flavell's Limited.—Lindsay Warrier.

The engagement is announced of Marie Georgina (Georgie), eldest daughter of A. H. Bartram, Toronto, to W. Leigh Brimble, of Fort Lauderdale, Florida, eldest son of W. Brimble, Belleville. The marriage to take place at Jacksonville, Fla., within two weeks.

Mr. and Mrs. W. R. Thompson, Cobourg, announce the engagement of their daughter, Olive May, to Harold Sydney Denton, son of Mayor and Mrs. D. Denton, Cobourg, the marriage to take place early in April.

To Lecture in the West. Next summer Dean Coleman, of Kingston, is to deliver two series of lectures on educational subjects at the summer school of the University of Saskatchewan at Saskatoon. The lectures will mark the introduction of a new plan of educational work in that while primarily intended for teachers in training, the lectures will also be accepted as a part of courses leading to an Arts degree.

Old Lighthouse Passes. This week men from the Department of Public Works started cutting off the top structure of the old lighthouse on the east pier. All that will be left of the lighthouse will be the first story, and that will be used for an oil house. The top structure interfered with the view of the range lights and it was deemed advisable to cut it off. The old lighthouse has been on the pier for many years, and its day of usefulness was done away with when the piers were lengthened and "blinkers" put in that run day and night without attention. Time was when the lighthouse, as the harbor-master's office, was a busy place, but those days have passed, and about the only use now is for a storage place for oil for the range lights. —Cobourg Sentinel-Star.

Want Road Fixed Up. Thursday a delegation from Brighton township and village, headed by Reeves Herrington and Philip G. Galt, waited on the county road commissioners, requesting that the single track road across the breakwater, on the Brighton-Presqu'ite Road, be double-tracked. The township fixed the road up in 1913, and two years ago it was taken over as a county road; but nothing has been done to it. The road is all sand, and it is next to impossible for two cars to pass except in certain places in the one and a half miles. The delegation wants it fixed. The commissioners gave their complaint would be investigated, and that some improvement would be made. The road is used considerably by campers at the Point in the summer. —Cobourg Sentinel-Star.

Inspector informed the committee that there was only one poorer High School building in his inspection than the one in Belleville. The committee promised that as soon as the war was ended the board would start at once to erect a school and promise to have it completed in two years after the war ended. The Board of Education are only enquiring now to carry out the promises given to the Department of Education from time to time. The lower forms are always overcrowded. There is no ventilation. Light is poor and electric light has to be used in class rooms if weather is the least bit dull, consequently pupils' and teachers' eyes suffer. A few years ago a large boiler and heating plant was installed at considerable expense to endeavor to heat the building, but it is impossible to do so and in severe weather the temperature cannot be kept up to anything approaching comfort. January and February, the temperature of the present High School building cannot be maintained as required in school buildings. This cannot be remedied as the building is old and the wind blows in around windows and doors. Therefore, there is a great loss as regards fuel. There is no ventilation at present. When the heating system was changed from hot air to steam, the ventilating system was destroyed. The building is cold, poorly lighted and ventilated. It is therefore detrimental to the health of the pupils, and the best work cannot be expected from pupils or teachers under present conditions. This is the building pupils have to enter after passing through our splendid public and separate schools. The Federal and Provincial Governments are doing their utmost to improve our educational system, and encourage school boards to secure better buildings and equipment, because it is realized that a sound education is a necessity, and we as a people should be willing to do our part and see that every child has the opportunity. With our present building and equipment we are losing annually about \$1100 in grants which we might receive with a proper building. The Government may at any time withdraw our present grants, which would mean an annual loss of \$2457. The Government at the present time is prepared to pay 50% of the cost of construction of that portion of the building used for industrial and technical education, and 25% of the cost of assembly hall, gymnasium, library and laboratories used in common by the industrial and technical pupils and collegiate pupils. This would mean a grant from \$75,000 to \$100,000 for building. They are prepared to pay from 50% to 75% of the annual salaries of the teachers engaged in teaching industrial and technical classes. They would probably amount to four or five thousand dollars a year.

Under the new Adolescent Act of 1919 all towns and cities of 5000 population and over must provide school accommodation for all young people under 18 years of age, unless required to remain at home to assist in home duties, or to work to help maintain himself or persons dependent on him, or that have passed the junior matriculation examination. Every person in such localities must attend school full time until 18 years of age. If, after investigation by the school attendance officer any young person is permitted to assist in the work or his own maintenance he must attend school at least 400 hours each year. Under very similar conditions all young people between the ages of 16 and 18 are required to attend school for 320 hours each year. This will mean for our city that we will have to provide for above 400 young people for which at the present time there is no school accommodation.

I might state that the Government requires that industrial, technical, commercial and agricultural departments have to be provided in all High Schools built in towns or cities of 5000 and over. This is why the Board of Education at a regular meeting voted unanimously to petition the city council to vote a grant of \$250,000 for a new building. Some citizens now ask: "Why not put it off for the future?" Can the Board of Education honestly do so and do their duty to the pupils and also keep good faith with the Department of Education? Should the city council favor the request of the board for this sum, the 1920 assessment would not be affected, as a contract could not be entered before 1921, and debentures would not be issued before 1922 at earliest, as much time and thought would have to be given to plans in order that all requirements should be fully met.

A. McGie. Some men haven't sense enough to do the best they can.

Canadian Order Oddfellow

Surplus Over \$30,000 Good Growth of Members. Lindsay, Mar. 19.—At session of the Grand Lodge of the Canadian Order of Oddfellows here Wednesday, with G. T. L. Hudson of Montreal and a handful of delegates, the following officers elected: Grand Master, F. Hamilton; Deputy Grand Master, Kingdon; Grand Treasurer, W. H. Shinn; Grand Chaplain, A. Palmer; Grand Medical Examiner, Bingham; Toronto; Grand W. L. Young, Markdale; Day, Toronto; Grand Lodges, Reg. A. Amond, Lindsay; E. Molton, Cambridge; Toronto was selected as grand lodge for the Grand 1921.

District Deputy Grand were elected as follows: Toronto, Toronto; Montreal, Hamilton; Galt, Galt; Brantford, St. Thomas; Windsor, Thamesford; Belleville, Belleville; Rednersville, Reg. A. Amond, Lindsay; E. Molton, Cambridge; Toronto was selected as grand lodge for the Grand 1921.

The Finance Committee a surplus of over \$30,000 in past year, and with the income reported by the Grand for 1920 included estimated of \$14,130.37, with expenses \$13,250.

A civic welcome was extended by Mayor Lean and responded to by Master Hudson. The Grand Medical Referee showed an increase in funds in the Insurance Dept. of over \$20,000. The death nine months was very low, being made. There was also increase in members, particularly in the cities.

The Grand Secretary reported increase in investments of 100.12, making the total amount of the order in both Insurance Fund of \$238,421.

Latest News Even From Busy Tr. (From The Ontario's Special Correspondent.)

Trenton, N.J. On Wednesday, March 18, Mr. and Mrs. Ed. A. St. Henry St. a son. Mrs. Morley Sparling and are spending some time with parents, Mr. and Mrs. F. W. Miss Margaret Long is in for a few days.

Mrs. Asselstine, of Fra who has been staying with daughter, Mrs. C. G. Young, Mrs. Young's illness, returned on Wednesday.

The St. Patrick's tea and under the auspices of the W. Local Outfit, held at the Mrs. T. S. Farncombe, was a success.

The first gold medal contest for the management of the Templars will be held Monday in the auditorium of Methodist Church. The contest is the silver medalists of the previous elocutionary contests. Taking part are the Misses Asselstine and Hufman and Messrs. McDougall and Digby. All those interested looking forward with keen interest to the result.

Haslings County Road Must Be Reconstructed. Heavy Motor Car Traffic Has Caused Serious Deterioration of Road in South County.

The annual report of the Ontario Department of Public Highways contains the following interesting reference to the roads of Haslings County.

The work in this county for years has consisted of the resurfacing and cutting off of shoulders of old gravel roads constructed years ago as a county system.

years ago has established about 2000 miles of roads. The country properly served by railroads. At time it will readily be appreciated that such roads would be most important factors in the economic of the country and we may assume that they were built and maintained with all the enthusiasm and energy that their importance demanded. With the ushering in of the railroad era, whereby shipping

County and District

Flavell Ltd. have Bought the Cheese Factory at Bobcaygeon

HAVE STARTED MANUFACTURE

The Old Lighthouse on the East Pier at Cobourg is Being Cut Off

Have Started Manufacture

The Casualty Reed and Rattan Company has located in the Crawford broom factory building on King street, Kingston, and men are now engaged in manufacturing chairs, tables and rockers of the design so popular everywhere. The materials are imported and the entire chair, including frame, is made in the factory under the supervision of H. G. Dunlap, the superintendent, who has had life-long experience in the manufacture of this particular kind of furniture. The workmen employed at present are returned soldiers who learned the art in vocational training where the financial possibilities of this kind of work were realized. Paper fibre is used for weaving, and when the article is finished it is dipped into a tank of size sizing, after which it is either enamelled with ivory or stained walnut color. Mr. Dunlap expects, as the market possibilities are realized, to employ 200 men.

To Form "Y" Glee Club in Kingston

Tuesday evening at 7.30 o'clock a meeting was held under the auspices of the Kingston "Y" Social Com. for purpose of forming a men's glee club. A good number of the singers of Kingston were present and decided to at once organize a glee club, appointing K. D. Moncreif as secretary. The meeting appointed a small committee to act in the matter of se-