

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

Table showing cost apportionment: 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

Table showing maintenance: 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 bridge will immediately be removed.

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. P., 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 dissatisfied.

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, definitely offering as 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.

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 favorably 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 rectory 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 rectors' 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.

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.

Provincial Highways Divided Into Sections.

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 sub-divided into smaller sections of 4 to 5 miles with superintendents and helpers so as to keep the roads constantly in repair.

Permanence the Policy.

It was the policy adopted by his department to build roads in such a way that they wouldn't require to be built over again. When the foundation was placed it should be there for all time to come.

The proper material for making road surfaces hadn't yet been determined. The engineer in Canada made it exceedingly difficult to use that material in an economic way for rival surfacing.

He would provide for proper maintenance on every foot of provincial highway. (Applause.) The dollars they had spent by way of maintenance and repairs gave the best value of all their expenditures.

Need a Bottom First.

Mr. Biggs emphasized the necessity for a proper foundation for roads. They had discovered that a good bottom was required before the top was applied. The first essential was drainage, the second was drainage, the third was drainage.

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.

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 & Mann 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 great resources, but 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 \$2.40 a ton in 1913 now was costing \$6.85 and his railroad consumed 4 million tons a year.

The Wage Bill.

In 1913, the average wages paid to each individual, including office boys, female help and all, working for the government railways was \$705 a year. This arose to \$1,187 in 1918, to \$1,320 in 1919 and to \$1,856 in 1920. And with the increase lately awarded they would be compelled to pay \$1,950 a year.

To meet this great additional charge there was nothing else possible but increased rates of toll to begin this year to the government. In his closing remarks Mr. Hanna outlined the shipping activities of the great railway in trans-oceanic trade. They now owned 79 steamships.

He predicted a bright future for the government owned system. No organization had a more loyal, devoted and efficient working staff.

Motion to Electrify C.O.R.

At the conclusion of Mr. Hanna's address Mr. S. B. Mastin, of Bloomfield moved, seconded by Mr. A. O. Hogg, of Hogg & Lytle that the Canadian National Railway be asked to electrify the line leading to Picton. The motion was unanimously endorsed by the meeting.

Mr. Hanna in reply said the administration of the railways had in mind the electrification of two branches—the Central Ontario and the Brockville and Westport. The Central Ontario, he promised, would be the first to be electrified. This was one of the busiest of their little lines and conditions were decidedly favorable for electrification.

Bay Bridge Purchase.

On motion of Mr. Ed. M. Young, seconded by C. B. Allison, the meeting endorsed a proposition that the Board of Trade would support the County Council and co-operate with them in any undertaking to pay their fair share towards the cost of purchasing the Bay Bridge. This motion also was unanimously endorsed. The usual votes of thanks and the National Anthem concluded a most interesting and profitable meeting.

ARDENS

M. Hubly.

way, which lands him in plants, shrubs and trees. Then spreads out before him the most pleasing vista of walks lined with various flowers, formal fountains, rustic bridges and there variously distributed over the land with beautiful effect.

ink there is a menagerie which can be seen as and birds perform show the perfect obedience to command found in this living world.

in all its varied shape in the range of the birds, suffice it to say, are there: fowls of fish of the sea, moneep and reptiles of the

se creatures are tamed to be handled, and most catered to perform with wonderful intelligence, and stunts, in obedience of the manager of the R. F. Jones, who I was not, and converse with him and out of the garden escape the notice of who might have posed the United States' coat of the gold coin who is from his kind. "Old eagle, who is guardian of the land and the broad wings and silver plum the center of admiration his seal is never by marauding hawk or bird of prey.

is very proud of his beasts and birds and achievement, and the gardens as a place of In closing let me quote

ve made the garden it for your return- near the roses have and died away. guns gazed to seaward net firm were burning, arms in greeting, to would come today."

gress that he would the end of the convention. Indeed, it was his business of one or two best handled by the Presidential primary, national conventions.

Objection. on was that conven- meet merely to ratify the people in the primitive the party plan- came of the plat- al committees, before pt was made to frame stated that such a law institutional as the con- the several States the mine the methods by erences shall be ex-

ensaries Closed Down

ensaries in Prince down owing to over- the farmers have the cheese factories down in the spring, up in preference to Some of these were supplying confeder- and the market at said to be congested, demand for cheese the farmers are not with any loss.

"ROUGHING IT IN THE BUSH" OR FOREST LIFE IN CANADA

BY MRS. SUSANNA MOODIE

INTRODUCTION TO THIRD EDITION (Published by Richard Bentley in 1854).

In most instances, emigration is a matter of necessity, not of choice; and this is more especially true of the emigration of persons of respect- able connections, or of any station or position in the world. Many edu- cated persons accustomed to the refine- ments and luxuries of European so- cieties, ever willingly relinquish those advantages, and place themselves be- yond the protective influence of the law, in order to seek a fortune in their native land, without the pres- sure of some urgent cause. Emigra- tion may, indeed, generally be re- garded as an act of severe duty, per- formed at the expense of personal en- joyment, and accompanied by the sacri- fice of those local attachments which stamp the scenes amid which our childhood grew, in imperishable characters upon the heart. Nor is it until adversity has pressed sorely upon the proud and educated sons and daughters of old but impoverished families, that they give up the joys of the mind, and arm themselves with fortitude to meet and dare the heart- breaking conflicts of the wilderness.

The emigrant's hope of bettering conditions, and securing a sufficient competence to support his family, to free himself and his family from the slighting remarks too often heaped at the poor emigrant by the practical people of a proud man, but doubly so when he knows that the want of wealth constitutes the sole difference between him and the more favoured offspring of the same great stock.

The solitary stroke of the axe that once broke the uniform silence of the vast woods is only heard in remote districts, and is unperceived by the thundering tread of the iron horse and the ceaseless panting of the steam-engine in our sawmills and fac- tories. Canada is no longer a child, sleeping in the arms of nature, dependent for her very existence on the fostering care of her illustrious mother. She has outstripped infancy, and is in the vigour of manhood. Her young and vigorous youth have pushed the middle ranks of British society, for the space of three or four years, landed upon these shores. A large majority of these emigrants were offi- cers of the army and navy, with their families: a class perfectly un- fitted, by their previous habits and standing in society, for contending with the stern realities of emigrant life in the wilderness. The immigra- tion became general. Thousands and tens of thousands from the middle ranks of British society, for the space of three or four years, landed upon these shores. A large majority of these emigrants were officers of the army and navy, with their families: a class perfectly unfitted by their previous habits and education for contending with the stern realities of emigrant life.

It was a mere struggle for bread, it was a mere struggle for bread, it was a mere struggle for bread. The emigrant's hope of bettering conditions, and securing a sufficient competence to support his family, to free himself and his family from the slighting remarks too often heaped at the poor emigrant by the practical people of a proud man, but doubly so when he knows that the want of wealth constitutes the sole difference between him and the more favoured offspring of the same great stock.

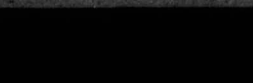
Forty years has accomplished as great a change in the habits and tastes of the Canadian people as if it had been the architect of their man- itude and the appearance of the country. A young Canadian gentle- man is as well educated as any of his countrymen across the big water, and contrasts favorably with them. Social and uneducated, he puts on no airs of offensive superiority, but meets a stranger with the courtesy and frankness best calculated to shorten the distance between them and to make his guest feel perfectly at home.

With prophetic glance, I see visiting you on the future glory. Giving to the world's eye a story A page, with mighty measure fraught That asks a wider range of thought. Borne onward on the wings of Time, I trace thy future course sublime; And feel my anxious lot grow bright, While musing on the glorious sight; Yes, my heart leaps up with glee To hail thy noble destiny!

Childhood Indigestion Nothing is more common in child- hood than indigestion. It is more dangerous to proper growth or more likely to pave the way to dangerous disease. Fully nine- tenths of all the minor ills of child- hood have their root in indigestion. There is no medicine for the little ones to equal Baby's Own Tablets in relieving this trouble. They have proved of benefit in thousands of homes. Concerning them Mrs. Jos. L. Quette, Gummaces, Montreal, Que., writes: "My baby was a great sufferer from indigestion, but the Tablets soon set her right and now I would not be without them." Baby's Own Tablets are sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.

Posed as a Man; Lived With Girl for Four Years Had Become Victim of Narcotics and Brought Suit Against Peddler. Philadelphia, Oct. 5.—Posing as a man, Jacqueline Gay, 20, who says she is an Oklahoma Indian girl, obtained a license, married and lived four years as the husband of another girl, it was brought out today in a suit Jacqueline is waging against a man she says sold her narcotics.

While our Chamber of Commerce is looking around for something to get that it earnestly desires to see bettered, the Grand Trunk and the Ontario are now pretty nearly got together and it is not too long ago that some proposals that are being discussed...



Veterans Decorate Comrades' Graves

Impressive Service at Armories—Decorations at Cemeteries

The first Decoration Day to commemorate the lives of the fellow comrades who sleep in graves in France, Belgium, Britain and Canada, was observed on Sunday afternoon at two-thirty in the Armories, under the auspices of the G.W.V.A. and the Argyll Light Infantry.

Major, the Rev. Kidd, M. C., of Kingston, chaplain of the Fourth Infantry Brigade, and of the 21st Battalion presided. With him were Ven. Archdeacon Beamish, chaplain of the Argyll Light Infantry, Rev. Dr. Cleaver, Rev. A. S. Kerr, Rev. Rural Dean Swayne, Rev. G. Marshall, Adjutant Cavender, Rev. W. H. Wallace, Col. S. S. Laster and Col. D. Barragar.

The Rev. A. S. Kerr of St. Andrew's opened the service with prayer, reading the passage of David's Lament over Jonathan. Major Beamish offered prayer and led in the Lord's Prayer. The gathering sang "Abide With Me." The band played very impressively the Chopin Funeral March.

Major Kidd was speaker of the afternoon. He said it was a very great pleasure for him to have had the opportunity of accepting the invitation of the Great War Veterans Association to take part in the ceremony. It is a ceremony that is one of sadness as well as of pleasure.

Chamber of Commerce Has Taken Action

Editor Ontario.—I notice in your issue of 2nd inst. a suggestion that the Chamber of Commerce take up the matter of low water in the Trent River with a view to having the Dominion Govt. allow the lowering of the water in the lakes that feed the Trent system, so as to give the manufacturers here, as well as in Kingston and Peterboro &c., the necessary power which has been shut off for several days.

This matter was taken up under our Manufacturers' section of which Mr. W. C. Springer is chairman, and it was decided to ask our local member to go to Ottawa and endeavour to have the Government allow the lowering of their water in the Trent system one-tenth of a foot per week for ten weeks. This was done and the Government agreed to so lower their water provided the manufacturers who are supplied by the Trent system would sign an agreement releasing the Government from any damage claims.

Following is the letter from the Hydro.—Toronto, Oct. 1st, 1920. Hydro-Electric Power Commission Belleville, Ont. Dear Sir: We thank you for your report of September 30th, regarding action of the Chamber of Commerce and we hope that Mr. Porter's efforts may have some avail.

man for the state as it is for the state. Then we shall build up a state worthy of the sacrifice of the lives of heroes. We cannot progress beyond the ideals we possess. Keeping before us high ideals in social, community and personal life, not afraid to follow the path that leads to the right, then we are fulfilling a life. High ideals and a fraternal spirit will do much to solve our problems.

The Rev. Dr. Cleaver closed with the benediction and the band played the National Anthem. The officers and comrades of the G. W. V. A. attended the service.

After the service bouquets were taken to Belleville and St. James Cemetery where flowers were placed on the following graves: St. James Cemetery—Pte. Monahan, Pte. McCauley, Jte. John Belton.

Belleville Cemetery—Pte. W. J. Rawlinson, Sergt. Chas. Gibson, Gunner Thos. Yateman, Pte. George Eves, Pte. James Clarke, Pte. Harry Dryer, Pte. William McCafferty, Pte. Charles Osborne, Pte. George R. Potter, Pte. John Rightmyer, Pte. Jonathan Smith, Lieut. Harold Reid, Major A. E. McColl, M. D., Pte. George Bell Jones, Gunner James MacDonald and Pte. Chas. H. Yorke.

The officers of the Argyll Light Infantry present at the service were: Lt.-Col. R. Vanderwater, D.S.O., Captain McManus, Adjutant; Majors S. E. Carman, S. E. Vermilyea, A. L. Johnston, M. M.; J. Downey, Archdeacon G. R. Beamish; Captains C. F. Watbridge, P. H. Wills, W. J. Nesbitt; Lieutenants W. C. Jack, D. C. M., M. M.; E. G. Jones, L. F. Greene and J. G. Caldwell.

Editor Ontario.—I am enclosing a clipping from The Globe of the 25th strongly condemning the stupid dishonesty of some of our Ontario apple dealers in putting "good" apples at both top and bottom of the barrels and filling the center with poor stock.

I am writing this to say that I find this same complaint in the mouths of our fruit dealers in this city. I was in the warehouse of one of our wholesale fruit dealers last week and when he was told I was from Belleville he expressed himself very freely and almost made me ashamed of coming from that part of the country when such dishonest tricks are said to prevail.

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critical condition to manufacturers from the lack of power owing to the low condition of the waters of the River Trent and said Trent Canal is relieved by fall rains or otherwise, and we each of us hereby relieve and discharge the Government of Canada and Department of Railways and Canals from all claims for injury or damage that may arise in consequence of such action.

Probably I am wasting space. So much of this is "old stuff" to us in Ontario. We know all about the decline in orchard culture, the decrease in orchard acreage and the failure to keep pace with improvements in the matter of pack and package. At the same time a bit of "hot shot" such as this prominent Westerner gave me cannot do any harm at this particular season, when hundreds of prairie families, buoyed up by Press reports of a magnificent apple crop in Ontario, suddenly have their hopes shattered by later news items to the effect that "Ontario apples will be dearer than ever."

He Always Keeps Them in the House

PIERRE BLANCHETTE PAYS TRIBUTE TO DODD'S KIDNEY PILLS.

He Suffered from Dyspepsia for Twenty Years and Now Loses an Opportunity to Sing the Praises of Dodd's Kidney Pills.

Ste. Anne des Monts, Tourelle, Gaspé Co., Que., Oct. 4th. (Special) "I always keep Dodd's Kidney Pills in the house." That is the tribute Mr. Pierre Blanchette, a well-known resident here, pays to the old reliable kidney remedy.

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ern shore of Lake Ontario, eastward from Toronto. We know these things, but we can't get the apples. We are forced to get our fruit from other sources—thanks, I repeat, to the indelible dishonesty of the Ontario grower.

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Dis Honest Packers Queer Apple Market

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The satisfaction Dodd's Kidney Pills are giving as a remedy for kidney troubles is shown by the large number of people who keep them always at hand. They have learned that the proper way to avoid serious forms of kidney disease, such as rheumatism, diabetes, dropsy, and heart disease, is to correct the early symptoms of kidney trouble.

DESERONTO

We are having lots of rain in these parts lately. Mr. and Mrs. Fred Froste of Belleville spent Sunday in town.

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Denfels. Mrs. Rose and Mrs. Holgate, who have been spending the summer months in the village have returned to their home in Rochester through the illness of the former's husband, Mr. Rose.

Mrs. J. C. MacFarlane is spending this week in Toronto attending the board meeting. Master Clara Datoe is confined to the house through illness. We hope soon to see Clara around again.

NAPANEE

Mr. Harvey Milne, of Kingston, is the guest this week of Mr. and Mrs. A. MacGregor. Mr. and Mrs. C. I. Maybee and Mr. and Mrs. Willet Dollar motored to Ottawa on Wednesday.

Mr. and Mrs. Fred Stevens have returned to Toronto after spending a couple of weeks with Mr. and Mrs. B. F. Davy. Mrs. C. H. Dunning and daughter, Mrs. Bertha Davis, with her son, WILL, of Willow Ave., Toronto, returned home on Saturday last, after having spent the week with Mr. and Mrs. Leonard McCabe, Bridge St.

Mrs. Harold Benson, Lampman, Sask., spent a few days this week the guest of Mrs. D. R. Benson on her way home to the west. Dr. and Mrs. Leonard are spending a few days in Toronto. Mr. and Mrs. G. W. Morden are the guests of Mr. and Mrs. Herbert Dally, having recently returned from England.

Mrs. M. Goodwin and Mr. and Mrs. J. Frisken and son, Gilbert, of Seattle Wash., U.S.A., have returned home, after a very pleasant trip and visiting friends at Tamworth and Enterprize.

Mr. H. B. McCabe, Oshawa, spent the week end with his parents, Mr. and Mrs. Leonard McCabe, and motored up with his parents and spent Sunday at the home of Mrs. John Hudson, Sr., Deseronto Road.

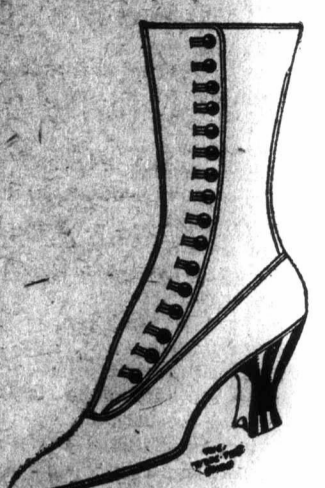
Miss Mary A. E. Jones left for Calgary with her sister, Mrs. Loveless, who had been visiting her parents, Mr. and Mrs. A. H. Jones, Picture Butte, Alta. Miss Mary A. E. Jones is taking a term in Mount Royal College, Calgary, Alta.

Mrs. J. O. Fretts, Hawley, has returned home, after attending the Canadian National Exhibition, Toronto, and visited relatives in Brantford; also her sister, Mrs. G. D. Datoe, Owendale, Michigan. She was accompanied by her daughter, Leona, who also visited friends in Toledo, Ohio, and Detroit. Mr. Datoe, formerly of Selby, has recently received the appointment of Postmaster at Owendale, Mich.—Napanee Beaver and Express.

SPECIALS

At Real Prices

Men's Gunmetal and patent Button boots, G. A. Slater, Astoria and other makes \$1.95. Men's Heavy Tan work shoe all sizes \$4.75. Women's Patent and Dongola Button Boots, Queen quality, J. T. Bell and Classic Makes \$5.25. Women's Patent and Gunmetal Button Boots \$2.25. Child's Dongola Button, 8 1-2 to 10 1-2 \$1.65.



VERMILYEA & SON Store of Service & Quality 264 Front St. Phone 187.

Sunday with Mr. George Thompson. Miss Gladys M. Green visited relatives in Peterboro a few days last week.

Mr. and Mrs. Nelson Girdwood and children, of Trenton, spent a few days visiting at the home of his brothers, Albert and W. R. Girdwood. The Rev. Dr. Graham Adams and Mrs. Adams of Ruthertford, New Jersey, are visiting Mrs. Wesley Hawkins and family for a few days. Fred Wildman, a lumberman was instantly killed by a falling limb which struck him on the head while at work in a lumber camp in Haliburton County last week.

Canadian Boot and Shoe Industry

Took More Than a Century to Overcome Preference for Imported Shoes. The Canadian boot and shoe industry at the present time holds sixth place in importance among the industries of Canada.

The Canadian boot and shoe industry at the present time holds sixth place in importance among the industries of Canada. A delving into history reveals the fact that as early as 1667 the making of shoes in Canada was established, and at that time, in the entire country there were some twenty shoemakers.

STIRLING. Miss Katherine Dixon who is teaching school at Oco Hill was in town Friday day. Rev. Rural Dean Byers, preached in Christ Church, Belleville on Sunday.

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Advertisement for Vermilyea & Son shoes, featuring a list of special prices for various styles of men's, women's, and children's shoes.

Advertisement for SHUBERT shoes, highlighting their quality and variety, including a price list for different styles.

Advertisement for A.B.S. shoes, emphasizing their durability and craftsmanship, with a price list.

Advertisement for The Finnegans, offering services such as painting, trimming, and repairing of various types of wagons.

Advertisement for The Finnegans, detailing their services for wagon repair and maintenance.

THE WEEKLY ONTARIO.

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THURSDAY, OCTOBER 7, 1920

"ROUGHING IT IN THE BUSH"

The present generation, prosperous, pleasure-loving, accustomed to easy paths, is all too forgetful of that incomparable band of pioneers who conquered the Upper Canadian wilderness and made possible the Ontario of today. No army ever advanced into battle with more resolute hearts than animated the breasts of those who braved the prolonged perils and soul-trying hardships of the days of the first settlement of what is now central Ontario.

ter of Thomas Strickland of Reydon Hall, Suffolk, England, and was born the 6th of December, 1803. This Strickland family was one of the most remarkable known in England, since five of the six daughter made themselves celebrated in the world of letters.

the proudest and most populous province in British North America and her sons and grandsons making their way successfully in various parts of the Dominion. Some of her grandchildren and great-grandchildren have themselves become pioneers in the great Canadian North West, which, during the better part of her life-time, was a land practically unknown to the outside world.

or descend them. The cost of maintaining roads on the slopes of hills is also vastly greater than along level surfaces because of the tendency to wash and denude the surface with every passing shower.

OTHER EDITORS' OPINIONS

MONEY IN CITY SEWAGE

Glasgow, Scotland, is about the only city in the world that makes money out of its city owned street railway, and it is also making some money out of its sewage, and proposes to make more.

A SUBSTITUTE FOR COAL

Although no deposits of anthracite or bituminous coal have been located in Ontario, nor does there appear to be much chance of any being discovered, the province contains considerable beds of lignite.

AVOID THE HILLS

When our fathers were laying out the routes for roads they avoided swamps and low-lands and kept as far as possible to the higher levels. This is conspicuously true of the main road between Belleville and Madoc and the road from Belleville to Stirling where hills several hundred feet high are surmounted.

NOTHING TO LAUGH AT

"Tain't nuthin' to laff at as I can see! If you'd been stung by a bumble bee, An' your nose was swelled an' it smarted, too, You wouldn't want people to laff at you!

Future of World Coming

Editor Ontario: In my last letter I sought before your readers the fact that we are not far from the fulfilment of our Lord's promise to Him, on to be with us also to show that, instead of getting better, it is told it will be in the pasting worse and worse. For we are told will come. Rise against nation and against kingdom. Evil days rampant. Spiritism many astray and scripture Tim. 4, 1) now the spirit expressly "That in the last some shall depart from giving heed to seducing doctrines of demons."

