

ALBERT COLLEGE FOR BOYS AND GIRLS

THOROUGHNESS

Thoroughness is the foundation of success—and is the principle that dominates every course taught at **ALBERT COLLEGE**, BELLEVILLE, ONT.

When a boy or girl completes a business course at Albert College, they have a great asset—namely, a thorough knowledge of modern business, its practices and requirements. Trained boys and girls are the great need in the modern business world. Albert College offers the dual advantages obtained from college and special business training.

For calendar and any special information address **E. N. BAKER, M.A., D.D., Principal.**

School Reopens September 7th, 1920

THE CHANGE IN THE SITUATION

Written for The Ontario by **Chas. M. Blee, Lawyer, Denver, Colorado.**

With slight notice of the event on this side of the great pond, the British Industrial Court, which corresponds in jurisdiction and activity with the Industrial Commission provided for in the Cummings-Esch railroad act of Congress, recently decided against a claim for higher wages sent in by the unions connected with railway operation in England.

The London Times editorially declares that the decision of the court is based upon well-reasoned grounds and that it "marks a turning point on the economic road."

As this is presidential year in America, no public official, and no agent of public opinion—whether it aims to create or only to express opinion—obeys the task of advocating a reduction in wages, or to become unpopular by taking the position that there is a margin beyond which wages should not go. In other words, if the high cost of living is to be reduced, all factors which helped to create and which now sustain, the high cost of living must also be reduced. The legendary snake which eats its own tail gains nothing in size if its appetite grows with the growth of the tail. At the end of the season it will be the same old snake, the factors of growth and of appetite having balanced each other to a practical standstill.

The London Times proceeds to remark—apropos of the Industrial Court and its position as to an increase in wages at this time, that this "important decision" affects a very large and varied body of workmen, and will resound throughout the trade union world. The claim came up before the court under the procedure laid down by the agreement entered into by the employers and the unions connected with the engineering and foundry trades in 1917, which provided that the committee on production should periodically consider what general alteration in wages, if any, is warranted by the war. The committee on production, which was an official arbitration body, has since been replaced, first by the interim court of arbitration, and last November by the Industrial Court, which is a joint body, with equal representation of employers and trade unions. The last hearing was in February, when general advances of six shilling (\$1.44) a week on time rates and 15 per cent on piece rates were granted, mainly on the ground of the state of the trade.

The present claim was for a general advance of six pence (12 cents) an hour, and was put forward on behalf of seven large groups of unions representing engineering, shipbuilding, and accessory skilled trades together with the National Federation of General Workers, who claim an advantage of twenty shillings (\$4.80) a week.

The grounds put forward by the British unions are all familiar in America. Briefly stated, they include the increased cost of living since last year, the greater advances granted to other trades, and the present in-orbit position to be thus secured state of trade in England.

The award of the Court, which was certainly bombarded. The moving approved by unanimous vote of the electric hydrogen is of course an element, discusses these grounds at-

ried toward the poles of the earth and round them by the earth's magnetic forces.

"The fascinating colors of the aurora are due to the changing electric excitation of the hydrogen and other gases. The theory of Vegard, the Swedish physicist, which has explained the wonderful curtains and auroras as due to hydrogen particles, of positive electric charge, is now shown unquestionably to be true, in that it is but a logical result of the explosive eruption of the electric hydrogen from the sun.

"The well known delay, or lag in time, between the solar eruption and the appearance of the magnetic storm, and accompanying aurora on the earth, of about 45 hours, is due to the time taken for the hydrogen atoms to travel from the sun to the earth. The rate of travel is about 575 miles per second, or somewhat in excess of the rate of the upward movement of the gases in some of the great solar prominences.

"The numerous and complex details of the auroral phenomena are found thus to receive, for the first time, reasonable explanation. Additional confirmation of this explanation is given by the fact that our discoveries also prove that all the elemental atoms, so wonderfully explosive in the stars, are structural products of hydrogen."

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The Most Powerful Man in China

Became Minister of War When the Manchu Emperor Was Dethroned, and Has Been Since Twice Premier

Tuan Chi-Jui, whom Sir John Jordan, the late British Minister at Peking, described as "the most powerful man in China," is now the greatest force behind the new trouble that has arisen in the country. Tuan is five feet in height and looks anything but a man with a military mind. With sharp, keen features and a little moustache, he is between 50 and 60 years of age and a general of the old regime, who, apart from his soldiering abilities, is regarded as one of the ablest men in the Celestial Empire. He graduated at the Pei-tang Military School, became chief military adviser to Yuan Shi-kai, then Viceroy of Chihli. After that he became a great supporter of the Republican elements.

He has had a rapid upward progress in his military career. In 1906 he was promoted a brigadier-general and a year later he was lieutenant-general of the Chinese Bordered Yellow Banner. In 1908 he was general commanding the Sixth Division of Lu-chun and two years later he was commander-in-chief at Kiang-pei. When Yuan became Premier of China, Tuan filled the office of Viceroy of Hu-chung Province and subsequently took over command of the Northern Army, which proved such a strong support to Yuan when he became President of the Republic.

Later Yuan was one of the leading officers to sign the memorial to the Manchu Emperor advising him to abdicate, and when the republic eventually came into being he assumed office as Minister of War. In 1913 he was nominated acting premier, and at the end of the year became military governor of Peking. He became Premier in 1916, resigned, and took up the office again in 1918.

He has always been a great friend of the Allies, and in an interview he gave to a Daily Mail special correspondent in June, 1918, he said: "I pray that heaven may bless Great Britain's arms." He also stated that he would like to train at least 40,000 or 50,000 troops, but financial difficulties prevented him from doing so.

Of especial interest, in view of the present trouble, are his remarks on that occasion to the military governors of China. Speaking of the unrest in the country at that time, he attributed it to the grasping, soaring ambitions of the provincial military governors. "Peace would only

come," he declared, "when they were crushed. Their appetites are insatiable."

Tuan regards himself as a Moderate who studied at a modern school. He is not an obstructive. "If a radical idea is right," he has said, "I am willing to follow it."

Japanese Divers

They Are the World's Best Salvage Men

There is, at any rate, one post-war activity in which Britons have to take a back seat, says an English exchange.

This is as deep-sea divers in the work of salvaging vessels which have been sunk by mine or torpedo.

It is here that the Jap shows his superiority. The Japanese diver can descend to a greater depth than the British diver, and, what is more, he will remain longer under the water without injury to health.

This is no mere boasting claim by the Japanese themselves; it is the useful but truthful admission of an expert with a long association with marine salvage work. Few Japanese divers engaged at work round the coasts of Britain, their activities in this direction being mostly confined to the Mediterranean.

The greatest depth at which a British diver can work under water without doing himself a serious injury is from twenty to twenty-two fathoms—that is, at the most, 130 feet below the surface. Even then our divers can remain only a comparatively short time at that depth, and they are obliged to descend and ascend very slowly to prevent the blood from gushing from their bodies.

In some of the government salvage ships what is known as a decompressing chamber is now provided, which the diver on ascending can enter and gradually become acclimated to the natural atmosphere on the surface. A Japanese diver can work with comparative comfort at a depth of twenty-seven or twenty-eight fathoms, or nearly 170 feet below the point where the salvage ship is moored, and as a rule he is not in such haste to give the signal to be hoisted up as his British colleague.

Eastern fatalism enters largely into the composition of these Japanese divers, and on this account the yellow men are inclined to take risks far below the surface which British divers no less intrepid would hesitate to take.

Unexpected danger often confronts the deep-sea diver who has located a wreck which has been sent to the bottom by torpedo.

The pressure of the water frequently has the effect of crumpling up parts of the vessel near the spot where the torpedo has shattered the sides, and sometimes even an ordinary touch will cause part of the splintered hull to collapse. The danger in such circumstances of being enveloped by a mass of wreckage is ever present.

WHEN USING **WILSON'S FLY PADS**

READ DIRECTIONS CAREFULLY AND FOLLOW THEM EXACTLY

Best of all Fly Killers 10c per Packet at all Drugists, Grocers and General Stores

Sea is Soundless in the Great Depths

Any Noise Apparent Near Coasts or on Surface is Caused by the Bursting of Bubbles

It is only near the coasts and on the surface that the sea makes a noise, Professor Bragg explained, in a lecture on "Sounds of the Sea" to juveniles at the Royal Institution in London. In the depths the sea is wonderfully silent because the water is still, and the creatures that live below move silently. The reason of this silence is that it is absolutely necessary to have bubbles collapsing before sound can be produced which the human ear can distinguish.

In order to illustrate this, photographs were thrown on the screen showing a round shot being dropped into water. As it sank were bubbles of water, and it was the collapse of these that made the noise, the lecturers explained, and not the impact of the solid body on the surface of the water. Then he recalled how noiselessly an otter or a water rat can slip into a pool compared with the sounds caused by the bad boy of the family surreptitiously diving into forbidden waters. The reason is the shape of the body. As the otter, and the water rat enter, the water slips along their bodies, and no hole is left for air to follow and make a noise.

Once upon a time, he explained to a delighted youthful audience, he and some others equally interested in mysterious sounds went to the zoo. They wanted to know how much noise fish make. Some fish were put in a tank and a penguin went in after them.

Despite the use of listening instruments not a sound could be heard as the whale went on. The reason is that when fish move they leave no cavities behind them. This led up to diagrams showing experiments that had been made during the war to find the best shape for airships.

The results were in favor of a blunt nose tapering off the tail, the same shape as a fish. But the professor could hold out no hope of a noiseless air dirigible until we have got one that can move by wagging its tail in the same fashion as a fish.

Now comes the question: Do fish hear? As we understand the sense of hearing the answer is in the negative, as they say in Parliament. Fish have the rudiments of an ear which makes them sensitive to pressure and movements in the water, but

not to sound. Long ages ago, when some forms of fish began to make a practice of taking constitutional on dry land, the remaining bit of the ear began to develop, until now the crocodile has one of the most sensitive ears of any animal; and this is the part that has developed in the case of all animals living on dry land.

Hunting Gazelles From Automobiles

Fast Driving Over Stony Moroccan Desert to Get Within Range

London, July 22. — The Morocco correspondent of the London Times sends a thrilling description of hunting gazelles by automobile. He writes:

There are four of us: Hadjo Thami Flawi, the Basha of Marrakesh; Kaid Hammou, of the Atlas; Sid Ayadi, Kaid of Rahamma, and your correspondent.

Time to start. There is a car for each of us four sportsmen, and at the invitation of my hosts, I take my seat beside the chauffeur, with two beautifully dressed black slaves in the back seat in attendance. The kaid enters their cars, and we start out.

The cultivated lands are quickly left behind, and the great plain of Rahamma lies stretching away before us with the snow-peaks of the Atlas bounding its southern horizon.

Kaid Ayadi gives the signal, and the four cars spread out—a few hundred yards apart—and proceed at a slower pace, about fifteen miles an hour. The ground is stone-strewn and rough, and careful steering is necessary. There are boulders of every shape and size loosely strewn over the plain, and little channels worn by water, insignificantly enough in themselves, but highly damaging to motor cars if not skilfully manoeuvred. Our chauffeurs, three Frenchmen and an Algerian are skilful drivers and accustomed to this sort of the "Great Kaid."

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It was not long before fresh herds were put up, but always breaking away to the left they succeeded in reaching the low stony slopes that ran from the northern boundary of the Rahamma plain. At a signal from Kaid Ayadi we turn southward to seek more advantageous ground, and emerging from the stony our cars roll across the level plain at a pace of thirty miles an hour. Game however, is scarce here—though a great bustard falls to my gun, brought down by a charge of buckshot. At length, however, a herd of a dozen gazelle is spied in the open, and at an increased speed the cars rush forward. The speedometer of my car marks forty miles an hour, but we are not gaining on the gazelle, who appear easily to keep their distance of four or five hundred yards ahead of us. At another signal we increase the pace to fifty miles an hour. The plain is level but there are stones and little undulations and many small watercourses, merely little declivities in the surface, but none the less exciting to pass over, and the exhilaration is intense.

FOUR KILLED, ONE TAKEN ALIVE

It is wonderful driving on the part of the chauffeurs, and the cars sway from side to side, and rise and fall, like boats in a rough sea. We are clobbering upon the herd now, and it looks as though it will be my car that will be the first to come up with them, but suddenly they turn aside to the right, and pass down the line of advancing cars.

The Basha of Marrakesh's little figure is clearly visible as he stands in his swaying car. The gazelle pass him, and with right and left he brings down two—beautiful shooting. Kaid Hammou's car is the next, and he too shoots his two gazelle. Once more the herd swerves, and passing between the cars, breaks back to the rear and is allowed to escape without further molestation—all but one, a young doe who paralyzed with fear, stands motionless and is easily captured alive and unhurt, to be carefully conveyed back to Marrakesh to become a pet in the Basha's house.

It may be argued that this class of hunting is not sport, that the gazelle have no chance of escape, but it is not so. The risk is great, an accident may occur at any moment, and the stony surface of the ground gives the gazelle a good chance. Of the many herds we take the four gazelle shot and the one taken alive were our whole bag, though we covered over one hundred miles of distance on the plain alone, without counting our ride to and from Marrakesh. The handling of the cars requires the greatest skill, and the shooting is by no means easy. To hit a running gazelle from a motor car travelling at the rate of fifty miles an hour over rough ground needs no little skill.

SIGHTING THE GAME

Suddenly one of the slaves in my car cries out, and away ahead of me I see a herd of gazelle bounding over the plain. My car is on the extreme left of the line, and our object is to head off the herd from the more stony ground and turn them to the right, where the plain is more level. Edging away always to the left, our car quickens its pace, rolling from side to side and bumping. Seizing every opportunity of a few yards of good ground, we spurt forward, only to have to slow down again to manipulate some awkward spot. The gazelle are out of range for it is only with a shotgun loaded with solid bullet or buckshot that they can be got. To shoot with a rifle out of a car going at from 40 to 50 miles an hour over rough ground is too much to ask or to expect. There are less stones now, and we are making headway.

The three cars on my right keep a little in the rear, in order to facilitate my turning movement, but they too are making good pace. At times, for a few minutes, we are travelling at over forty miles an hour, and once or twice the gazelle are almost within range; then some little watercourse or some extra stony patch gives them their chance and they increase the distance again. At length our course seems clear, and the car bounds forward. The race is splendid but rather terrifying. Half standing, half kneeling on the seat, I wait to get my chance of a shot, then suddenly the car swerves in a way that nearly throws me out—and stops. A yard or two ahead is a dry watercourse, a meter wide perhaps, and half a meter deep and full of boulders, an impassable barrier—or rather a barrier the passing of which necessitates a search for a practical passage, and allows the escape of the gazelle, whose course toward the stony ground is now easy. A few minutes later we see them appear on the outline of a low hill bounding over the rocks.

List of Fall Fairs

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|---------------|------------------|
| Stirling | Sept. 23-24 |
| Shannonville | Sept. 18 |
| Frankford | Sept. 16-17 |
| Wooler | Sept. 3 |
| Tweed | Sept. 30, Oct. 1 |
| Bancroft | Oct. 7-8 |
| Beaverton | Sept. 27-29 |
| Barrie | Sept. 20-22 |
| BELLEVILLE | Sept. 6-8 |
| Blackstock | Sept. 28-29 |
| Bokenwood | Sept. 30 Oct. 1 |
| Bowmanville | Sept. 21-22 |
| Campbellford | Sept. 11-12 |
| Fenelon Falls | Sept. 11-12 |
| Gooderham | Oct. 7 |
| Halliburton | Sept. 23 |
| Keene | Oct. 15-8 |
| Lakefield | Sept. 23-29 |
| Lindsay | Sept. 22-25 |
| London | Sept. 11-18 |
| Markham | Sept. 7-8 |
| Millbrook | Sept. 30-Oct. 1 |
| Orrville | Sept. 14-15 |
| Orono | Sept. 23-24 |
| Ottawa | Sept. 10-20 |
| Peterboro | Sept. 20-23 |
| Port Hope | Sept. 21-22 |
| Port Perry | Sept. 9-10 |
| Toronto | Aug. 23-Sept. 11 |
| Woodville | Sept. 16-17 |

AUTOMOBILES COLLIDE

The dangers of the G.T.R. level crossing at Collins Bay were again shown on Sunday night. Two cars were approaching each other and so distracting was the noise of their engines and glaring headlights that the driver of one of the cars did not realize that a train was approaching. A few moments before he reached the track he heard the locomotive whistling, and saw the headlight gleaming in the distance. The train was coming along at a very fast rate, and the driver of one of the cars spurred ahead, just clearing the track ahead of the train. In the confusion of going across, however, he smashed head-on into the automobile at the other side of the track. Fortunately, there was little damage done and none of the occupants was hurt. The names of the persons in the cars could not be ascertained as they were said to be tourists passing through the village.

Do Explosions on the Sun Cause the Northern Lights?

The earth was passing through the outer confines of the corona or exterior envelope of the sun on the night of last March 22 when people of the northern part of the United States and Canada witnessed the great aurora, says Prof. Monroe B. Snyder, director of the Philadelphia Observatory.

This astronomer says that the "universal force of radioaction" on the sun "hurled the final atoms of an explosion, namely, electrified hydrogen and probably helium, straight to earth."

"The recent aurora is a fine indication of the explosive automatic disintegration which takes place at the surface of the sun and is responsible for its prominences, spots and corona.

"Our discovery of the magnitude and precise atomic order of the explosion of the chemical elements in the sun, and in the stars generally, leads to conceptions of the aurora and the accompanying magnetic and electric storms, which are beyond any doubt as to their validity.

"During the hours of the recent display the earth was, in a very true sense, and to the delight of us all, passing through the outer confines of the solar corona.

"The same universal force of radioaction which disintegrates Krakatoe in stupendous localized Krakatoe produces the hydrogen of the corona or outer streamers, then also hurled the final atoms of the explosion, namely, electrified hydrogen, and probably helium, straight to the earth. Only within a month of the equal other trades, and the present in-orbit position to be thus secured state of trade in England.

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BRINGING UP FATHER

By Geo. McManus

HAVEN'T YOU ANY BRAINS-DO YOU WANT TO GET A WORSE COLD WITH THAT WINDOW UP WHEN YOU NEVER DO ANYTHING RIGHT.

HERE COMES THE DOCTOR-I JUST GOT THE WINDOW CLOSED IN TIME.

HE COMES HERE ENOUGH TO MAKE IT HIS HOME.

MY, MY, THAT'S TERRIBLE. THAT WINDOW SHOULD BE OPEN-FRESH AIR IS WHAT HE NEEDS.

I JUST GOT THROUGH TELLING HIM THAT DOCTOR AND WAS JUST GOING TO PUT IT UP WHEN YOU CAME IN!



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