



HIGH PRINCIPLES

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OBITUARY

PATRICK LEE

After an illness extending over a considerable time, Mr. Patrick James Lee, passed away this morning at five o'clock, at the family residence, 178 Bridge Street East. It was for some time thought that his recovery was probable and he went away for treatment. Later, however, his condition became such that no hope was held out for his ultimate recovery.

The late Patrick J. Lee was in his fifty-sixth year and was born in Campbellford. Early in life he became a general salesman for the Massey-Harris Company. Later he entered the service of the McLaughlin Carriage Company of Oshawa. About ten years ago he took over the management of the McLaughlin Company when they opened their garage at the corner of Bridge and Coleman streets. This position he held until a short time ago when his health became such that he had to resign. He was a very successful salesman as the magnitude of the business he built up showed throughout his extensive territory. As a citizen he took an interest in municipal matters. Personally he was possessed of many fine social qualities. He was deservedly popular with all classes.

Mr. Lee was a member of Belleville Council, Knights of Columbus. He was a member of St. Michael's Church.

Surviving are his widow and eight children—Maude, Stella, Edward, Patrick, Francis, Frederick and Margaret. There are also five brothers—Edward, of Coburne, William, of Thorold, Frank and Robert of Campbellford and Fred of Belleville and four sisters—Mrs. Wm. Barry, of Hastings, Mrs. Thos. Calnan, of Grafton, Mrs. M. Koele, of Frankford and Miss Elizabeth Lee, of Campbellford.

The deepest sympathy of all classes of citizens will be extended to the bereaved family.

Roblin Boy Was Burned to Death

Upset Lighted Lamp Beside Bed When He Fell Asleep After Reading

Kingston, Aug. 9.—Archie Connell, aged thirteen, of Roblin, was so badly burned in his bedroom Thurs. night when he upset a lighted lamp in his dreams that he succumbed to his injuries a short time after his agonized cries had alarmed other members of his family.

The little lad had retired at his usual hour and it is now supposed that he had set a lighted lamp beside his bed by the light of which he read for some time. It is further supposed that he fell asleep before extinguishing the light and that in his dreams he upset the lamp and its oil over his face and body. The other members of his family were alarmed by his screams and they found the child lying near the door of his room, so severely burned about the body that fully one-half the skin had been shrivelled up. His sufferings were so intense that he succumbed in a few minutes. In the meantime Dr. Galbraith of Napanee had been summoned and James Reid's ambulance had also been called, it being the intention of the family to rush the boy to the hospital here. Long before the ambulance arrived he had passed away.

The little fellow was a general favorite and the terrible accident has cast a gloom over the entire district. His father and several brothers and sisters reside at Roblin, and deceased was working for Mr. Aseltine of Roblin. He was an industrious lad, and he will be missed by a large circle of companions.

TO LAND MANX AT FISH GUARD.
London, Aug. 9.—The British government promises to land Archibald Manx at Fishguard, Wales.

MANIA KILLS TORONTO BOY
Toronto, Aug. 9.—An eight-year-old boy was slain by a perverted maniac. The murderer is still at large.

Motorist Was Marooned by Large Swarm of Bees

Car Owner Was Held Up For More Than Five Hours and Bees Were Finally Smoked Out.

SIMCOE, Aug. 7.—A local motorist was marooned on the main street here Friday in a peculiar manner, when a swarm of bees alighted on his car parked in front of the Royal Bank. The bees were flying along the street, when an employee at the Hotel Melbourne hammered a tin pan loudly, and the swarm came to earth. The queen bee chose a suitable landing spot on the front mud guard of the car, and her winged subjects immediately followed suit.

The leading took place about noon and when the car owner appeared on the scene he immediately sought safety in flight. Several citizens attempted to transfer the swarm to a hive brought to the scene, but were stung, and beat a hasty retreat. However, a well-known veteran bee keeper of the district put in an appearance about 2 p.m. and after various means, including the use of tobacco smoke succeeded in driving in the obstinate ones into the hive, which he carried away in triumph.

The bees left the car about 5 p.m., delaying the distressed motorist over five hours, during which time the chief of police was an interested spectator, although he made no arrests, and will not prosecute the motorist for breaking the parking limit. The latter it is understood will not charge the swarm current tax rates for waiting five hours, being satisfied to escape without having his skin punctured by the uninvited guests.

Heating Houses by Electricity

Dorsey To Make It Possible For All To Use This Form Of Heat

Toronto, Aug. 6.—John W. Dorsey, of the University of Manitoba, was in Toronto and discussed with Sir Adam Beck a method of transmitting power from Niagara to Toronto under the waters of Lake Ontario. Prof. Dorsey also claims to be the inventor of a method of heating houses by electricity which will be less costly than coal.

Sir Adam Beck said that he was very much interested in Prof. Dorsey's work and the plan of transmitting power from Niagara has been referred to engineers of the Hydro-Electric Commission. Patents on the methods of transmitting power under water have been applied for. The method of heating for which Prof. Dorsey claims a great deal is still kept secret by him. A Winnipeg paper quoted him as saying that there was sufficient power in the Red River to heat Winnipeg for 24 hours a day if the temperature during every day in the year were 40 degrees below zero. While talking to a reporter, Prof. Dorsey admitted that the claim was broad but said that it was accurate.

"I hope to make it possible," he said, "for the poorest man to use electricity to advantage. The original installation of my system is not costly, and houses in which it was installed could be more cheaply planned. For one thing, no basement would be necessary. The man whose house was heated by electricity would, of course, have to take the utmost advantage of the economies of burning electric power. These rooms could be heated which he was using, the uncoupled rooms need not be heated."

Motorists Wary of Distress Signs on Country Roads

Drivers Made Nervous by Reports of Hold-ups—Some Carrying Arms for Emergency

Peterboro, Aug. 9.—Hold-ups, real or imaginary, have put the scare into

motorists in this district, and each new rumor of daring robberies adds to their disquiet. Not only is this condition limited to motorists, but drivers of "Old Dobbins" are also in fear of being stopped and separated from a well-lined purse or other valued possession. An American tourist driving to Buckhorn the other night is one at least who can testify to the noticeable aversion that motorists are displaying towards their fellows drawn up at the side of the road. He did not take the right turn above Young's Point to go to Buckhorn, and to ascertain the proper road to take, he stopped his car at the side of the road, thinking he could stop the first car that came along and find out the right road to take.

He soon found this was all right in theory, but would not work out in actual practice. As each car hove in sight through the gathering darkness and they saw his car at the side of the road, instead of stopping they stepped on the gas and tore past as if all the hounds of Hades were at their heels. Car after car passed in the same way, and his shouts only added speed to their flight. Finally a Peterboro man going south stopped and had the American's plight related to him. He put him right as to the road. The American could not understand why the cars were all afraid of his automobile, in view of the fact that Canadians are noted for their friendliness and hospitality. He laughed when he was told that he had been mistaken for a modern 20th Century Dick Turpin.

It is said that there are many motorists, and those who do much night travelling, are carrying firearms, and that those who have occasion to travel with large sums of money are carrying it in special purses and hiding places around the cars. "When a fellow needs a friend" might well be applied to a poor innocent driver stuck on the side of the road for lack of "gas," or with a puncture and needing a patch, trying to stop the apparently terror-stricken motorist. It's hard luck on the hapless one, but it takes a very real apparent case of breakdown to halt the fleeing fivers.

Immigration Shows Big Increase for April, May, June

Gain 68 Per Cent. Over Corresponding Three Months in 1919.

OTTAWA, Aug. 6.—Immigration to Canada during April, May and June of the present year shows an increase of 68 per cent. over the corresponding months in 1919, according to a statement just made public by Hon. J. A. Calder, Minister of Immigration and Colonization. Of the 49,242 immigrants who entered Canada in April, May and June of this year, 23,487 were British; 16,397 were from the United States and 4,358 from other countries.

In the five years previous to the war the total immigration to Canada was 1,861,426, of which 37 per cent. were British, 36 per cent. from the United States and 27 per cent. from other countries. During the war period immigration from Great Britain fell off very greatly and from the United States considerably. The total from all countries was 405,476, of which 18 per cent. were British, and 67 per cent. from the United States. With the conclusion of the war British immigration showed a rapid increase and the proportions for the first year after the war are 51 per cent. British, 42 per cent. from the United States, and the remainder from other countries. The shipping situation is still a factor limiting British immigration, but this is gradually being corrected.

The foreigners showing rejections of immigrants desiring to enter Canada indicate the vigilance of the department in this connection. During the five years previous to the war 93,745 persons were rejected, the rejections amounting to more than five per cent. of the total immigration.

During the war period the rejections rose to 19 per cent. of the total immigration and during the first year after the war they have been 17 per cent.

Immigration to Canada from all sources during the fiscal year 1918-1919 totalled 57,792 persons. During the fiscal year 1919-1920 the total rose to 117,336 persons, and during April, May and June of the present year 49,242 immigrants have entered Canada.

10,000 Czecho-Slovaks Pass Through Canada

Canadians generally are not aware of the recent passing through the Dominion of some 10,000 representatives of Czecho-Slovakia which is bordered on the north by Germany and Poland, on the east by Russia and Rumania, on the south by the state of the Magyars and German Austria and on the west again by Germany, a Republic carved by the victorious allies in 1919 out of the provinces of Bohemia, Silesia, Moravia and Slovakia.

These were ten thousand troops that had been fighting on foreign soil for more than six years and who sailed from Vladivostok last May, arriving at Vancouver on the steamships Ixion, Proteus and Dollar early in June. They were transported across Canada by Canadian National Railways in 15 special trains to Valcartier Camp, where they remained until about the middle of July, when they sailed for their homes in Europe. Some Canadians there, had an excellent opportunity of studying at first hand these typical representatives of the races of Central Europe within the borders of our own country.

Canadians have had in the past, scant occasion to study the Czecho-Slovaks or their history. Somehow we had the idea that they were of a race somewhat inferior to ourselves. Many of us even imagined they were an uncivilized people with whom we should scarcely care to associate, while as to their educational attainments, we scarcely thought of them at all.

But when the blue funnel liner "Ixion" docked at Vancouver on June 6th, some 3000 Czecho-Slovaks passed in orderly array down the gang planks, a fine looking body of smart khaki-clad troops, not unlike Canadian soldiers in appearance. Indeed with the exceptions of a few typical Slav types and of their uniforms they might easily have been mistaken for Canadians. As they paraded from the docks to the C.N.R. station, rifle over shoulder, people in the Coast Metropolis commented favorably on their fine soldierly appearance as they swung along to the music of the "Storm Battalion" band.

Later, in the month, the Steamships Proteus and Dollar arrived with more Czecho-Slovaks, who, like the first, were transported across Canada by Canadian National Railways whose officials could not speak highly enough of them. It was remarked that their trains, on arrival at Valcartier, had the appearance of just having come out of the terminal, instead of having crossed the continent for the troops had scrubbed out the cars before leaving them. Each man also kept a little box on the window sill into which he threw matches, ashes, etc., to keep the cars from getting littered. Another railway representative stated that he had never had charge of a finer body of men. "They were well-behaved, well-read and scrupulously clean."

It was at Valcartier Camp, however, that their national characteristics were seen to best advantage. Although they remained in camp for a few weeks only, every tent was surrounded by an artistic garden outlined with white-washed stones and so beautiful was the effect that a visiting General from Quebec, inquired if they had brought a landscape gardener with them. It was merely an expression of the aesthetic nature of these people. Of course all the flowers and shrubs in their gardens had been transplanted from the woods and fields. Often at either side of the entrance to a tent stood a small fir tree, while beautifully arranged around and behind the tent were clumps of daisies and other wild flowers. Here and there, worked out in different shades of soil, or in flowers, were mottoes in the Czech language or a map illustrative of their journey home. Often, where a ditch ran in front of a tent, a little rustic bridge was built, while at one side of a tent stood a miniature castle surrounded by a wall and moat with a typical draw-bridge.

That they were a music-loving people could not be doubted for among them were ten fine brass bands and several orchestras, one of which gave a concert in Quebec city on July 5th, there were also a number of well-trained choirs. In the evening, passing down the road between the tents, one could hear snatches of Slavic song, the singing notes of a violin, or some other string instrument being played, in individual tents, or by a band somewhere in the distance. But why not, for with such musical exponents as Frederic Smetak, Antonin Dvorak, Zdenek Fibic, Novak Suk, and Focster, Czecho-Slovak music holds a place of honour in the music of the world. Indeed all the fine arts were well represented. Here at the camp, an artist was busy on a portrait of

Professor Masaryk, of their new Republic, or a battlefield scene. There a sculptor parted and modelled clay, a war memorial to his fallen comrades, while over in another tent a poet was writing a sonnet on the misty blue hills about Valcartier and so on. One of the pieces of sculpture done by a man of the ranks was presented to the Garrison Club of Quebec City by the troops.

They had a moving-picture machine and an official photographer, a library of 10,000 volumes together with a supply of magazines and newspapers, and a mimeograph machine on which their daily army newspaper was produced.

Compulsory education having been in effect for some time in the provinces from which these Republicans came, they are well-read and speak several different languages. The officers speak English well, along with French, Russian, Czech, Polish, Serbian and German. Many were students at the University of Prague, Vienna, or some other middle European centre at the outbreak of war. Even among the ranks were to be found Academicians in art and music and teachers and writers.

The rank and file, even, gave many evidences of a fine "national" sense. Wherever they had the opportunity it was not the casual enjoyment that claimed their attention first, but the thought that, perhaps somewhere there, there might be some fact the learning of which by them might be of advantage back in the homeland. Niagara Falls, taken too much for granted, perhaps, by most Canadians, was a natural phenomena of the first rank. The great bridge across the St. Lawrence near Quebec was another. And the great industries of the cities were potent in their appeal to such of the Slovaks who had the chance to visit. Altogether, there seemed to be a widespread feeling of regret that they had not been privileged to know Canada and Canadians more intimately than they have, and many will go back to the harassed little Republic in the heart of old Europe with the germ of a vigorous desire to come once more to this fertile Dominion across which they had raced at high speed to the steamers carrying them across the Atlantic and to home.

Cheese Sold For 25 3-4c Saturday

Almost All Bordered Was Colored.

At the Belleville Cheese Board on Saturday, cheese sold at 25 3/4c for colored and 25c for white. Nearly all the cheese boarded was colored. The boarding followed: Shannonville, 120 col. Massasauga, 35 col. Union, 75 col. Elipsee, 30 col. Hyland, 121 col. Acme, 50 col. Sidney T. H., 80 col. Zion, 80 col. East Hastings, 50 col. Thurlow, 50 col. Mountain, 50 col. Plainfield, 30 col. Moira Valley, 75 col. Aronbank, 80 col. Mountain View, 50 col. Quinte, 50 col. Frankford, 100 col. Rogers, 90 col. Moira, 40 col. Kingston, 27 col. Victoria, 30 col. Roblin, 40 col. Glen, 27 col. Stocco, 35 col. Clare River, 50 col. Cedar Creek, 60 col. Codrington, 80 col.

O.J.L.L. SIGNS

Motor League signs have been erected about the city.

SPRINKLING PAVEMENTS

Citizens who are in the habit of sprinkling water on the asphalt pavements before their premises are asked to discontinue the practice as it is injurious to the pavement. It is said to be contrary to a city by-law.

HARVESTING BUCKWHEAT

Eight to ten weeks after seeding the buckwheat is ready to be cut. The grain should not all be ripened for then much of it will shell before it is threshed. If two-thirds of the buckwheat is in right condition to be cut. All the grains that are plump will ripen in the shock. In harvesting, which occurs late in the season, when sunshine is limited and moisture usually abundant, the sheaves should be bound small and the shocks made open so that the air will pass through.

SINCLAIR'S CHAUTAUQUA WEEK SPECIALS

During Chautauqua Week this store offers many special values that mean money saved by those who take advantage of these seasonable offerings.

White TubSkirts

—are giving real service these days. They are so cool and comfortable, and are so easily freshened up by a tubbing that they are always used for picnics or sports. These are made from good qualities of Gabardine, Repp and Bedford Cord, in all wanted sizes. Values up to \$3.00 for \$1.25.

Wash Goods 50c yd.

Included in this lot are Voiles, Muslin, Repp and Drill Wash Goods. All 36 to 40 inches wide. A large selection is offered in fabrics suitable for dresses, tub skirts, middies, or a host of other uses. By inspecting these materials you will probably find several pieces you can use. ALL PRICED AT 50c YARD.

All Dresses at 20 % Off Regular Prices

During this week we are offering every Frock in our large stocks, at 20% less than regular prices. This means a real saving, for the styles are right up to the minute, and the fabrics are suitable either for present wear as well as during the autumn. Materials include Voile, Gingham, Taffets, Duchesse Satin, Wool Serge and Tricotine, in all desirable shades. Your choice of any Frock at 20% OFF REGULAR PRICES.

Travelling Rugs

If you intend taking a lake trip, or if you do much motoring you will find one of these Travelling Rugs a mighty comfortable thing to take along. There are just four of them left in good plaid colorings. The regular prices were \$16.50 to \$17.50, to clear during Chautauqua Week at \$12.50.

Silk Sweaters

In our window we are showing a few of this collection of Silk and Wool Sweaters which have been much reduced in price. They are shown in a number of most wanted shades, including, Rose, Turquoise, Pink, Gold, Green, Black and White. Regular prices \$12.50 to \$17.50. TO CLEAR AT \$9.50.

SINCLAIR'S

Tourname in Full

Twenty-Eight Rinks of Belleville T.

The Riggs trophy the second annual to Belleville Lawn Bowl full swing today. Competition has been eight rinks from the are competing: King Deseronto, Bowmanville, Cobourg, Rain late yesterday evening out off the p petition is speeding der sweltering sun. the green is being d time.

Riggs Comp

Following are the preliminaries, and first competition for the Belleville W. B. Gartley M. Wright T. J. Hurley W. N. Belair Skip 8

Belleville A. J. Childs R. Gordineer F. Chamberlain J. G. Galloway Skip 8

Belleville W. A. Elliott W. C. Springer J. A. Borbridge Col. S. S. Lazier Skip 13

Belleville C. Flint A. McGie H. Hall C. N. Sulman Skip 11

Bowmanville R. Tilly Geo. Chase F. Williams J. D. Carfuthers Skip 10

Belleville W. Wheeler A. E. Smith V. E. Taplin C. S. Stoneburg Skip 12

Napanee A. E. Clancy P. C. Killoran P. Gleeson W. J. Wiggins Skip 7

Belleville C. J. Symons G. Dean W. Walsh A. R. Symons Skip 16

Belleville L. Carre J. J. B. Flint J. Buchanan Judge Deroche Skip 14

Belleville H. A. Morgan G. Elliott D. Blecker J. Newall Skip 8

Kingston J. McFarland M. Monahan W. Campbell H. Newman Skip 11

Deseronto A. G. Bogart F. Burns G. Campbell F. Allen Skip 11

Cobourg J. Bennett F. Burge J. F. Skitch W. Delaney Skip 18

Peterboro E. Taylor Dr. Hammond R. J. Soden G. Cairns Skip 27

Kingston Turcotte 11 May

Kingston Sparks 13 Fair

Oshawa Hall 13 Ston

John Clifford, Morris killed to a mysterious m out driving.