THE WEEKLY SUN.

ST. JOHN, N. B., JUNE 29, 1898.

ANOTHER BERESFORD ALARM.

It will not be the fault of Lord Beresford if the British nation sometime wakes up to find the fleet inferior to the combined navies of Russia and France. In season and out of season, Lord Charles demands more and better war ships, and at short intervals he raises the alarm that the armament and equipment are not what they ought to be. Bereford's latest complaint is that the government is not keeping pace in its naval construction and outlay with the national programme. He says that while parliament voted over seven millions for the construction of new ships in 1896-97, the admiralty spent much less. The amount voted for the year 1897-98 was also over seven millions sterling and the sum expended was less than five millions. The well understood policy of Great Britain is to maintain a navy equal to that of any other two powers. This rule is believed to be necessary on account of the larger army maintained by the continental powers, and because of Great Britain's position as a maritime country. The latest parliamentary return of armored ships gives Great Britain 106, to 68 French and 49 Russian, or 117 of both countries. But as the continental supremacy is in cruisers and coast defence craft, while Britain has seven more battle ships than the two other countries, it is claimed by the admiralty that the policy is maintained.

Lord Charles insists that all ships armed with muzzle loading guns should be ruled out. He contends that a comparison of modern and effective ships will show that Britain is not keeping up the pace. Beresford's own comparison is thus set forth:

Effective Line of Battleships.

Class A.—Seaworthy, heavy armament, speed 16 knots or more, quick-firing armament, and a displacement of 9,000 tons and upwards.

Class B1.—Modern battleships of 4,000 to 9,000 tons, inferior in radius of action, but powerful and heavily armed.

Class B2.—Battleships of over ten years of age, and not so good in armor or for other reasons.

Class C.—Re-fitted battleships re-armed throughout.

	Great Britain.	France and Russia.
Class A	34	29
Class B1	9	8
Class B2	11	18
Class C	4	2
	49	57

Battleships not included in this list are absolutely useless under present conditions. We are, therefore, dangerously short in numbers.

Summary of Armored Cruisers.

Class A.—Speed 20 knots and over, protection on the water line and to guns.
Class B.—Speed 18 knots and over.
Class C.—Others efficient under 16 knots.

	Great Britain.	France and Russia.
Class A	8	13
Class B	7	7
Class C	2	6
	17	26

Lord Beresford says that if the government does not take up this matter more seriously, he will start an agitation which will produce the same effect that was brought about "on previous occasions." His programme calls for the expenditure of £33,680,000 in five years, in the construction of nine battleships of 15,000 tons, costing a million each; twelve of 10,000 tons, £670,000 each; twelve armored cruisers of 12,000 tons at £720,000 each; twelve armored cruisers of 7,000 tons; fifty destroyers and eight steam colliers.

ANOTHER CANDID FRIEND.

When so good a supporter of the Laurier party and of Colonel Domville as the Sussex Record loses confidence in the ministry things are in a bad way. But on the evening of the second anniversary of the last federal election the Record spoke its mind after much self-repression. This is what the Record said:

It was supposed that when the liberals assumed power at Ottawa certain reform measures would be entered upon by them, but so far as the curtailing of the increase of the public debt is concerned, such has not been the case. This is entirely wrong, as no justification can be set up for condoning an act of one party while condemning the same when enacted by the other. Party government is so much in evidence that the stamp of approval is placed upon the acts of political friends, while no words are too forcible to condemn the same kind of acts brought about by political opponents. The question must often arise in the minds of the most conscientious class of men, how far such a course is justifiable, and in what way can a halt in this regard, be made. Politicians and governments will be slow to amend their course of action so long as a party press is proclaiming their virtues. We confess that it is much easier to find fault with such a system than to formulate a remedy; but it would seem that reform should begin with the press, as men will do strange public acts, if such is commended by the friendly newspapers. We believe the general policy of the liberals is an improvement on that of those they succeeded, but in saying that we cannot shut our eyes to the fact that there is considerable in the policy of the present government that could be amended with profit to the public.

The remainder of the article is devoted to matters of office and patronage.

Brother Robinson of the Record took an active share personally in the Kings county campaign. He did what he could to bring in the new era. He was not happy till he got it, and is not happy yet. The Record still believes that the "general policy" of the liberals is better than the tory policy, but it seems to be displeased with the particular policy of the ministers. The editor does not say what features of the "general policy" he finds commendable, probably because neither he nor any one else knows what the present general policy is. The general policy which the Record has in mind is probably the policy that was proclaimed before the election and abandoned afterward. In other words the Record condemns the general practice of the government, while commending the general policy which has been disregarded.

The case of our Sussex co-laborer is hard. He supported the party that advocated and promised great reduction in the expenditure, which in 1896 was not quite $37,000,000. Now he is asked to justify an expenditure of $41,000,000.

He condemned the increase in debt under the late government, and is expected to defend an increase at double the rate.

He condemned the duties on heavy farm machinery, and finds the duty increased.

He wanted a change of government to give the people free oil, and finds oil taxed nearly as much as ever.

He finds that the thrifty working people of Sussex have to pay as high as ever they did for their goods, while the government pays them only two and a half per cent. on their savings. At the same time Mr. Blair allows Mr. Greenshields four per cent. on capital that was never paid, and the Grand Trunk company five per cent. on an assumed outlay. He finds that the farmers of Kings are not offered a new market in any country for any article they produce, while they pay a higher duty on sugar, and a much higher tax on tobacco if they use it.

The Record man does not get his raw material any cheaper, but he knows that in a few months Mr. Mulock will be after him to pay postage on the newspaper.

He remembers that the policy of the liberal party before the election was to give Canada prohibition if the people voted for it. The policy after the election is to spend a quarter of a million taking the vote, and then if the people vote for it, to "take the subject into consideration."

The policy before the election was to administer the public domain for the common men of Canada. The policy after the election is to give the public domain to the uncommon Mann of Mr. Sifton and to his partner Mackenzie.

The general policy before the election was to give out public works by tender and contract. The general practice is to give it out to favorites and relatives of ministers on their own terms.

The policy was to provide for the sons of toil. The practice is to provide for the sons of ministers.

The general policy of the party is so different from the general practice of the government that it is impossible to support the policy without condemning the ministry. This seems to be the difficulty with our friend of the Record.

IT IS NOT FUNNY.

The valued Telegraph is almost as far astray as usual when it accuses this household journal of finding it funny that Sir Henry Joly should have to take "such a mean position as that of minister of inland revenue." The Sun does not find Sir Henry's case at all funny, but exceedingly pathetic and sorrowful. This is not because he is minister of inland revenue, but because he cannot remain minister of inland revenue. Still it may be remarked that the Telegraph is out of its reckoning if it thinks that Sir Henry Joly has the same status as Mr. Costigan had in the former government, and that Sir Wilfrid had under Mr. Mackenzie. Sir Henry Joly, who is an ex-premier of Quebec, saw the other ex-premiers taken into the cabinet, and Mr. Tarte with them. He himself had to be content with a controllership at $2,000 less salary and no cabinet position. Since then he has been taken into the cabinet, but he still gets only $5,000, while Mr. Tarte and all the other office holding ministers but one get $7,000. Now he is to lose that position. No, it is surely not at all funny. It is mournful.

THE FALL OF HARRIS.

When Traffic Manager Harris was going about the country reflecting on the former management of the Intercolonial and boasting how he would "commercialize" the road, he was applauded everywhere by the government press. Every paper that had a government advertisement in it, or was trying to get one, was proclaiming from day to day the greatness of the minister who was smart enough to find so wonderful a man as Mr. Harris. It would be safe now to offer a reward for a person who has anything pleasant to say of the late traffic manager. Unfortunately Mr. Blair cannot be interviewed on the subject of his late assistant. The minister, like most of his colleagues, is engaged in playing the only tune of Jack, the Piper's Son.

A SHARP SKIRMISH.

The spirited little battle of La Quasina is the first real fight between the United States forces and the Spaniards. The Rough Riders are a select body of men, who were expected to give a good account of themselves, and they appear to have passed bravely through this baptism of fire. It was a mere skirmish of course, and in a campaign of battles it would hardly be noticed. But this sort of affair shows the kind of stuff of which men are made as well as another. It is one of the dismal features of a war between the United States and a country like Spain that there is no glory to be got out of it at the best. Yet for a few of the men engaged there is the same call for personal heroism as there would be if the United States were fighting a foe of her size.

THE QUESTION IS OPEN.

The fast line steamship question and the freight steamship question must be reopened. It is practically admitted that the Petersen scheme is a failure. For the second time the promoter has defaulted. Failing to keep the first contract, he made a new one a few weeks ago with Mr. Dobell, and has failed to keep that. On the twenty-third day of April this year the contractors agreed that on or before the 30th day of May a company would be incorporated, and £1,250,000 of capital responsibly subscribed. They agreed further that on the same date contracts would be made with responsible shipbuilders for the construction of four ships, and that two of them would be substantially under construction. If the contractors failed to perform any part of this covenant the supplementary contract lapsed and the original contract stood. The contractors have failed to perform any and every part of the contract. The original contract requires two ships to be completed next May, which cannot be done.

So now the question is open for complete reconsideration. It is therefore quite in order for Mr. Dobson, or anyone else who has ideas on the matter, to make them known. The decade and more that has passed since the Canadian parliament decided on a twenty-knot service has brought great changes in ocean transport. Faster passenger boats and larger freight boats are on the ocean routes than were employed eleven years ago. If we are to capture and hold a fair share of the ocean passenger trade, we must provide shorter voyages than were contemplated by the Allan contract, and something better than was provided for by the Dobell-Petersen scheme. If we are to divert the grain and cattle trade to Canadian ports and hold it, we must get something a long way ahead of the boats that have been receiving subsidies hitherto. It is a tribute to the splendid position of St. John, and to the energy of the railway and steamship men, that so much has been accomplished under the circumstances. But a service which served during the experimental or testing period cannot be continued forever, when our competitors are making use of the best equipment that modern service can provide.

Prince Edward Island is again without a premier. Mr. Warburton has been made a county court judge. There are now three ex-premiers on the Prince Edward Island bench.

SUSSEX NEWS.

SUSSEX, June 27.

George Mitchell, sr., George Mitchell, jr., Timothy Carten and Thomas Mitchell, residents of Philamaro, in the parish of Waterford, were brought up before the stipendiary magistrate this morning on warrants issued at the instance of Samuel N. Freeze, high sheriff for this county, who are charged with having unlawfully assisted Joseph White, who escaped from Hampton jail on the 14th day of March last. It will be remembered that White had been committed for having stolen goods from the cot of the Pleasant Lake Fishing club in November last. These cases come up for hearing on Thursday morning next at 10 o'clock.

Sussex is beginning to assume a military aspect. R. C. Infantry arrived here on Saturday, and at once proceeded to the military ground, being very thoroughly soaked by a heavy shower of rain. Their first night on the grounds was a cheerless one. The following brigade orders were issued today:

Orders by Lieut. Colonel Vidal, Commanding Brigade Camp, Sussex, N. B., 27th June, 1898:

No. 1.—Detail of duty. Field officer of the day tomorrow, Major Boyer, 67th Battalion; next for duty, Major Hartley, 67th Battalion. Medical officer of the day tomorrow, Surgeon Major Baxter, 73rd Batt.; next for duty, Surgeon Major Curtis, 67th Battalion. Band for duty tomorrow, 67th Battalion; next for duty, 73rd Battalion.

2.—Brigade N. C. O. staff. The following N. C. O. officers will compose the subordinate brigade staff: Sergt. Major Fowlie, R. R. C. I., brigade sergt. major; Quartermaster Sergt. Lamontague, quartermaster sergt.; Drill Sergt. Brewer, R. R. C. I., sergt instructor musketry; Hospital Sergt. Cochoran, hospital sergt.; Color Sergt. Daniel, supply sergt.

By order,

T. D. R. HEMMING, Major,
Brigade Major.

No Summer Vacation.

ST. JOHN'S COOL SUMMER WEATHER, combined with our superior ventilating facilities, make study with us just as agreeable in July and August as at any other time.

Just the chance for teachers and others to take up the ISAAC PITMAN SHORTHAND and our NEW METHODS (the very latest) of BUSINESS PRACTICE.

Students can enter at any time. Send for Catalogue.

Oddfellows' Hall. S. KERR & SON.

BOSTON LETTER.

Manufacturers Want the Canadian Market Opened to Them.

Deaths of a Number of Former Provincialists in the City and Adjacent Parts of New England.

A Prince Edward Islander to be Hanged—A Moncton Man Operated On in Hospital—Exports to the Lower Provinces—The Lumber and Fish Markets.

(From our own correspondent.)

BOSTON, June 25.—The present month to date has been remarkably cool, and more like April than June. The weather experts assert that great bodies of ice in the Newfoundland and Labrador waters are responsible for the cold north winds which have prevailed for some weeks.

It is definitely announced that four companies of the Royal Scots of Montreal will visit Portland July 4th. Lt. Col. E. B. Ibbotson will be in command. A battalion dress parade, drill, banquet and reception are down for the day. The merchants of Portland propose to decorate in honor of the occasion. Had not the war brought into prominence at this time the issue of seizing territory thousands of miles from the United States the question of improving the relations with Canada would be much more to the front than it now is. More of the influential New England newspapers find space, however, to advocate better trade arrangements. Of course the principal object in view is to secure a wider market in Canada for American manufactures, especially the product of New England mills, which have been pushed pretty hard during late years. The Boston Advertiser, the leading mercantile paper of the city, pitches into Premier Laurier for adopting a preferential policy in regard to the trade with Great Britain and her colonies. The Advertiser says in the course of a lengthy article on the question of preferential trade: "In a political sense, and probably in every sense, this action by Mr. Laurier is in flat and flagrant repudiation of the explicit and solemn pledges under which he gained political power in Canada. He and his party, instead of trying to cultivate closer trade relations with the United States, are now doing their best to shut out American goods from Canada and to give to British products imported into the dominion such a tremendous preference in custom duties, as may make it impossible for American goods to be sold to Canadian consumers."

The affairs of the defunct Boston Daily Standard, the A. P. A. organ, were again threshed out in court this week. It was shown that the receiver had paid himself without an order from the court $35 a week for his services for two years. The employes are still large creditors, and there is nothing left from the wreck to pay anybody. The judge who heard the case termed the receiver's act embezzlement, and ordered him to pay back all the money with which he paid himself. Many former provincialists, mostly Nova Scotians, were directly interested in the Standard, many having been stockholders and several members of the staff.

The supreme court of the commonwealth has overruled the exceptions of the defendant in the case of Alfred C. Williams alias McWilliams, a former P. E. I. horse jockey, who was convicted of murdering an Italian at Lynnfield, this state, on July 28 last. Williams is under sentence of death.

Among the visitors from the lower provinces here this week were the following: John Wright, F. A. Stone, St. John; Richard Malcolm, Fredericton; Charles E. Stansfield, Truro; F. Parker Carvell, Charlottetown; R. T. Choyricke, Halifax; A. G. Maclay, H. Maclay, Mr. and Mrs. Grant, Yarmouth; J. Simpson and Mrs. Simpson, Shelburne.

Elias E. Peterson and Miss Margaret A. Stapple, both of St. John, were united in marriage at Charlestown on Wednesday by Rev. Raymond T. Holway.

Donald Mackay and Miss Josephine Whitehead were married in this city June 22 by Rev. H. D. Mackinnon, B. A.

The following deaths of former provincialists are announced: At Jamaica Plain, district of Boston, June 1, James C. Betts, aged 72, native of St. John; in this city, June 23, George W. Tingley, jr., aged 23 years, formerly of St. John; at Somerville, June 18, Mrs. Hannah Elston, formerly of St. John; in East Boston, June 22, Joseph F. McNeil, son of Stephen V. McNeil, formerly of Sydney, C. B., aged 13 years; at Boston Highlands, June 23, John H. Logue, aged 56 years, formerly of St. John.

Norman E. McPhail of the Boston Post arrived home this week with a bride. He and Miss Emma J. Melvin of Halifax were married in that city a week ago. Ernest H. Jones of this city, formerly of Shediac, and Miss Jones (formerly Miss Kate E. Ardiff of Moncton) arrived here yesterday. They were married at Moncton on Thursday.

E. E. Ayer of Moncton has been at the Homeopathic hospital here for some time suffering from appendicitis. A successful operation was performed on him early in the week.

Hon. H. T. Duffy, minister of public works of Quebec, delivered a strong address before the Merrimack valley boards of trade at Lowell Thursday night. He advocated closer trade relations between Canada and the United States, and emphasized the fact that the British people stood by this country in the present war.

Among the exports to the lower provinces this week were the following: 150 barrels flour, 50 bags corn, to Kingsport and Cheverie, per schooner Swanhilda; 300 sacks oats, 345 barrels cotton, to Yarmouth, per steamer Yarmouth; 400 barrels cornmeal, 60 bags do., to Baddeck and Sydney, per schooner Soudan; 500 barrels flour, 716 sacks do, 700 sacks millfeed, 120 barrels cornmeal, to Bridgewater and Lockport, per schooner Narcissus; 50 barrels cornmeal, to Harbor Bouchie, N. S., per schooner Patriot.

It is stated that some of the Maine mills are importing ground wood pulp from the provinces. The pulp is used in the manufacturt of newspaper and is mixed with sulphite.

The lumber market shows a little more life, but trade is still dull. Quotations on spruce are about the same as early in the month, cargoes being quoted at $11 to 12 and $13 to 13.50 for ten inch frames by car. Reports from some of the Maine mills state that they are sawing deals for the British market. The lumber movements on the Penobscot are more active. Pine, hemlock and cedar are in quiet request at unchanged prices.

A fair business is doing in the fish trade. Codfish continue firm and mackerel are more plentiful. Barrel herring are dull, with no change in prices. Box herring are firmer at 12 to 15c. for medium scaled, and 10 to 12c. for No. 1. Lobsters continue in good demand at 10c. for live and 12c. for boiled.

BOSTON, June 25.—Miss Annie Crawford, 24 years old, of Cape Enrage, Albert county, who had been residing in Waltham, Mass., committed suicide Friday by drowning in the Charles River near Newton. The suicide was the result of despondency. Before jumping into the water she placed all her clothing in her trunk and addressed it to her mother, Mrs. George Tingley of Cape Enrage. The body has been recovered.

Roger N. Garfield of this city has been arrested by the United States authorities here on a charge of obtaining a letter containing ten dollars addressed to Daniel McDonald of Cape Breton. It is alleged that Garfield knew McDonald expected a letter from his home with money in it, and obtained it by impersonating McDonald.

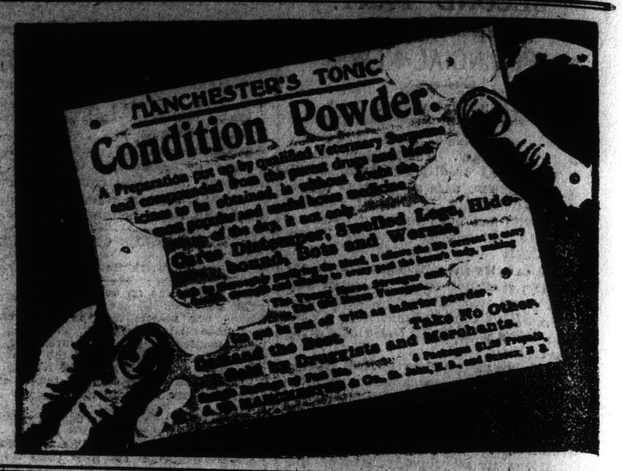
Dr. H. W. Murray and Mrs. Murray (nee Miss Belle Johnson), two popular young people of Shediac, are in this city spending part of their wedding tour with friends. They return home next week.

Former councilman William T. McGuire of Cambridge, well known in St. John, died June 23, aged 31 years. He was secretary of the Boston cycle board of trade and a prominent wheelman. He leaves a widow and a son.

Mrs. Elbridge G. Rowe of Waltham, a daughter of George Woodbury of Nova Scotia, died June 24. She was 24 year old.

Henry S. Fales, Mrs. Fales, David S. McFarland and Mrs. McFarland of St. John, and Charles H. Cahan of Halifax were in the city this week.

Captain Heckman of the schooner Hattie A Heckman, which arrived at Gloucester today, reports sighting the wreck of the schooner Gypsum Prince on Thursday morning, seven miles north of South Shoal lightship. The derelict was almost entirely submerged. The Gypsum Prince was sunk recently by the German steamer Ems, and several of the schooner's crew drowned. She was bound from Parrsboro for New York.



HOW TO MAKE MONEY.

About a month ago I saw an advertisement in a religious paper where Dep't G 3 of the Iron City Dish Washer Co., of Sta. A. Pittsburg, Pa., wanted a few good agents to sell their latest improved dish washer. I wrote them, and they sent me full particulars how to sell the household article. When the machine arrived I showed it to my neighbors, and I took orders in every home that I visited. It is the easiest thing to sell, and without any previous experience in selling anything I sold a dozen the first five days. The firm gave me full particulars how to sell it, and I found that by following their instructions I did well. The machine washes and dries the dishes in less time than it takes to tell it. Then a woman don't have to put her hands in the greasy dish water, and everybody knows how disagreeable that is. I am making lots of money selling the dish washer, and any other energetic person can do the same. Write them for circulars. A COUNTRY WIDOW.

FAST RUN ON C. P. R.

The Canadian Pacific railway new time table went into effect yesterday, and the express from Montreal arrived promptly on time. Conductor Lefebvre received the train at Megantic fifty minutes late, and between that point and McAdam twenty-three minutes was lost. At McAdam an engine in charge of Driver Lamereaux was put on the train, with the result as above, the train pulled into this city at exactly 11.35, the schedule time. The run to Fredericton Junction, forty miles, was made in fifty minutes; from there only one stop was made, at Fairville, having made the run from McAdam Junction, eighty-four miles, in two hours and three minutes.

Subscribe for THE WEEKLY SUN

THE KILLED AND WOUNDED.

(Continued from page nine.)

ments will also be sent towards Guantanamo to give warning in case an attempt is made to form a junction with Gen. Pando's army in Santiago.

A conference between Major General Shafter and General Garcia will be held tomorrow. The plan of co-operation of the American and Cuban armies has been agreed upon, not only in the campaign in Santiago, but also in the subsequent movement on Havana and Matanzas.

Gen. Garcia's plan is to march his entire army overland and along the northern coast of Cuba, keeping in touch as far as possible with the United States army. As soon as possible he will effect a junction with the insurgent forces under General Maximo Gomez. Other bodies of insurgents, it is said, will also be brought in, it being the plan of the Cuban leaders to have at least 20,000 men before Havana when the time comes for the investment of that city.

MANILA, June 22, via Hong Kong, June 27.—The Spaniards claim to have driven the rebels back, but really the position is unchanged. The arrival of the American troops is awaited, and they are expected today. The Spanish outposts have prepared to retire promptly to the walled citadel, and will probably make only a nominal resistance. A section of the insurgents, it is alleged, dislike the Americans and desire German protection. Five German warships are here.

The Spaniards continue their nightly fusillades, but the volunteers decline to go to the trenches, while many of the regulars are idling about the town. Thousands of trees in the vicinity of the citadel have been cut down, but the botanical gardens remain. All food is held at famine prices.

FREDERICTON.

St. John Presbytery Not Yet Through With the Stanley Troubles—Death of Mrs. Moore—Deaf and Dumb School.

FREDERICTON, June 27.—The St. John presbytery thought when they got through with their session last week that the Stanley church trouble had been finally settled. Such is not the case, however. Rev. Wm. Ross of Prince William was appointed by the presbytery to administer the sacrament in Stanley yesterday. When he, with Rev. Messrs. Mullin and Baird, arrived at the church, Mr. Ross was served with a notice in writing that the trustees of the church had decided at a meeting on Saturday night to refuse him admission to the church on Sunday. Rev. Mr. Mullin also received a like document. The large congregation who were in attendance were forced to return home. The church was kept locked up. Rev. Mr. Ross returned here this afternoon, but declined to talk about the affair. He will report to the presbytery.

Mrs. Margaret Moore, mother of Dr. Moore of Stanley, died at her home at St. Mary's this morning, in her sixty-fifth year. Her surviving daughters are Mrs. J. J. Libby, Mrs. Jas. Patchell of St. Mary's, and Mrs. Geo. W. Taylor of Boston. The funeral is Wednesday afternoon.

The closing exercises at the Fredericton Deaf and Dumb school, held this afternoon, were of an interesting nature. During the year twenty-five boys and sixteen girls have been in attendance. Prizes were presented by Rev. Canon Roberts as follows: First class—1st, Hattie Northrup, Apohaqui; 2nd, Jennie Staten, Foreston, Carleton. Second class—1st, Sadie Bayeu, Westfield; 2nd, Roy Larsen, Hillsboro. Third class—1st, Nellie H. Dixon, Norton; 2nd, Alphonsus Hachey, Bathurst. Fourth class—1st, Puddy C. T. Rogers, Moncton; 2nd, Clyde Dow, Canterbury. Fifth class—1st, Noel Dedham, Church Point, Northumberland. Special prizes: Articulation and lip reading, 1st class, Hattie M. Northrup; second class, Israel Craig, Weston Carleton; third class, Edith Dow, Canterbury; water color and free-hand drawing, Della M. Green St. John; fancy work, Evelyn M. Wiss, Keswick; general good conduct, Howard Green, Moss Glen, Kings Co.

WOODSTOCK.

The Field Battery in Camp—The Grammar School Prizes.

WOODSTOCK, June 27.—The Woodstock Field Battery, No. 10, went into camp this morning on Doherty's farm. The force has increased to one hundred men, six guns, forty-six horses. Col. W. H. J. Dibblee is in command.

The following prizes were awarded at the Grammar school today: Isaac and Jessie Watt, English literature; Maud Wright, mathematics, grade 10, Hollie Brewer; Latin, grade 9, Helen McKendrick; mathematics, grade 9, Frank Fisher.