

ST. JOHN'S TAX RATE FOUR POINTS HIGHER

Tax Lists for 1905
Are Completed
Now

HEAVY TAX PAYERS

St. John Railway Company
Heads the List—Some In-
teresting Comparisons With
Other Years Which All
Citizens Should Read.

The assessors have completed their work with the tax lists of 1905 and within a very few days the "never welcome" tax bill will be presented. Last year 12,022 citizens had the privilege of swelling the city treasury, this year 273 more will be permitted to help along the finances of St. John, making the total number of taxpayers this year 12,295.

As the common council have agreed that more money should be paid in to the city, to meet the increased expenditures for improved water service, new wharves, etc., it became necessary to raise the rate, so that instead of paying \$1.71 per hundred dollars, as last year, citizens are this year called upon to pay over \$1.75 per hundred, an increase of four points over last year.

That the city is prosperous is evidenced by the fact that there is an increase in the total income, real estate and personal property. The following is a statement of this year's valuation as compared with last year:

	1905.	1904.
Real estate	\$13,940,200	\$13,692,600
Personal property	7,788,200	7,716,700
Income	4,337,000	4,244,600
Total	\$26,065,400	\$25,653,900

The total taxation this year is \$497,977.55 as compared with \$478,468.00 last year. An increase of \$19,509.55 will therefore have to be paid by the citizens, rich and poor alike in the same proportion.

The largest taxpayer in the city is the St. John Railway Co., who will this year be called upon to contribute \$8,750 to the keeping of Chamberlain Sandfill. Last year their assessment was \$8,550, so that this year they can have the privilege of paying \$200 additional. The next largest taxpayers are Manchester Robertson Allison, Ltd., who are only two or three hundred behind the railway corporation. There are upwards of eighteen hundred citizens, companies, corporations, estates, etc., who pay over \$50 taxes.

Those who pay over one thousand dollars in taxes are as follows:
Joseph Allison.
Mrs. R. V. DeBury.
Emerson and Fisher.
Theo. H. Estabrooks.
B. B. Ferguson estate.

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CAPTAIN SAUNDERSON IS STILL ALIVE AND WELL

P. E. I. Sea Captain Reported Murdered in Montevideo, Is
Not Dead, But in Chelsea---A General News-Letter From
the Island Province.

CHARLOTTETOWN, July 21. — Some weeks ago a report was widely circulated of the death of Capt. Sanderson, on-board of the ship "Robbie," Summerside. The story then told was that Capt. Sanderson had been murdered about a year ago by one of his crew on board his vessel at Montevideo. The story followed on the recollection of the captain of a steamer—then in Summerside—turned out to have been incorrect as far as Captain Sanderson was concerned. Last week Mrs. Robbie received a letter from the captain's relatives in Chelsea, Mass., informing her that he was alive and well in March last.

Duncan Anderson, of Rugby, Ont., and W. F. Stephens of Huntington, Que., of the Dominion Institute staff, having completed a lecturing tour of the province in company with lecturers from the provincial institutes, returned to the mainland this week after having spoken in every important agricultural section of the island. They report that the cheese factories appeared to be on the decline, owing largely to the discouragements of last year. Butter factories are doing better, and Mr. Stephens believes that the island is better adapted for butter making than cheese making. Improvement in the type of dairy cattle, more hearty co-operation among farmers and more enthusiastic interest in the work, are essentials that farming in P. E. Island urgently need.

Work at the sub-structure of the Hillsborough Bridge is practically completed and the engineer in charge is assembling the structure prior to its departure. The super-structure requires one fixed span and one swing span to make it complete. This bridge is a part of the branch railway between Murray Harbor and Charlottetown and spans the Hillsborough river between Charlottetown and Southport. The rail line is expected to be ready for traffic in the early autumn. Among other railway work now in the course of construction on P. E. Island is the building of a mile branch from Montague to Cardigan, which will be completed in October, the building of the loop line on the Murray Harbor branch to take in Vernon River bridge, and the enlargement of the railway wharf and freight shed at Georgetown. Wilfrid Kitchen is the contractor for the latter of the foregoing railway work except the loop line. The Hillsborough Bridge sub-structure was built by M. J. Haney

SHOT THE JAPS IN COLD BLOOD

Shocking Barbarity

Practiced on
Sailors

BY RUSSIAN GUARD

Wrecked on Sakhalien Coast
the Japs Were at the Mercy
of Their Cruel Enemies—
But Their Subsequent Re-
venge Has Been Sweet.

TOKIO, July 22.—Advices have been received giving details of shocking barbarity practiced upon a party of ten Japanese fishermen wrecked on the Sakhalien coast early in May. Defendants as they were and weak from exhaustion and the long immersion in the waves, the unfortunate fishermen were met by a shore party of fifteen Russian guardsmen, who fired upon them, killing five. The rest escaped, and after weeks of privation and hardship in the wilderness of Sakhalien, managed to effect their escape and return to Hokkaido.

One of the survivors of the ill-fated party gives the story of the party's sufferings in the communication received here. It was on the night they stayed by their sinking boats, and in the morning they essayed to reach shore by means of a broken timber from their craft. After a long struggle with the surf the men were washed ashore in a little cove, seemingly unharmed. Hardly had they recovered from their great exhaustion, however, and had started to follow the shore in the hope of finding food and shelter, when they encountered a party of Russian soldiers. Without parley the guard opened fire, killing five of the party.

The survivors, still pursued by the Russian guard, took to the timber that skirted the beach, and after a breathless chase of two hours succeeded in concealing themselves in a rock cavern on the edge of a mountain range. There they were without food, save raw roots and snails grubbed from the ground, without fire and without shelter. From May 17 to June 3, their sufferings were severe, privation and the lack of adequate shelter from the elements making their plight a desperate one. Finally, a native village, the five Japanese were hospitably received, clothed and fed. By night they were smuggled to the sea shore and given a boat in which to escape. This they did successfully, making their way to Kaitai Island and finally to the Hokkaido coast.

It is the view of some horsemen who are "in the know," that Alice H. has in her the making of a "flyer." While a "bit heady" as yet, with proper training and training they think the mare will soon be able to show her heels to the best of them.

WORLD'S GREATEST EXPLOSION TO TAKE PLACE THIS AFTERNOON

Over 100,000 Pounds of Dynamite to Be Set Off Near Kittery, Me., at 4 p. m.—An Entire Point of Rock to Be Demolished--The Arrangements.

PORTSMOUTH, N. H., July 22.—About four o'clock this afternoon a young woman will throw an electric switch in the navy yard at Kittery (Me.) which will set off the biggest artificial explosion the world has ever seen. The outer rim of Henderson's Point, roughly shaped like a horseshoe, is undermined with an immense quantity of dynamite. Into the 400 or more holes that have been drilled in the mass of rock, have been rammed 50 tons of the most powerful explosive in use.

One hundred thousand pounds of dynamite. Never before in the history of the world has such an immense quantity of dynamite been exploded at one time. Will this gigantic explosion in Portsmouth harbor cause widespread loss of life and damage to property? No one knows. Will it wreck the big new government dry docks just built at an expense of millions? No one knows. The experts are as much in the dark as the veriest layman.

Scores of buildings may be knocked down in Portsmouth. The general effect may be that of a severe earthquake. Buildings may topple over upon scores of people, burying them in the debris. The force of the concussion may kill hundreds. No one absolutely knows anything about the effects. No precedent exists.

All sorts of lurid happenings are conjured up by the possibilities of the situation. There is scarcely any end to what may happen. But the chances are that nothing more serious than usually accompanies smaller explosions will result.

The eyes of the whole engineering world are concentrated on Portsmouth, or to be more exact, upon Kittery. For it is within the confines of the latter place that the great explosion will occur. Engineers from all over the country will be in attendance to study the phenomena. An enterprising Portsmouth concern has leased all the available points of vantage, and an admission fee will be charged to see the affair. The Boston & Maine railroad will run excursions to Portsmouth from all along the line and thousands of spectators are expected and are being provided for.

Within the realm of the spectacular, again, there is uncertainty. The explosion may be one of the most magnificent spectacles the world ever saw. On the other hand, it may turn out one of the biggest fizzes imaginable from a spectacular standpoint. Those who attend are taking chances, in more senses than one. But the probabilities are that the sight will be one of a lifetime, and that it will be witnessed in perfect security. More than that no man can at this time prognosticate.

The blowing up of Henderson's point will add 350 feet to the entrance to Portsmouth harbor. The accomplishment of this feat is expected to make the harbor the best and safest on the Atlantic coast.

When the government decided to build the finest drydock in the world some years ago and selected Portsmouth as the site, Henderson's point was doomed. The very usefulness of the big dock depended upon safe and easy access to it. These conditions could not be secured so long as Henderson's point barred the passage.

It required a year to build the coffer dam, and for two years more the men have slaved and toiled in removing the giant of the point. During these two years they have worked in constant danger of a break in the dam. Had a really bad one occurred it is impossible that all could have escaped. The whole of Portsmouth harbor flows above the workmen's heads.

All the loose rocks have now been removed from the great pit. This has been carried around to various parts of the shore nearby, and 20 or 30 acres of new land have been added to the navy yard reservation. In other words, low submerged land adjacent has been built up and made available for building and other purposes.

Just previous to the detonation of the explosive, the whole area will be flooded with water. The dynamite will thus be at least 25 feet under water. In other words, a solid wall of water 25 feet high will have to be lifted bodily before any effects of the explosion can reach the open air.

It is upon this feature that the engineers count for immunity to life and property. Just how the water will be forced, no one knows. The air is pretty apt to be filled with huge masses of timber from the coffer dam. Possibly rocks will be hurled upwards with the water. After it is all over, the dredges will be set to work removing the debris from the bottom in order to make the channel safe and smooth.

If everything goes off smoothly, Portsmouth, already the centre of the world's eyes will have one of the finest harbors on the Atlantic coast—a good safe harbor, with an entrance 100 feet wide and a depth of water ample for the greatest ships in the world.

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OBSERVANCE OF SABBATH

England Intersted in
a Widespread
Action

A NATIONAL PERIL

Is What Canterbury Diocesan
Convention Calls the Secu-
larization of the Lord's Day
—Great Reform Move-
ment.

LONDON, July 22.—The action taken by the recent Canterbury Diocesan conference with regard to Sunday observance has excited a great deal of interest throughout the country. The resolution adopted was as follows:—

"That the increasing disregard and gradual secularization of Sunday among all classes of the community constitutes a grave national peril, and calls for the most serious attention of the church. The conference, therefore, respectfully requests his grace the archbishop to nominate a committee of laity and clergy for the purpose of considering what practical means can be adopted by united action to educate public opinion on the subject of Sunday observance and to safeguard the Christian Sunday as the surest and most indispensable bulwark of the religious and social liberties of England."

The archbishop affirmed his profound conviction as to the paramount importance of this question as affecting the stability and welfare of the country generally. In consenting to nominate the committee as requested by the meeting, his grace said he understood that the members would not be confined to that conference nor to the diocese of Canterbury, and asked for time to consider the most effective lines upon which the committee could be formed.

This week the city of Charlottetown made the following proposal to the Charlottetown Light & Power Co. in reply to the proposition previously presented by the company.

1. The city will agree to renew the contract for city lighting for the term of five years at the expiration of the present contract upon the following terms: \$69.50 per lamp per year for arc lamps, under the moonlight schedule as at present.
2. \$75.00 a lamp per year under an all night schedule.
3. 10 cents per kilowatt for commercial and domestic lighting.
4. \$18.00 per lamp per year for incandescent lighting for streets.
5. \$1.50 per thousand for gas for heating and power for city, commercial and domestic purposes.
6. The company to discontinue the present minimum rate. The company presently declined to entertain these propositions and to make any change from the offer they had previously made to the city. The next step will probably be the valuation by an expert of the company's plant. The company have asked \$75,000 for it. An engineer engaged last year by the city estimated that a civic plant could be constructed for \$65,000.

Among the deaths of Islanders recently were the following: In Boston, Captain Stephen McLeann, native of Indian River; at O'Leary, P. T. Woodside, a well known farmer and horseman; at Eldon, July 18th, Charles J. McWilliam, aged 49; at Munton, Northwest Territory, where he had gone for the benefit of his health, Wallace McDonald, aged 22, a native of Hampton; at Uigg, Mrs. John Murchison, aged 91.

THE SULTAN IS PENITENT

Says He Will Give Satisfaction
for the Murder of Mr.
Madden.

PEZ, (via Tangier, July 22).—Statements which have been published in Paris to the effect that no attention is being paid to British claims by the Moorish authorities are quite at variance with the facts. The Sultan has promised to do all in his power to give satisfaction for the murder of Mr. Madden.

Efforts are being made by means of garbled and distorted reports, emanating from German channels, to represent that a certain estrangement has occurred between Great Britain and France. The latter is alleged to be suspicious that Great Britain is endeavoring to prevent her from arriving at an understanding with Germany. These rumors, in which no doubt the wish is father to the thought, are causing much satisfaction in the shape of unanimity among the Powers on the subject of reforms is greatly feared.

GENEROUS PARISIANS

Over £4,000,000 Annually
Bestowed in Tips in France's
Gay Capital.

PARIS, July 22.—According to statistics, £18,924,000 is spent annually in tips in France. In Paris alone £4,032,000 is given in "pouroboires" yearly, a sum which works out at over £11,000 a day. The average for Parisians per head and per day is seven centimes and a half. In the provinces each man, woman, and child gives only three centimes daily in tips. The grand total for the whole country amounts to one-seventh of the entire annual budget expenditure of the French State. The individuals who share these eighteen millions sterling of pourboires are waiters, cabmen, hotel servants, theatre cloak-room attendants, railway porters, and last, not least, concierges.

Rev. A. J. Prosser returned yesterday after a visit to the west. Speaking of his resignation from Waterloo street church, he said it had been misunderstood here. A bye-law of the church called for a minister to hand in the end of each year. All he had done was to comply with this rule and it did not necessarily mean that he intended severing his connection with the congregation.

REGINA'S BIG CELEBRATION

Inauguration of New
Provinces to Be
Marked
BY A HUGE FETE

'Twill Be Held on Labor
Day, and Will Be Attended
by Notables From All Over
Canada --- Preparations on
a Large Scale.

OTTAWA, July 22.—(Special)—It is understood the inauguration ceremonies of the new province of Alberta will take place at Edmonton, September 1st, and that of Saskatchewan at Regina, September 1st. Sir Wilfrid Laurier and Hon. Frank Oliver will be the chief personalities at the celebrations, and with them will probably be Sir Frederick Borden, Sir Wm. Mulock, Mr. Brodeur, Mr. Fisher, and Mr. Hyman, with a number of members and senators.

REGINA, N. W. T., July 22.—(Special)—The celebration here of the inauguration of the new province of Saskatchewan, on September 4, promises to be a great success. It was originally set for Dominion day, and although the delay has its disadvantages, there are many compensating benefits.

It has taken the public mind some time to realize that the celebration is not a provincial affair, but a territorial business. The grand military review, the splendid display of fireworks, the processions, the grand religious services, with brass bands and massed choirs, indeed the total ensemble is the dying song of the Territories, and the jubilant heralding of two new provinces. Premier Haultain put it pat in Ottawa when he said: "I asked for a province, and you gave me twins." The fact

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WERE AT JENKINS' COVE LAST NIGHT

ALL PARIS
HAPPY NOW

For the Undertakers
May Cultivate
Moustaches

ALL BEARDS MAY GROW

Some of Them Have Lost
Caste and Cash by the
Change---But They Have
Liberty, and Are Accord-
ly of Joyful Mind.

PARIS, July 22.—Undertakers here are jollier than usual, because they have been granted permission to wear moustaches. It appears that they have been trying for over four years to obtain what they consider to be a valuable privilege. Hitherto the company of "funeral pomp," as it is deliciously called, had insisted on all its hands being clean-shaven. A barber is paid to attend to them for nothing. But the "croque-morts," as mutes are grudgingly called here, hankered after military moustaches, and now they have got them, or, at least, the right to grow them. However, the privilege has been granted with much reluctance. One of the directors of the company saps pathetically, "Moustaches do not harmonize with the austere liveries of our men. Moreover, some of the latter have utterly spoiled their looks by letting the hair grow on their upper lips. For instance, several men whom we used to employ effectively at funerals of the first-class can now be sent out only to escort paupers' hearse, so deplorable is the change in their appearance since they grew a moustache."

French funerals are classed into ten categories, according to the degree of ceremonial and price. Many of the moustached men now appear to be reduced to the tenth-class of undertaking.

THE CZAR HAS HAD ENOUGH

Berlin Hears That He Is An-
xious to Retire to a Monas-
tery.

BERLIN, July 22.—It is learned that the Russian royal family is greatly dissatisfied with the czar, and that the dowager carina desired him to abdicate, or at least to retire for a time from the direction of affairs.

A clique of grand dukes is said to be supporting the dowager carina, and it is believed that this ambitious woman is anxious to play the role of a Catherine II.

The czar has occasional fits of energy, but in the intervals, it is said, he expresses to his wife and others a serious wish to retire to a monastery.

MR. BODEN WON

John Boden's purple and gold colors were returned a winner last Tuesday when My Buela galloped home an easy victor in the opening race of six furlongs. My Buela was purchased at the disposal sale of the Paget colts and fillies last fall. She is a likely sort of filly, and it is to be hoped that she will go along and win purses the same as her predecessors—Don de Oro, Firearm, and Rosetina—in the stable.

Registrar Jones reports five marriages during the present week, also twelve births—eight females and four males.

Yacht Club Ran There

Yesterday From
Belleisle

A SPLENDID DAY

The Boys Heartily Enjoying
the River Outing—All Is
Well and No Accidents
Have Been Reported—What
Is a "Bobstay" Sail?

(Special Correspondence of The Evening Times).

ON BOARD THE YACHT LOUVIMA, July 20.—The storm which threatened the fleet at Evandale last night did not materialize, to the disappointment of many of the yachtsmen, who had put out 20 or 30 anchors. The wind blew quite hard during the night, but the precautions were needless.

An amateur scribbler's life is a hard one, as the Times man turned out at 5.30 a. m., and rowed several hundred yards to Evandale wharf in a vain effort to send some manuscript to the city by steamer Champlain. He failed to connect and returned to compare notes with the Globe representative, also an amateur, who is sailing on the Stormy Petrel. These two returned to the wharf and put their copy aboard the Elaine, which passed down about 6.30 a. m. Capt. Mabey kindly running in to take it. At this time there was a brisk northerly breeze, and the air was very pleasant; the morning was "brilliant and fair," as "Plumpy Slute" says, but until after the Elaine passed down there were very few signs of life on the yachts.

Fleet Captain Holder repaired the Smoke's jib, and Gracie M. awaited the arrival of a steamer from the city, which was expected to bring up a new bowsprit. Most of the yachtsmen spent the morning on their own yachts doing various jobs, polishing brass work and cleaning things generally.

Edred M., Petrel, and Robin Hood got under way promptly on the signal. Louvima, Armored, Smoke, and Winogene got away a few minutes later in the order named, and the rest of the fleet followed at intervals, Canada remaining to assist in the placing of Gracie M.'s bowsprit. Louvima sailed to the head of the Belleisle, while the others put into Jenkins' (or Ingle Cove) in accordance with orders.

There was a nice brisk northerly breeze with a few scattered clouds in the sky, and the sail was greatly enjoyed. Two of the Seionda's guests took passage on sail yachts this morning, Mr. Fox sailing on Smoke, and Mr. Calhoun on Louvima. It was a run down to the mouth of the Belleisle and a reach up that bay. Most of the yachts went into Jenkins' Cove, but Louvima went up as far as Round Hill, where she anchored for lunch. Seionda also anchored at that place. Mr. Calhoun rejoined Seionda, and Rev. Dr. Langley Parker, who had joined Seionda on Wednesday, and Mr. Horace King came on board Louvima. The two yachts got under way shortly after two p. m., Seionda joining the fleet, and Louvima, with Dr. Parker at the helm, sailing down to Kingston Creek and back to the squadron, having had a grand sail.

Gracie M.'s bowsprit came up on the Pokonoket, and an hour and a quarter later it had been put in place by the work of Capt. McLaughlin of the Gracie M., and Capt. Heane of the Canada. These two yachts then sailed and joined the squadron in Jenkins' Cove.

In the afternoon the yachtsmen had an interesting game of baseball. Fleet Captain Holder's Stormy Petrel netted defeating that of Captain McAvity of Ethel M. Owing to the evening celebration we did not get details of the game. The yachts were closely bunched about the wharf, and the Beatrice E. Waring did some fine manoeuvring in approaching and getting away from the wharf and avoiding collision with some of the boats.

The afternoon and evening were very fine, the breeze cooling the air enough to make it pleasant. Wind dropped to a light breeze in the evening. Fleet Sur-

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The Times New Reporter

The trial trip of the new ferry steamer Ludlow yesterday was a success, despite the absence of the mayor, the deputy mayor, the chairman of the board of works and the representatives of the Great Powers.

The Times new reporter was early on hand, and said "Aye, Aye, Sir!" every time Harbor Master Ferris shouted an order or anybody else an invitation to go into the cabin and sit on mahogany. This added much to the success of the outing. Hardly had the Ludlow proceeded into the open harbor when Wun Lung, inspired by an unreasoning jealousy, put out from the east side floats and endeavor to ram the new favorite. But Inspector Olive was on the quarter deck and Harbor Master Ferris at the wheel, while two dealers in wrecks were in plain view forward. Wun Lung got wise to the game and went on the other tack.

Off the new pier a person believed to be a Russian named Miller fired three charges of dynamite taken from the stock being used on the wreck of the old Lake Superior. Ald. Bullock rushed to a bicycle that was on the deck and prepared to go ashore, but Ald. Pickett restrained him and pointed out that the wheeling was bad.

At this juncture a Jewish gentleman and an Irishman were discovered eating

sandwiches together in the cabin, and as they were pork sandwiches and it was Friday the affair caused quite a scandal. Ald. McDermick said that nothing like it had occurred under civic auspices since an attempt was made some years ago to make him a Knight Templar.

By this time the Ludlow was off Mahogany Island. There was quite a hum on—although some land-lubbers called it a swell—and sea legs were passed around. On the run home a barrel was discovered floating on the waves, and there was much speculation concerning it. Having satisfied themselves that it was not Russell Sage's bar! the voyage was resumed.

When it became known that an attempt was to be made to go in to the ferry floats, Admiral Glasgow was discovered putting on a life belt and some cushions, and he admitted afterward that he wanted to be in a position to rescue Naval Architect MacLean, in order to tell him that he couldn't build a ferryboat.

But Capt. Ferris was at the wheel, and the Ludlow did not attempt to climb Princess street hill. She glided in and greeted the floats with a salute as gentle as a zephyr's kiss upon a maiden's cheek, as Ald. Holder poetically observed to Ald. Tiley.

As she touched the floats a telegram was handed to W. E. Skillen conveying

the intelligence that a large trout in a stream out there had hauled a tourist off the bank and the unhappy sportsman was almost drowned. Mr. Skillen hurried ashore. He said these incidents were of entirely too frequent occurrence on the streams and lakes around St. Martins. Only last week a trout hauled a Providence man off a raft and towed him a quarter of a mile.

After the Ludlow had performed some evolutions in the harbor to pay off Wun Lung for her jealous exhibition of spite, the West Side floats were visited and then she returned to her berth.

Ald. McDermick inveigled the party into one of the cabins and asked who wanted to speak. There seemed to be thirty-four replies, but as there were only thirty-three present some one must have answered twice. There were thirty-three speeches, and four hundred interruptions, with interludes of song and sandwiches. The Ludlow stood this test as she did the others, and demonstrated her ability to keep an even keel in spite of wind and weather. She wasn't even het up by the hot air. St. Allan's whistling solos were much enjoyed.

The Ludlow is now ready to take over the smells of Wun Lung and the Oun-gondy, and will enter upon her duties in a few weeks.

ALDERMAN VANWART AGREES WITH MANY OTHER CITIZENS.

That the Introduction of Manual Training in the Public
Schools Would Be a Decided Boon to Pupils---"Keep
at It and It Will Come," He Says.

Little doubt now remains that the citizens of St. John would, as a whole, strongly favor the introduction of manual training in the public schools. Representative in both business and professional circles, as well as a number of our leading tradesmen, who have expressed their views through the columns of the Times, unhesitatingly admit its many advantages to the student in assisting him to fight the battle of life.

Many have expressed surprise that St. John is so backward in adopting active measures for its introduction, several having suggested that although the question of expense could not be wholly disregarded, the results obtained from such expenditure would more than justify the outlay.

Ald. Vanwart told the Times that he strongly favored manual training, and would be very glad to see it introduced in the public schools of St. John, but not at the expense of the present curriculum, which he feels is by no means

too heavy. He believes in exercising the body as well as the mind in order that both may be made strong, and is inclined to think that the average pupil attending the public schools has too much mental and not enough physical exercise. This, he said, could be counterbalanced by a thorough course in manual training.

The alderman agrees with Mr. Fisher that generally speaking the boy leaving school and entering upon a business career has a good deal of theory but is not at all practical. Mr. Vanwart says that in his own business there are very many ways in which a course in manual training would make a boy more useful. He believes that the want of such a course in our own public schools has been felt for some time and that all right thinking citizens will agree that its introduction will be a valuable addition to the present course.

In conclusion the alderman said, "all you want to do is to keep at it and you'll find it will be taken up."