

cess of building at Freeling, Lameroo, Meadows, Norwood (infant school), Pinnaroo, and Tailem Bend. The following schools have been reconstructed during the year:—Basket Range, Caltowie, Norwood, North Adelaide, and Woodville; while additions have been made at Tumby Bay and Woodville. A new residence has been built at Milang, and additions and improvements made to the residences at Clare, Gladstone, Nailsworth, Millicent, Riverton, and Virginia. The following schools have been supplied with new desks:—Basket Range, Tumby Bay, Riverton, and Port Adelaide. Tent schools have been erected at Monteith and Murray Bridge, and young teachers are obliged to live in tents at Monteith and Tarcoola. School furniture has been greatly improved.

—Cadets.—

Approximately 3,000 cadets passed through the ranks in the schools during the year. One disappointing feature in the work is that so many lads—quite 25 per cent.—do not remain in the corps for more than a year, as many leave school as soon as they reach the age of 13. The general interest has been very satisfactory.

—Nature Study and School Gardens.— Increased interest is recorded under the above heading, and the movement is deemed worthy of the hearty support of all who are interested in the real education of the children.

—Domestic Subjects for Girls.—

During the year attention has been given to this matter, and a lady has been appointed to organize the work. Miss Devitt, who has received the appointment, was trained in London at the Battersea Polytechnic Domestic Economy Training School. In October, 1901, she came to Western Australia at the invitation of Mr. Cyril Jackson (then Inspector-General of Schools) to organize the teaching of domestic subjects in the western State. In December, 1904, she returned to London, and has since gained up-to-date knowledge of her particular subjects. When suitable premises have been made ready she will enter fully upon her work; in the meantime she is engaged in giving a preparatory course of lessons at the suburban district high schools. It is intended to provide practical instruction in every branch of domestic subjects, extending over a period of two or three years. The first will be occupied by elementary courses of cookery and laundry work; in the second year more advanced work in these two subjects will be carried on, the basis of instruction in cookery being the grouping of girls to prepare a family dinner, which will be afterwards in a dining room attached to the school. During this year a series of lessons on simple hygiene and sick nursing will be included. The third year will be devoted to a progressive course of household management, comprising instruction in all the needful work of a house, management of income, marketing and planning of meals, personal hygiene, the care of infants and the sick, household management, mending, &c. Each lesson will consist of a demonstration to be given by the teacher, followed by practical work carried out by the pupils, who will be responsible for the daily dinners and the care and appearance of the centre. The preparatory course of lessons being given at present is intended to provide a basis for the above instruction, and consists of a knowledge of the laws of elementary hygiene as applied to the home.

—Inspection.—

During the year 687 schools were fully examined in detail by the inspectors. The total number of children presented was 40,178, against 39,299 in 1908. Out of 5,527 children examined in the fourth class 1,943 succeeded in passing the standard fixed by the Education Act for exemption from further attendance at school; and out of 4,591 children examined in the fifth class 1,501 obtained certificates.

—Boards of Advice.—

There were 104 Board of Advice districts in 1909. Nominations for members were received on April 26, 1909, with the following result:—In 38 districts there were no nominations; in 13 districts the number nominated were less than the number of vacancies; the exact number required were nominated in 44 districts; elections in the remaining nine districts took place on May 29, 1909; at the close of the year, in 61 boards, there was a full number of members.

—Savings Banks.—

One hundred and forty-two (142) schools have taken this matter up and introduced the savings bank into their schools. It is pleasing to see that the teachers of these schools are ready to shoulder a little additional responsibility, in the hope that by so doing they will foster in their pupils the habits of carefulness and thrift. These schools, representing 6,075 depositors, have £2,925 14/ to their credit in the Savings

Bank. Norwood School, with 445 contributors, enjoys the honour of being the largest depositor.

—Finance.—

Comparison of the expenditure on primary schools for 1908 with that of 1909 shows an increase during the latter year of £3,672. This is accounted for mainly by the increases of salaries to public and provisional teachers. Upon secondary education, the expenditure amounted to £8,241 15/11, which includes the cost of maintenance of the School of Art since July 1, 1909, the Adelaide High School, 11 district high schools, as well as the cost of scholarships. Sites, buildings, improvements, and repairs show an increase of £16,617 11/3.

—Primary Schools.—

The cost of education per child instructed and in average attendance (exclusive of amount spent on buildings, except by way of rent) was—Per child instructed, £2 18/3; per child in average attendance, £4 1/10.

—Grants to Educational Institutions.—

The following were the grants paid to institutions outside of the Education Department during 1909:—Adelaide University, £7,195 4/; Adelaide School of Mines, £5,635 13/4; Port Pirie School of Mines, £750, removal of buildings, re-erection, painting, &c., £250 1/11; Gawler School of Mines, £500; Kapunda School of Mines, £280; Moonta School of Mines, £700; Mount Gambier School of Mines, £300; Kindergarten Union of South Australia, £125; total, £17,436 19/3.

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The Council of the School of Mines and Industries has appointed Mr. J. P. Wood to the position of instructor in mechanical engineering in succession to Mr. W. H. Ledger, who lately resigned to accept the management of a structural engineering firm in Sydney. Mr. Wood graduated a Bachelor of Engineering at Sydney University, with first-class honours, in 1895. After obtaining experience as an engineering draftsman, he proceeded to England, and spent three years obtaining practical shop experience with Messrs. R. Hunt and Co., Essex, and Messrs. Marshall, Sons, and Co., Gainsborough. In October, 1897, Mr. Wood gained a Bowen Research Scholarship at Birmingham University, then the Mason University College, and for two years he assisted Professor Burstall in carrying out experiments on the gas engine, which were published by the institution in October, 1901. In October, 1899, Mr. Wood was appointed demonstrator in engineering at Birmingham University, and held the position for two years, when he resigned in order to return to Australia. In December, 1902, he was appointed lecturer in engineering at the Charters Towers School of Mines, Queensland, and resigns this position to accept his new appointment in Adelaide. Professor Warren writes of Mr. Wood as a distinguished graduate in engineering, whose exceptional opportunities specially qualify him for the position at the Adelaide institution.

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UNIVERSITY TRAINING COLLEGE TROUBLE.

TEACHERS SUPPORTED BY SOCIALISTS.

At the meeting of the Operative Masons and Bricklayers' Society at the Trades Hall on Tuesday evening the following letter was read from the South Australian Branch of the Socialist Federation of Australasia:—“I have been instructed by my party to ask the support of your union to the attitude of the students attending the University Training College, who have rebelled against the tyrannous action of the Director of Education. As most unionists are fathers of children of schoolgoing age, it is not necessary to show the baneful effects it will have upon children of tender age if they have to study under teachers who are working under sweated conditions. My party believes that if the workers unite and demand, through their organizations, the settlement of the trouble, it will be done. We also recommend that your delegates on the Trades and Labour Council be urged to move in the direction of getting a royal commission of enquiry appointed to investigate the working conditions of the teachers. Trusting that this will receive the fullest consideration of your union, yours fraternally, G. Madgwick.” It was decided to refer the matter to the society's delegates on the Trades and Labour Council.

'VARSITY BOAT RACE.

ADELAIDE WON EASILY.

A STORMY PASSAGE.

MELBOURNE, June 7.

The twenty-third annual boat race between crews representing the Adelaide, Sydney, and Melbourne Universities was rowed on the Lower Yarra to-day over a three-mile course, from the lower end of Coode's Canal to the little dock. The wharfs near to the finishing post were lined with spectators, and the two steamers which followed the race were well patronised. The strong and gusty westerly winds made the lower river anything but a comfortable place, but the enthusiasts cared nothing for the weather. Melbourne and Adelaide, on the south and centre stations, drove down to the starting point at the lower end of Coode's Canal, near to the sugar works, and then had great difficulty in getting afloat. Their boats had been towed down, and the men hoped for an easy launching. The wind, however, whipped the open water into waves, and made it difficult to embark from the south bank. Eventually they succeeded, though they had to wade in the water and then scramble into their boats.

As they pulled over to the starting point the men were blue with cold. Sydney, wiser in their generation, embarked further up stream under the lee of a launch which had carried them and had towed their boat. They were thus enabled to drop down to the start under the shelter of the bank without a wetting such as their rivals had to endure. The time wasted by Adelaide and Melbourne in baling out their boats was spent by Sydney in a short, sharp spurt. With the river bank between them and the weather when they lined up for the start the order was Sydney, Adelaide, and Melbourne from the north side.

Without delay Mr. Upward got them away to a splendid start. The 24 oars struck the water at once, and the boats dashed away in line. With only four strokes rowed, however, there was something wrong in the Adelaide boat. No. 4 had got off his seat, and as he held up his hand in protest Mr. Upward whistled the crews back for a fresh start. It took some time to get them in order again, as the wind broadside on, was blowing the boats about. When at length they were all in line there was another good start, though Melbourne did not begin as well as the others.

Adelaide, with a sharp, brisk stroke, dashed to the front, and rowing 40 in the first minute, pushed the nose of the boat ahead. Melbourne, at 38, followed, and Sydney, rowing 36, were the last to get full way on. As they neared the dredge 300 yards from the start, Adelaide had almost a length to the good, and, rowing with great dash, they forged on. The Sydney men were rowing a sound, solid stroke, but lacked the life of the Adelaide men, while Melbourne, with all the worst of the water, were having a rough passage out in the centre of the stream. A few strokes further on No. 4 caught a crab, and in trying to recover it broke the lashing of his rowlock, and was useless for the rest of the race. When the boat was righted the others were four lengths away, and though No. 4 tried to pull for a while it was useless. Eventually he threw away his oar, and, swinging with his body, endeavoured to interere as little as possible with the others. It was hopeless for the crew to continue, and after having reached the smoother water above the docks Boynton dropped his head and gave in.

Meanwhile Adelaide had gone further ahead, and when nearly two lengths to the good crossed over to get the smoother water. They rowed the first mile in 6m. 7s., and ran into the rough water entering the old river two lengths in the lead. The wind blew them right out into the centre as they crossed the opening of the Victoria Dock, and it seemed as though nothing save an accident could stop them, for they were five lengths to the good. As they got into smoother water the leaders were rowing a nice, level stroke, 30 to the minute, with plenty of dash, and their boat skipped along. Sydney, rowing with all the power of their great weight, plugged steadily along, but could not reduce the gap. The time for the two miles was 12m. 55s., and with no alterations in the positions, Adelaide won easily, amid loud cheers, by five lengths in 17m. 33s.

The crews were:—