

JAPAN IS MAKING EDUCATION EASIER

ENTRANCE EXAM BANNED

Candidates for Junior High to Be Henceforth Judged by Record and Status Says Report

A blow of first importance has been struck at the chief defect of Japan's educational system. The official gazette of the Ministry of Education announces that hereafter entrance examinations to the middle school (corresponding to the junior high school of the United States) will be abolished.

Graduates of primary schools seeking admission to middle schools will hereafter take no examinations but will be judged on their physical condition, mental ability and standing in their respective primary schools.

Schools Crowded
Japan's schools cannot begin to accommodate its students. One middle school in Tokyo admitted 100 out of 615 applicants last year; another 200 out of 1113; a third 240 out of 1176. These figures are typical. The same percentage of students seeking admission and of students gaining it extends through schools of higher grade as well. The explanation is that Japan's educational appropriations are entirely inadequate to Japan's educational needs, says a special dispatch to the Christian Science Monitor.

Under such conditions some method of selection and rejection becomes imperative, and that of the competitive entrance examination was long ago decided upon. In itself such a system may have advantages, but the uses and abuses to which it has been subjected in this country cry aloud for that reform which has now been set in motion.

Values Credentials
The Japanese values the credentials of education more, perhaps, than does any other national. As a consequence, the impetus to pass examinations is tremendous, and failure to do so is a very real disgrace in the majority of cases. Fathers have known to forsake their business temporarily to coach their sons for examinations. "Examination preparers" open schools where they fleece candidates for examinations. Students go into retirement for weeks and months at a time, spending all their waking hours and many of those

which should be devoted to sleep to "cranking" for the examination.

Formal Matter
The examination itself is all too often a formal matter of no real value, affording no real test of the intelligence or mental ability of the candidate. Many teachers and principals in Japan accept "gifts" (usually money) from the parents of candidates, and in such cases those candidates are apt to be passed.

For that reason the announcement in the official gazette is of first importance to Japan's educational world and to Japan's millions of students.

SECURE ANTELOPES FOR GAME PRESERVE

Seven Young Ones Obtained by North Dakota State Reservation Lately

Through the co-operation of South Dakota game officials and interested individuals seven young antelope fawns were recently obtained for Sully Hill National Game Preserve, N. Dak., from near Slim Buttes Antelope Preserve, S. Dak., a state reservation. Wesley D. Parker, warden of Sully Hill preserve, which is administered by the Biological Survey of the United States Department of Agriculture, went 456 miles to Slim Buttes, near Buffalo, S. Dak., to obtain these young antelope, which were picked up on the open range and brought in gunny sacks to Slim Buttes preserve, where they were placed in an inclosure and fed on the bottle. Great care was taken in feeding them and most of the antelope became quite tame. After about two weeks four females and three males were placed in a crate with separate compartments and taken by auto truck to Sully Hill, where they were fed about a quart of milk each a day, and were soon beginning to eat grass and oats.

CLASSICAL STUDY HOLDS ITS OWN IN PROVIDENCE

Of slightly more than 5,000 students enrolled in the three high schools of Providence, R. I., 840, or about one-sixth, are in Classical High school. This represents the same proportion of Providence students pursuing classical courses as in 1881, when one-sixth of the students in Providence high school were in the classical department. All students in Classical high school take Latin, but fewer than half study Greek.

HOW TO MINIMIZE WINTER ACCIDENTS

IN DRIVING AND WALKING

Most Significant Feature Is Insecure Footing and Care Is Necessary on Part of Everybody

"Street users, both motorists and pedestrians, have it within their province to reduce winter traffic mishaps to a minimum if they will but recognize certain fundamental difficulties in connection with driving and walking during this season which is the most prolific in serious accidents," says Charles M. Hayes, president of the Chicago Motor club.

This report is made in a bulletin issued today by the National headquarters of the American Automobile association in which are enumerated the considerations everyone should ponder in the interest of safety.

Most Significant
"The most significant feature of winter driving that should appeal to everyone is that footing for both motor cars and pedestrians is most treacherous and insecure during the current season," Mr. Hayes says. "Certain steps can be taken to offset this condition but their effectiveness is limited, and, unless the driver and walker both realize this, it is possible to turn their basic safety into a defined hazard," it is pointed out.

"Both pedestrians and motorists have concessions to make to the fact that snowy, icy streets are treacherous," says the statement. "The motorists' responsibility demands, first, the addition of such safety equipment as chains, and secondary, the realization that there is such a thing as outdriving any safety feature. That many motorists do sacrifice the advantages given by four-wheel brakes, balloon tires, chains, and other such safety features is revealed in accident analysis made by the 950 clubs that make up the membership of the A. A. A.

"This is due to the fact that motorists often are lulled into false sense of security by the very presence of these undeniably safe appurtenances to modern motoring. It is not to be questioned that cars are safer, but the safety inherent in any car still must be brought out by highly intelligent driving. The human factor is large and always will be large. Driving which brings no mishap is that which recognizes that a street surface which has low frictional value necessitates a longer stopping distance, not only for one driver or one pedestrian but for every street user."

Duty of Pedestrian
"The duty of the pedestrian to recognize virtually these same facts is paramount," Mr. Hayes believes. The statement continues:

"The pedestrian should understand the viewpoint of the motorist in winter. How many times have serious mishaps resulted from the selfish thoughtlessness of pedestrians! A typical accident of this character is that resulting from jay-walking. This practice is greatest in winter and the pedestrian who resorts to it may force several drivers to apply their brakes with dangerous haste. The result is a skid that may involve several cars in a crash, the consequences of which are often fatal.

"The temptation for everyone is to hurry. Neither driving nor walking is so much of a pleasure in winter and one's destination is never so desirable as when the weather is cold and the footing insecure and uncomfortable. But haste is the cause of too many accidents to be without its vital significance.

Winter Most Dangerous
"Of all the seasons during which courteous regard for the other driver and for pedestrians is absolutely paramount, winter is the most difficult in which to concede this need. But if everyone would ponder briefly the reward of such a concession—the preservation of hundreds of precious human lives—it is not to be questioned but that a more wholesome attitude would be developed.

"Just a slight willingness to consider the harder conditions of winter and an effort to get the other person's viewpoint is all that is necessary to take much of the tragedy out of cold weather driving," is Mr. Hayes' conclusion.

FRENCH AND ENGLISH BOYS FRATERNIZING

A group of 15 French boys and a master from the College de Calais, from the College Mariette of Boulogne, and from the Ecole Turgot of Paris, were invited this year by students of the Boy school, a Coopers' company's school of London, to spend with them three weeks in July in a summer camp where it is the custom of the Boy school to spend the last three weeks of the summer term in study and out-of-door life. The camp comprises a tract of 60 acres, with permanent buildings and a hospital, and is situated by the sea at New Romney in Kent. The expenses of the French students were borne by the Coopers' company, the proprietors of the camp, and the English school, in part from the fund usually used for prizes.

MOTORISTS OBJECT TO COURT DECISION

PUTS BURDEN ON DRIVER

Comment by Head of Auto Association on Matter; Bill to Remedy Situation Is Offered

Widespread disapproval on the part of the motorists everywhere at the recent decision of the United States Supreme court, placing upon the motorist full responsibility in crossing a railroad track, was crystallized this week when steps were taken to have the law, as laid down by the Supreme court, changed.

This was done in a bill introduced in the House by Congressman Frank Murphy of Ohio, the purpose of which would be to shift a part of the responsibility to the railroads, which the Supreme court's decision places upon the motorist. Under the court's decision, rendered by Justice Holmes, a motorist in crossing a railroad track at a blind crossing, must assume full responsibility and must not only stop, look and listen, but under the rule laid down by the court, must, if necessary, get out of his car and go onto the track to make certain that a train is not approaching.

Bill Is Offered
The Murphy bill, H. R. 7901, provides that a Federal court, in such a case, must not adopt a rule contrary to the laws of the state, territory, or place where the accident occurred, its effect being to require the railroad to bear such responsibility, at blind crossings, as the state imposes upon them.

Commenting on the measure, Si Mayer, president of the Automobile Club of Illinois and vice president of the American Motorists association, which has already voiced its disapproval of the Supreme court's decision, declared that the Murphy bill would meet with the approval of the millions of motorists of the country.

Says It's Unfair
"It is both unfair and uneconomical to permit a railroad or a state to maintain a blind grade crossing and make the motorist assume full responsibility for crossing the dangerous spot. The effect of the Supreme court's decision in the Goodman (Ohio) case, placed such a burden upon the motorist that there was bound to be a reaction against such a law, and Representative Murphy's bill is the first legislative expression that congress concurs with the motorists viewpoint that the law is unfair in this respect."

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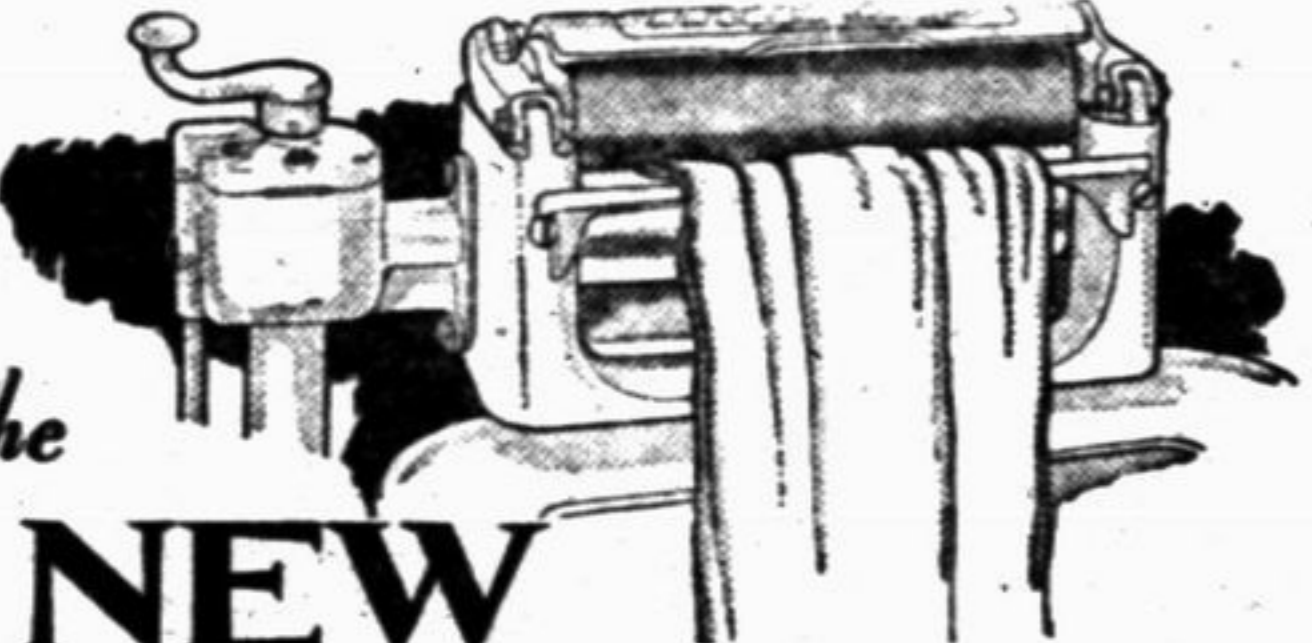
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