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MANUAL TRAINING—THE MECHANICAL HOBBY.

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What appears to be a reasonable definition of the word Hobby is, a pursuit followed for its own sake, a result of certain mental activities requiring expansion. Upon the ordinary pursuit become a hobby, there falls the spirit of art—work for the work's sake and the reward to the soul of the worker. To hobbies may be traced many great inventions and not a few of our most useful institutions. The very use of the term as indicating an enthusiastic devotion to one subject instead of a perfunctory performance of daily duty is a keynote to the whole subject. It is only when a pursuit becomes a hobby that it develops beyond the level of mediocrity. There is nothing to prevent one's hobby and one's vocation from being identical, or to their running on parallel lines. Happy is he whose vocation and hobby are inter-relative, because knowledge gained in one may be applied to the betterment of the other. Every successful man has his hobby ; the individual that cannot become enthusiastic on some one subject in life is never likely to rise above the average in anything. Even the enthusiasm apparently wasted in a thoroughly unpractical hobby is not really lost, for the data accumulated in its cause may become available for many purposes. The introduction of Manual Training to our educational system is a happy indication that we are awaking to the fact that our methods in the past have been one-sided. The old methods overlooked one of the most important of faculties, that which contains the incentive to *do* things. It is good to know things—it is better to be able to do things. While to know may produce a useless pedant—to be able to do develops a thinking and self-reliant character.

Under our methods of education, manual labour has fallen somewhat into disrepute. There has been too great a rush into professional and commercial life, because, to put it plainly, the trades are not considered so respectable, and the greatest ambi-