

transit and other traffic. In one year the average of persons killed and maimed in grade-crossing accidents reached more than one for every day, the crushing of a crowded trolley-car by a rapidly moving train being a not infrequent occurrence. The residents of the afflicted districts held mass-meetings and sent in petitions, and the newspapers fumed and scolded, but the feeble City Council seemed unwilling or unable to grapple with the problem. At last the immense expense and danger of maintaining grade-crossings in a thickly populated portion of the city, combined with a desire to control the World's Fair traffic, prompted the Illinois Central Railroad in the winter of 1892-93 to elevate two miles of its tracks and build twelve iron bridges at street intersections, bearing the entire expense of the undertaking. It was a striking object-lesson to other railroad corporations. Although the first outlay was enormous, it did away with the costly gate and watchman service at scores of street intersections, saved the continual drain of damage suits for loss of life and property, and enabled the railroad company to run its trains at full speed in the heart of the city, thus materially shortening its time-schedule, especially to suburban points. This marked financial success of the experiment emboldened the City Council to approach the other railroad companies with track-elevation propositions. A committee was appointed, and the results of the first few conferences showed that nearly every company having down-town terminals was not only willing but anxious to elevate its tracks, provided a satisfactory agreement could be made with the city. The Lake Shore and Rock Island Railroads were the first to begin work, and they have now completed the elevation of nearly seven miles of their tracks, and have built twenty-four subways at street intersections. More than four miles of the tracks belonging to the Northwestern Railroad have also been elevated in one of the most congested parts of the city, and the company is engaged at present in still further extending its work. This undertaking has gone forward in all cases without interfering with the running of trains, and some of it has been done with marvelous rapidity. In forty-five working days the Northwestern Railroad elevated two and one-half miles of its track, built thirteen subways, and crossed twenty-two streets. Several other railroad companies are about to begin the work of track-elevation, and the Council Committee is confident that within two years the deadly grade-crossing will be a thing of the past. In many places in the city the elevation of tracks will present the unique spectacle of three-story transit—the electric cars on the street level, steam cars thirteen and one-half feet above, and the structure of the elevated railroad towering still higher at the fourth floors of the neighboring buildings.

Princeton College celebrates this week the one hundred and fiftieth anniversary of its foundation with exercises of unusual academic interest, variety, and dignity, fitly commemorating the event by formally changing its title to Princeton University, and by the completion of a very large endowment fund. The Outlook will give its readers next week a sympathetic interpretation of the spirit of the College, with its historical background, from the hand of the Rev. Dr. Henry van Dyke, one of its most distinguished alumni, who is to be the poet at the exercises on Wednesday, when Mr. Woodrow Wilson is to be the orator. Princeton was the third American college, in point of time, and has always been one of the most useful and influential of our institutions. In spite of its identification in the popular mind with religious conservatism, it has done not a little for the intellectual liberation of the country.

The work of Dr. McCosh, for instance, in boldly announcing his belief in the method of evolution at a time when that method was so generally identified in the minds of religious people with agnosticism and even atheism, was a service of the very highest order to untrammelled Christian thinking. The growth of Princeton in recent years has been almost phenomenal. No college is more beloved by its alumni, and no Northern college has a stronger hold on the people of the South and the Central West than the ancient institution at Princeton.

Mount Holyoke College is making a brave and self-sacrificing effort to recover from its recent disaster. The ruins of the building in which the institution began its organic life in 1836 furnish perhaps the most eloquent plea, not only for the restoration of the structure itself, but for the building of the College on larger lines. To graduates and undergraduates alike, what seemed a calamity has apparently been transmuted into a blessing by the ardor of spirit and the intense loyalty to the institution which have been aroused. The college work goes on as before; recitations, lectures, and laboratory work have been conducted almost without interruption in the other buildings of the institution, and the determination is evident on all sides that the work of the year shall not suffer in any wise from the destruction of the main building. Since June, 1895, the alumnae of the College have been working to secure the \$150,000 necessary in order to make available Dr. Pearson's gift of \$50,000 for an endowment fund. Early this month Dr. Pearson placed \$40,000 in the hands of the Trustees to be used in building in any way they thought wise. This has given the alumnae new courage in their endeavor to aid Mount Holyoke in this crisis of her history. They ought not to stand alone, for an institution with such a history belongs, not to those whom it has trained, but to the whole country, to whose better life it has made so generous a contribution.

The report of the Commissioner of Education contains the report of the Sub-Committee of the National Association on the organization of city school systems. The Committee consisted of the President of the University of Illinois and the Superintendents of Schools of Boston, Chicago, Washington, and the State Superintendent of New Jersey. This Committee has been most active in investigating the school systems in many large cities, and its report is based on conclusions reached after these investigations. The Committee reports that there should be two departments of administration in every school system; one department managing the business affairs, the other supervising the instruction. The Committee believes that reputable men of affairs should be appointed to Boards of Education for the administration of business affairs, but that the departments of instruction should be administered wholly from a scientific educational basis and controlled by experts. These two departments must work together harmoniously and sympathetically if the best results are to be attained. The Committee believes that the larger the percentage of citizens in any given locality interested in public-school affairs, the more perfect is that school system. The Committee also believes that appointments to the Board of Education should be regulated wholly by law; that even the function of the appointing power of the Mayor should be regulated by law; that the school system should be absolutely emancipated from partisan politics and dissociated from municipal affairs. In all cities of less than five hundred thousand inhabitants the Board of Education should not number more than nine, and, in the

judgment of this Committee, five would be the better number. Fifteen should be the maximum number of members appointed to any Board of Education. Appointments should be made for not less than five years. The report points out that the security of a republic depends on the class of citizens who compose it. Logically, this makes education the most important function of government. The report shows that if the public-school system is of such a character that the children of the well-to-do are not allowed to attend the schools, it becomes in a measure, not a safeguard to the Republic, but a menace. The need of definite laws in the administration of school affairs is of fundamental importance, in the judgment of this Committee. It also disapproves of what we might term local representation. Every member on the Board should represent the whole city. The administration of the school system of each city should be centralized in two heads. The present law controlling the public-school system of the city of New York meets some of the demands made by this report. This is especially true of the business administration. The Committee believes that the superintendent should be appointed for a long term. He should be appointed by the executive branch of the Board of Education and confirmed by the legislative branch; he should be entirely independent, choosing his own assistants and teachers from an eligible list provided by law; he should be given the power to appoint and dismiss for cause at his discretion; upon him should be placed the responsibility of developing a professional and enthusiastic teaching force. If, at the end of a reasonable period, the superintendent has not met the ideals of the men composing the Board of Education, he should be dismissed.

Another unpleasant episode in the annals of international yachting is to be recorded. Mr. Howard Gould, owner of the American yacht *Niagara*, has good reason to feel that he has been treated with gross discourtesy by the English Yacht-Racing Association. It seems that some one reported to that august body that the *Niagara* "was fitted with a tank under the seat on each side of the cabin, and that these were connected by a pipe so as to make it possible, by merely turning a cock, to run water from one tank into the other, and thus use them as shifting water-ballast, which might be advantageous in certain cases." The absurdity of this statement is seen when we remember that to shift ballast in a race it must be put on the windward side of the boat, which is on a higher level than the other; to be effective, then, it must be supposed that the water would run from the lower to the higher tank! No intimation was made that a force-pump was on board, and even were there one, every yachtsman knows that this method of using ballast would be quite impracticable. In point of fact, the tanks were used solely for the convenience of the crew, for water-supply. Nevertheless, the Association sent a committee to examine the yacht, and requested Mr. Gould to make certain changes, which he readily agreed to do. In replying to the Association, however, he pointed out that no notice had been given him of the visit of the committee, and he rightly declares that the surreptitious visit was discourteous and offensive. For some time the committee avoided replying to his plain statement of opinion, and only when shamed by the sharp criticism of many English papers has it at last explained vaguely that the same thing had been done in other cases. This is a very lame defense. Yachtsmen are supposed to be gentlemen; the presumption should always be that nothing surreptitious or unfair is done, and when a suspicion arises or an insinuation is made, the investigation should be most

scrupulously open and aboveboard. The methods pursued by the Association are on a par with the practices of the professional prize-fighters. It is to the credit of American yacht clubs that no methods of this sort could conceivably be applied here.

It has been the policy of certain political groups in France and Italy to create an estrangement between the two countries, and both countries have at times during recent years shown a good deal of sensitiveness in their relations with each other. The recent settlement of affairs between Tunis and Italy, however, indicates that there is a thoroughly good understanding between the two Governments. This treaty was made in Paris, and made largely through the good services of the French. In 1868 the Bey of Tunis, by treaty with Italy, made that country a favorite nation, granting at the same time very valuable commercial concessions. The Italians immediately profited by these concessions, and Tunis became practically an Italian colony; the country was soon filled with colonists from Italy, whose language was taught in the schools and whose influence in local affairs in many quarters became very pronounced. Thirteen years later, in direct conflict with his previous policy and his earlier agreement, the Bey signed a treaty with France which substantially established a French protectorate over Tunis, and since that time Tunis has remained to all intents and purposes a French colony. This was the condition of things when the treaty with Italy expired. It could be renewed only by the consent and active co-operation of the French. The occasion, therefore, was one to test the feeling of France toward Italy, and the successful arrangement of the new treaty sets at rest finally a great many ill-advised reports about the relations of the two countries. Under the treaty the commercial revenue of Tunis is under her own control; she is to be represented in Italy by French diplomatic agents; and, while the management of the Postal Department is in the hands of the French, she will, as heretofore, conduct her own internal affairs. France, in other words, is to remain substantially in charge of Tunis, with specially favorable arrangements for Italian capital and commerce in Tunis.

The appointment of M. Shiskine as Russian Minister of Foreign Affairs, to succeed the late Prince Lobanof, is specially interesting to Americans because the new Minister was for a number of years the representative of Russia at Washington, and has a large acquaintance among American public men. He brings to his position a diplomatic and administrative service of more than forty years; but it remains to be seen whether, like his immediate predecessor, he will practically shape the foreign policy of the Empire, or whether, like most of his predecessors, he will be simply a subordinate of the Czar or of some other Minister whose influence with the Czar is supreme. The foreign policy of Russia has very few objects and is extremely definite in its direction, but those few objects it pursues with sleepless vigilance. They are mainly in the line of territorial extension at the South and in the East, with the preservation of such relations with Europe as will give Russia a free hand in attaining her ends. This traditional policy is constant in the foreign office, although Ministers come and go; the difference between Ministers consisting in the inventiveness, originality, and skill with which they develop and carry out this policy. The Czar is necessarily limited in his power of direct control of the government; sooner or later, as a rule, matters in each of the great administrative departments come into the hands