

Commission in Paris after the death of Mr. Barrows, has followed the plans laid out by his predecessor—of whom the distinguished Professor von Liszt writes: "The name of Mr. Barrows will be not only on our lips but in all our hearts"—and has added many valuable suggestions. Like the laws of the Medes and the Persians, the laws of the International Prison Congress are immutable, so far as certain things are concerned. For instance, though about one hundred and thirty papers are written for the meeting, not one is read, not even by title. Long in advance of the session they are sent to the Secretary, Dr. Guillaume, of Switzerland, who has them translated into French and published in leaflet form. These are sent to every member to read and study before the meeting. Four sections divide the Congress: penal legislation, penitentiary questions, preventive means, and juvenile crime. Each section sends out four questions, and the papers are replies, at length, to these questions. For each question a "reviewer" is appointed, who makes an epitome of the replies and formulates a resolution to be voted on by the section to which the question belongs. If the resolution is adopted by the section, it goes to the general Congress; and if adopted there, after general discussion, it goes into the records as the official utterance of the whole body. Thus nothing is read in the sections but the several résumés of the questions, and nothing at the general meetings but the resolutions offered by the sections. This makes a very wide-awake Congress, with not a dull moment. The official language for the first time will be English, though speakers will be allowed to use German, French, and Spanish, interpreters being in attendance conversant with the three foreign tongues. All of the French papers have been translated and abstracts of them printed for distribution by the American Prison Association, so that any prison officer, or delegate, may know what is under discussion even if he has not the gift of tongues. Many of these papers are full of wise suggestions, and as a rule they are exceedingly broad-minded, and advocates of prison reform in the highest and most scientific sense. The writers are looking forward with eagerness

to studying the problems as they are being worked out in this newer land. Especially are they going to look carefully into our probation system, our juvenile courts, our prisons for women, and our reformatories. They are bound to have some of their high anticipations dashed to the ground when they find that only four States have separate prisons for women; that but a few have reformatories; that the juvenile court exists but in name in many; and that probation is utterly unknown over most of our territory. They will do real missionary work if they can stir the country to a recognition of its own shortcomings.



#### THE OPENING SCHOOLS

Never have the schools of this country opened in September with so many pupils waiting at the doors. Even rural communities feel the change. In the cities it is yet more marked, and great efforts have been made in many places to meet the emergency. Chicago has won the approbation of the land by the report that for every child of school age a seat in school was waiting. New York City, which more sorely feels the ever-rising tide of school population, failed unparadoxically to meet the situation. It is well known that an annual increase of 25,000 children must be looked for, yet the seating capacity was increased for 1910 but 2,897. This may be explained, but not extenuated. In July, 1908, appropriations for new school buildings were stopped and building was not resumed till January, 1910. Consequently for eighteen months nothing was done to increase the accommodations for pupils. This state of things was brought about on account of an injunction secured by a taxpayer at the instigation of the Comptroller, who alleged that the borrowing capacity of the city would be overstepped if the contracts were let for the Fourth Avenue Subway. In consequence of a legal suit to determine what constituted city debt, it was impossible to secure appropriations for further schools. Meantime the children of school age have increased to such an extent that it will be necessary to expend twelve million dollars for sites and buildings for the present need. Yet but eight millions have been appropriated, and this

must last until July, 1911, though the Board of Education has informed the Board of Estimate that a minimum of eight millions per annum is requisite to meet the annual demands. It is unfortunate that this failure to meet the requirements of the children strikes the hardest blow on the very ones who should be first protected, the families of working people and of recent immigrants. Those children will too surely have to leave school early to earn their living; they should not be compelled to lose the first years of schooling through the failure of a great city to make provision for them. Food and shelter are not enough for the fifty-seven thousand children who cannot find school accommodation. It is true that an army of 705,000 scholars makes a great demand on a city, but it is poor economy to cut down in the educational department. Private initiative has in a few instances come to the rescue, and sites have been lent to the city for temporary buildings. Much more of this might be done, especially where there is not so much congestion of population as in crowded Manhattan. It is not fair to the children to rob them of their one chance in a democracy, a chance to secure the essentials of an education while still children.



#### A NEW AUTOMOBILE LAW

Safe and sane automobil-  
ing, it is hoped, will be  
attained in the State of  
New York by the operation of the Callan  
Automobile Law, which became effective  
September 1. With over sixty thousand  
automobiles traversing the highways of  
the State, many driven by reckless and  
irresponsible owners and chauffeurs, and  
inadequate speed regulations and inequality  
of taxation for road maintenance, the  
demand for strict State supervision and  
control became universal, and this drastic  
law was placed upon the statute-books.  
The State is now expending fifty million  
dollars in improving its highways; three  
thousand miles of good roads have been  
built and six thousand more are planned  
and provided for financially. Good roads  
have resulted in enormous sales of motor  
cars in the State, followed by an ever-  
increasing record of harrowing accidents,  
many carrying with them loss

of human life and injuries to persons, and  
the great majority directly due to ignorant,  
dissipated, and irresponsible drivers of  
cars, owners as well as chauffeurs. No  
general restrictive speed limits had been  
established by law, no examination into  
the qualifications of chauffeurs existed,  
and no statute provided specifically for  
the punishment of the rapidly increasing  
automobile criminal. The Callan Law  
requires registration of all motor cars with  
the Secretary of State, and payment of  
fees graduated according to the power of  
the machine; it regulates speed, forbidding,  
under any condition, an excess of thirty  
miles an hour; and provides rules of the  
road which take care of the safety of  
other vehicles, animals, and persons travel-  
ing on the highways. Violations of the  
general provisions of the law constitute a  
misdemeanor, and an owner or chauffeur  
who drives away from an accident to per-  
son or property caused by his car, or who  
fails to report such accident to the nearest  
police station, is guilty of a felony, punish-  
able by a fine of five hundred dollars or  
two years in prison or both, and a second  
offense is punishable by a five-year prison  
sentence. Any conviction under the law  
revokes the State license of the party  
convicted. Chauffeurs are to have a  
severe examination as to fitness, including  
a written test of mechanical knowledge, a  
demonstration of skill on the road, and a  
close inquiry as to what to do in the many  
danger emergencies that are often en-  
countered. Massachusetts and the Dis-  
trict of Columbia are the only civil juris-  
dictions which require such an examination  
of chauffeurs as is now prescribed in New  
York. Over twenty thousand chauffeurs  
have tried the State examination, and  
fully twenty per cent of this number have  
been temporarily rejected or refused  
licenses outright. The Callan Law will  
yearly bring to the State treasury three-  
quarters of a million dollars, all of which  
must be used in the maintenance and up-  
keep of the State system of good roads.  
Imperfections have been found in the law,  
which will, it is expected, be corrected  
when the Legislature next convenes.  
There is a widespread belief that one of  
the first amendments should be to require  
that every driver of a motor vehicle,  
owner as well as chauffeur, should be