

THE CHRISTIAN ENDEAVORERS.

The Eighteenth International Convention at Detroit

Closed Last Night Amid Scenes of Most Impressive Solemnity.

Twenty-Eight Thousand Endeavorers Present at the Gathering Just Closed, the Estimated Attendance at the Meetings During the Week Being Close to Three Hundred Thousand People.

DETROIT, July 10.—The eighteenth international convention of Christian Endeavor closed to-night amid scenes of impressive solemnity attending the utterances of "the last word" by the President and Secretary in each of the great tents respectively following responses from each State and country represented, and last exhortations from M. E. Bishop Vincent of Kansas, and Evangelist Chapman of New York.

Telegrams and cablegrams were received in both tents in response to the patches sent out by President Clark. The tendencies of the '99 gatherings, along educational and other practical lines, have caused this convention to be called the "Educational Convention."

Its general trend is conceded to have been to broaden as well as to inspire the young people, rather than to have led them toward narrow forms of spirituality or intolerant religious views.

The last quiet-hour early-morning service was largely attended. "Missions" was the topic in both the great tents in the morning sessions. "Foreign Missions" in the "Endeavor," and "Home Missions" in the "Williston." In the former tent "Foreign Missions" were introduced to the great audience by "Father Endeavorer" Clark.

The first address was by Rev. McLean of Cincinnati. His topic was "The Great Need of Missions." He said, in part:

"Nineteen centuries have passed since Christ was born, and only one-third of the race is even nominally Christian. Nine per cent. of all the people on the globe are Protestant, 15 per cent. are Catholic and 7 per cent. are Greek. At the present hour there are more than 1,000,000,000 souls without the gospel. Not only so, but the non-Christian part of the population is increasing at an appalling rate. There are 250,000,000 more in this class than there were a century ago.

"There is no hope for the nations in the non-Christian faiths. There is scarcely anything in the non-Christian faiths that makes righteousness or social well-being. They have been weighed in the balance and have been found wanting. Africa is a den of desolation, misery and crime. The leading defects of the Japanese character are lying and licentiousness. In China the Government is a sensualist. In India the bulk of the population lie down hungry every night in the year. Hinduism has filled the capitals of India with the most rotten superstitions to be found in the world. The evils of Mohammedanism are polygamy, violence, slavery and sensuality. The Government of the Sultan is oppressive and corrupt.

"Where the gospel has not gone woman is degraded with an infinite degradation. Her intellect is dwarfed; the worst passions of the soul are developed. In the non-Christian world there is no incentive to industry and economy. Bad government, superstition and ignorance prevent prosperity. There is small regard for human being. Human sacrifices are frequently offered. In these lands sin is enthroned, defied and worshipped. Crime and shame and sorrow are everywhere. The people are without hope because they are without God. The whole continent of Asia is the scene of barbarities, tortures, cruel punishments, oppression and official corruption. These nations need the engineer, the social economist, the humanitarian, the moralist, but more than all, they need the evangelist. The acceptance of Christ as Savior and Lord makes all things new. Under His beneficent reign the nations rejoice in liberty and justice and progress. There is salvation in Christ, and there is salvation in none other; for there is no other name given under heaven among men whereby we must be saved."

One of the principal addresses in Tent Williston was that of Rev. C. Howard of Rochester, N. Y., entitled "Our Country's Greatest Peril." He said:

"The American people are face to face with a mighty problem. It is not 'What shall we do with Cuba or the Philippines?' but how shall we restore to the people the right of self-government in the United States? It would seem that democracy has given place to rurocracy. The American people have abdicated the throne of government to the saloon. The saloon candidate, robs the public, and spits on the law.

"The saloon is the nation's greatest foe, because it murders its citizens in cold blood. Because it destroys the character of its citizens, the units upon which the national structure rests. Because it fosters ignorance, immorality and crime, which sap the vitals of the nation and mean death to a democracy founded upon the virtue and intelligence of its subjects. Because it defiles the ballot, intrudes the boss, defies the law and impoverishes the people, it is a crime against the State, a crime

against humanity, a crime against God. It has opened dens of anarchy, schooled our young manhood to a life of sensual indulgence, personal impurity and profanity; sickened the public conscience with its daily horrible details of debauchery, devility and crime; blocked the wheels of every righteous reform; paralyzed industry; crucified labor, defeated the church, outraged the heathen and blasphemed the Almighty.

"The biggest force outside of perdition are the laws on the statute books of America that were passed to regulate the saloons. The license laws of America are the biggest hump that language ever framed into law. Under them a mother's boy is not safe until after he gets into the penitentiary. Regulation will plant a saloon opposite the factory, on every corner of the main street, and next door to a boy's home, burn out his manhood, school him in crime and send him to State's prison, and after botting the ponderous door stands upon the threshold with colossal mockery and says to the liquor traffic: 'Thou shalt not come in.'

"There are no doubt more than a thousand preachers at this convention. No other profession can gather together into one convention a body of men that will equal the brains, culture, personal integrity and moral power of a thousand American preachers who are ministers of the Gospel of the Son of God; and if they only knew their power and used it without fear or favor to glorify God in the service of the people, they could build a railroad to had's, and send the rum-power home on the first train."

The instruction of missionaries by President Clark was one of the features of the convention. Thirty of the workers in heathen fields spoke a sentence or two in the languages spoken in the scene of their labors and retired. The hand-clapping greeting their appearance and retirement was almost constant. The following missionary workers appeared:

Rev. Wm. L. Chamberlain, India, Reformed Church of America; Mr. and Mrs. Scott Williams, Mexico; Miss Patton, Western India, American Presbyterian Mission; Miss Esther B. Fowler, Sholapur, India, American Mission; M. E. Schmidt, Malabar, East India, German Evangelical Basel Mission; Miss Mary E. Leach, India, 1900, Canadian Presbyterian; Miss Jane R. Whetstone, Japan, Methodist Protestant Board; Otis Carey, Japan, American Board; Miss Barber, Nowgong, India, Friends' Mission; Dr. and Mrs. Thompson, E. C. A. Mission, American Board; Miss F. C. Dean, Umuahia, Persia, Presbyterian; Mrs. M. Campbell, Stokot, India, United Presbyterian; Miss F. Rice, Shaffer, who goes to Corea in the fall, Presbyterian, South; G. G. Crozier, M. D., Turu, Assam, Baptist Mission Union; Dr. James Butcher, Christian Hospital, Loochoo, China, Foreign Christian Alliance; Miss Nellie Zwemer, America; Miss Annie E. Lawrence, Nagoya, Japan, Methodist Protestant Board; Miss Colman, Dehera Dunn, India, First C. E. Missionary sent by Presbyterian Christian Endeavor; M. Mazzorana, Havana, Cuba, Christian Alliance Board; Miss Nellie Zwemer, Amoy, China, Reformed Church of America; Charlotte Mason, Detroit, going to China, Protestant Episcopal Church; Mr. and Mrs. James L. Fowle, Gesara, Turkey, American Board; E. J. Lewis, Newbury, North China (Tung Chou), American Board of Christian Education Society of Shokapur, India; Esther B. Fowler, missionary.

A smooth-faced, determined-looking youth, D. B. Eddy of Leavenworth, Kan., member of the Yale band, was introduced to speak of "The Great Resources of Missions." Mr. Eddy spoke of the means, mechanical, inventive, political and social, through which God had given assurances that the world is to be won for Christ. The responsibilities of Christians in carrying out God's word, he said, are heavy and they must go forward.

"Pray and work," he said, "lest our enthusiasm roll back upon ourselves; we are playing with the world and letting motives of avarice and self-righteousness be uppermost; pray, pray always for grace."

The closing feature in Tent Endeavor was an address by Dr. Robert E. Spear of New York, on "The Great Blessing of Missions."

The sentiment of the Home Mission Society of Massachusetts, as proposed by Rev. Dr. H. W. Massachusetts, was the Greek proverb, "They bearing torches passed them on from hand to hand."

Many home missionaries from Western States and Territories were present. Rev. W. W. Boyd of St. Louis delivered an address on "Our Country's Many Problems." He discussed the two questions of immigration on the race problem. "For the solving of the immigration problem he proposed a remedy—to maintain American ideals at their highest point by an aroused public sentiment to legislate against the admittance of the pauper and vicious classes of Europeans; to bring to bear a combined and quickened Christianity upon the stranger against our gates. As to the race problem the speaker said that in his judgment, the Government made a great mistake which it will not be apt to repeat in the Philippines, when it put in the hands of the negro all the privileges and the franchise of the freest government on the globe."

"There are two sides to this race problem," said Dr. Boyd. "There is not a white man in the North who, if his wife or daughter were outraged by a beast, would not rush summarily to their rescue, though it does not excuse, though it may palliate, the crime of crime of lynching, and the hour is at hand when decisive steps must be taken to abolish it. Christianity must settle this question; legislation cannot do it."

Rev. Charles E. Jefferson of New York spoke upon "Our Country's One Salvation."

President Clark has received the following messages:

"Ottawa (Ont.), July 10.—Francis E. Clark, President of the International Convention of C. E. His Excellency, the Governor General, desires me to express his warmest and most sincere thanks for your kind and cordial message of good will to himself and the Dominion of Canada."

"Secretary to the Governor General," "Savannah, July 10.—Clark, President C. E. Detroit: American Commission to the Peace Conference sends sincere thanks for message and congratulatory letter."

"The bodies of the two dead ladies were left at Newman, and will be sent to their former homes after the inquest. R. R. Bolt of St. Louis occupied an

FATAL RAIL ACCIDENT.

A Burlington Special En Route for Los Angeles

Crashes Into a Freight Train at Newman, Stanislaus County.

The Tender of the Locomotive Telescopes a Tourist Sleeper, Killing Two Women and Injuring Thirteen Other Passengers, None Seriously, However.

STOCKTON, July 10.—A Burlington special train of nine coaches, on the way from St. Louis to Los Angeles loaded with teachers to attend the National Educational Convention, crashed into a freight train within 300 yards of the depot at Newman, Stanislaus County, at 2:30 this morning, with the result that two women were killed and thirteen passengers injured.

The special was drawn by engine No. 1,721. A. B. Allen was the engineer and J. R. Jones was the conductor. The special was in charge of S. H. Drury of the Chicago, Burlington and Quincy Railroad.

The special was going at the rate of forty miles an hour, and the freight train was taking water on the main track. The freight train immediately took fire, and an empty coach, a way car and three flat cars were burned. The Newman volunteer fire department turned out, and it was through their efforts that the remainder of the freight cars were saved, and the passenger train did not catch on fire at all.

There was no baggage car between the locomotive and the special and the tourist sleeper, so that when the crash came the tender of the locomotive telescoped into the sleeper, killing the two women in the forward berth and injuring thirteen other occupants of the same car. The fact of there being no baggage car between the engine and the sleeper caused a great deal of comment at Newman, where it is believed had the baggage car been in place there would have been no one killed, and but few if any injured.

None of the coaches left the track. The passengers of the special are for the most part stopping at the Russ Hotel, where they are being cared for, and word was sent by the South Pacific Company that all the special passengers would be taken to San Francisco on the 2 o'clock train today, while the bodies of the killed will be shipped East to-morrow. No one was allowed to look at the bodies this morning, pending the arrival of the coroner.

Following is the list of the killed and injured:

Killed: Miss Addie Harris, No. 3025 Dillingham street, St. Louis; Mrs. Lena Thomas, Seneca Falls, N. Y.

Injured: Miss Clara Morehouse, No. 211 Upton avenue, Battle Creek, Mich.; Mrs. Elizabeth White, 1254 Leavitt street, St. Louis; Miss May Oliver, 2232 Virginia avenue, St. Louis; Miss Eda English, 5282 Washington avenue, St. Louis; Miss Sallie R. Smith, 3694 West Pine street, St. Louis; Miss Gertrude Rosenberg, 1119 Rudger street, St. Louis; Miss Luella A. Westmeyer, 383 Aofcruxck street, St. Louis; Edwin D. Luckey, 1332 Union Boulevard, St. Louis; Robert G. Mills, Lake Creston, S. D.; Miss G. L. Morse; Philadelphia; Calvin Bullock, St. Louis.

With the exception of Robert Mills, who was injured about the head, though not fatally, none of the other injuries are at all serious, for the greater part consisting of slight bruises or merely a shock.

Miss Harris was instantly killed, the side of her head being crushed in. She was taken out dead. Mrs. Thomas, an elderly lady, lived about five minutes after being taken from the wreck, but did not speak.

A special telephone message to the "Mail" states that the freight train should have taken the siding at Ingomar, but that the orders had been picked up by some outsider, whose name could not be learned. The Burlington special had the right of way over the Southern Pacific track, and the statement is also made that there was no light out back of the freight train, which consisted of twenty-eight cars. The train hands all refuse to talk or make any statement whatever.

The Copner arrived on the scene at 1 o'clock, and the jury met at 2:30. adjourned at 10 o'clock next Monday to get evidence of important witnesses.

All the injured were doing well at last accounts, and they were taken to San Francisco this afternoon with a physician aboard the train.

NONE OF THE INJURED SERIOUSLY HURT.

upper berth in the second tier from the front of the car. When he heard the shock of the collision he jumped to the floor and alighted uninjured in about three inches of water. He thought the train had fallen through a bridge, but when he saw by the light of the blazing freight cars ahead what had happened he reassured the ladies, and as the car had not been derailed all managed to complete hasty toilets.

Before the train to which the survivors were transferred reached this city the agents of the railroad had settled with the passengers for their individual losses. They were detained for an hour at Tracy, near the San Joaquin River, by the derailling of a portion of a train just ahead of them, on which were the members of the twentieth Century Club of passengers, but fortunately this accident, caused by a misplaced switch, had no more serious result.

The people who have thus been diverted from their route to the educational convention at Los Angeles will be anxious for their Eastern friends and relatives to know that all are well and in good spirits, notwithstanding their unpleasant experiences. Most of them, however, saved little or nothing from the wreck, and will in some cases be obliged to purchase new wardrobe. None know just how the accident occurred, as nearly all were asleep at the time.

An official of the Southern Pacific said to-day: "From advices received the excursion train was running ahead in violation of the orders. The passenger train was under orders to follow the freight down the valley, and the trains were to be kept at least ten minutes apart. The freight was due at Newman at 2:34 a. m. and was on time. The accident happened at 2:38 a. m., four minutes after the arrival of the freight train. The passenger train was six minutes ahead of time. The orders under which the passenger train was running permitted it to overtake the freight at any point along the road it saw fit and precede it down the valley. If it had been the freight train that had preceded the passenger train declares that he saw no signal, and presumed that the track was clear. The country around Newman is open, and the track is straight two miles this side of the station."

It is explained at the general office of the freight line that the brakeman had gone back with a signal, in accordance with the standing rules which obtain under such circumstances. The rules require the brakeman to go back a reasonable distance to flag the following train. This the brakeman did. The engineer of the passenger train declares that he saw no signal, and presumed that the track was clear. The country around Newman is open, and the track is straight two miles this side of the station."

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TEACHERS THROG LOS ANGELES.

Eight Thousand Already at the Southern Metropolis,

And There Are Many Eastern Points Yet to Be Heard From.

Confidently Expected That When the Registrations Are Finally Completed There Will Be Names of Over Ten Thousand Teachers on the Rolls as Being in Attendance on the Educational Convention.

LOS ANGELES, July 10.—It is conservatively estimated that to-night there are 8,000 teachers in the city; and when the President's gavel falls to-morrow at the opening session of the National Educational Association Convention this number will be reinforced by large delegations from the far East and one or two of the Middle States. Indeed, not until Wednesday morning will the special flyer from Chicago arrive with the Illinois contingent. As the New York guests have telegraphed ahead that eighty rooms be reserved for them, it is confidently asserted that when registration is completed there will be names of over 10,000 teachers on the rolls as being in attendance on the convention.

And the preparations for their reception are all completed. At 8 o'clock this evening at one instantaneous flash over 10,000 incandescent and 500 arc lights twinkled welcome to the multitude that lined the principal streets. And these were in addition to the ordinary street lighting and the efforts of the merchants who have in very many instances lit up their premises with lights in variegated colors. The park, upon which the pavilion faces and wherein the general sessions of the convention will be held, is made bright as day, and a band is entertaining the throng that fills every avenue.

Who the work of the convention begins to-morrow it will be carried on in specialized form, each department having its own meeting place, and an opportunity being thus afforded for the teachers to attend to the special interest, and also participate in the various forms of recreation provided.

The city teachers have kept open house at the headquarters to-day, and have dispensed luscious fruit with fruit punch and lemonade to the visiting teachers. The reception-rooms were transformed into a lower of roses, and presented a typical appearance. Tomorrow will also be set apart as a Los Angeles day, and the local teachers will again receive their incoming guests.

This afternoon between 200 and 300 of the visitors went on a special excursion to Mount Lowe, and after dark they explored the expanse, beneath dotted towns and in the distance the Pacific Ocean, in the light of the immense searchlight at the observatory.

But while sightseeing has monopolized the attention of some, the attendance at the opening session of the National School Service Institute was quite large, there being nearly 1,000 teachers present. Mayor Eaton extended the hospitality of the city to the assembled visitors, and was supported by the leading educators of the State.

Major R. H. Pratt of the Carlisle school of Indian children, who responded to the call of the city, and after dark he had come to the institute to fight, and intended setting forth some plain truths while in the city.

Dr. Merrill Gates, former President of Amherst College and now Secretary of the Board of Indian Commissioners, stated that the pupils at the Carlisle school will earn this year \$25,000 by their own work during the summer vacation.

The band from the Indian school at Perris, and also the Girls' Mandolin Club from the same school, won credit for the several selections rendered. Several of these boys have recently been selected to form part of the band the Government purposes sending to the Paris Exposition.

When the second session of the National Council of Education was called to order in the morning by the President, Professor A. R. Taylor, Principal of the Normal School at Emporia, Kan., there was a large attendance of delegates. An interesting report on school hygiene was read by Hon. W. T. Harris, United States Commissioner of Education, Washington, D. C. It having been prepared by the following committee appointed by President Schaeffer at the meeting of the Department of Superintendence at Chattanooga, Tenn., last year: W. A. Hill, Boston, Mass.; J. R. Kirk, Jefferson City, Mo.; F. L. Soudan, St. Louis; A. P. Marble, New York; E. O. Lytle, Millersville, Pa.; W. E. Wilson, Providence, R. I.; W. L. Bryan, Bloomington, Ind.; W. A. Mowsh, Hyde Park, Ill.

A discussion followed the reading of the report, with the result that a committee was appointed to present to the Board of Directors from the Superintendents of the different departments asking that the former recommendation of an appropriation of \$120,000 be used as premiums for prize essays on school hygiene, and for the purpose of defraying the expenses of further investigation along the line of proper schoolroom ventilation, be made.

The committee appointed is as follows: Professor A. R. Taylor of Emporia, Kan., the President of the National Council; Dr. Harris of Washington, D. C.; Dr. George P. Brown of Illinois; Dr. King of Iowa, and Dr. Aaron of Colorado.

A lengthy and comprehensive paper was read by Professor Charles Keyes, Principal of the High School of Holyoke, Mass., on the "Differentia-

tion of the American School." Having indicated what differentiation has obtained in practice, and hinted at the justification for each type of school, Professor Keyes proceeded to draw a few warrantable conclusions.

"The existence of so many courses," he remarked, "is due to the conviction that there is no warrant for the assumption that either the same order or same combination of studies is the best means to highest self-realization for all pupils. Judges by the completeness with which they help those who receive their training to make the most of themselves, these courses may be said to stand on nearly or quite equal footing. As preparation for life's work, the new field of study makes of the pupil four years of opportunity to make the most of himself in a high sense of the expression, must it not content itself with insisting that he shall do four full years of thorough work, comprising continuous effort along such lines and such additional subjects as he under wise council shall elect?"

The report of the Committee on State Normal Schools, presented by Prof. Z. X. Snyder, President of the State Normal School at Greeley, Colo., dealt with the function of the normal school in relation to the faculty; those preparing to teach; the child; the social mind or society, and the subjects to be studied. Valuable statistics were embodied in the report, the data on the several subjects dealt with representing the labor of all the members of the committee.

In concluding, Professor Snyder said: "The preparation of teachers for the elementary schools has everywhere been regarded as the special function of the State Normal Schools, although where the means were at hand very excellent work has been done in the preparation of teachers for high schools and academies. Some States have made provision for a general system of normal schools; others have centered their efforts upon one large institution. The latter plan has made it easier to adopt a satisfactory standard of admission, but from the nature of the case, it has failed to supply teachers in sufficient numbers for all the rural schools. The States with a system of normal schools have thus far succeeded in furnishing an adequate supply of teachers trained at normal schools. New York has gone farthest in the direction of requiring candidates to avail themselves of professional training."

At the opening session Dr. E. C. Hewitt of Bloomington, Ill., read an interesting paper on "Psychology for the Teacher," basing his remarks on recent articles in the "Atlantic Monthly" and the "Educational Review," by Prof. Hugo Munsterberg of Cambridge.

The piece de resistance of the session was the paper read by Dr. Nicholas Murray Butler of Columbia University, New York, on the "Educational Progress of the Year." Dr. Butler said:

"During the period under review there stand out prominently in the United States two series of events which are eminently characteristic of the tendencies of the modern world. The first is the movement of the masses, the striking additions to the literature of education which have been made by Americans, and the study and constructive thought which have been devoted to the problems of public education, organization and administration in large cities.

"It will not have escaped notice that during the past twelve-month, or a little more, there have been books published by Mr. Eliot, by the late General Walker, by Mr. Gilman, by William James, by Dr. Munsterberg, by Dr. Hinsdale, by Thomas Davidson, by Miss Blow, by Bishop Spalding, and by Dr. Harris, which illustrate my meaning. Even the purely literary critic, accustomed to scorn the study of education, or perhaps of any other of the social sciences, has not hesitated to call this group of books remarkable. They are so remarkable that two decades ago they would have been impossible. Each book reflects the peculiar genius of its writer; taken together they give us a true picture of the forces and ideals which are moving our educational questions of school organization and administration. This interest, so marked during the past year, is a result in part of the newly roused municipal conscience which is reproaching us for inefficient, disorderly administration of a city's business, and in part of the growing importance, financial as well as other, of education as a public institution. The taxpayer's curiosity as to how his money is spent reinforces the school reformer's demand that it be spent solely for the wisest training of the city's children. So it happens that the demand for efficiency, when a democracy earnestly demands efficiency of its servants, it has outgrown the swaddling clothes of theory and is coming to its own.

It is important not to overlook the one point in which they are all in agreement, for it is not unusual to attempt to minimize the movement for city school reform by calling attention to the wide variations of the detailed plans proposed for city school organization. That one point of agreement is the demand for efficiency. When a democracy earnestly demands efficiency of its servants, it has outgrown the swaddling clothes of theory and is coming to its own.

During the year one storm-center of this disturbance has been over the city of Chicago. There the history of the

United States and Russia. Their Relations Never on a More Cordial Basis Than Now.

A Most Sincere Friendship in the Czar's Realm for the American People.

A Great Opportunity Offered for American Capital and the Introduction of Our Machinery and Methods of Doing Business—Is an Immense Field, Far Beyond Anything Realized by the People of This Country.

WASHINGTON, July 10.—Herbert D. Pierce, first Secretary of the United States Embassy to Russia, has been in Washington for several days of absence from his post. It has afforded him opportunity for talks with the President and State Department officials of the Russian affairs, both political and commercial, and the imparting of much interesting information which could not be brought by the channels of official reports, and talking to a representative of the press, Mr. Pierce said:

"The relations between the United States and Russia were never on a more cordial basis than they are at present, and the friendship which is traditional between the two countries finds constant expression in Russia, not only among officials, but also among the people of all classes. It is not too much to say that, from the Emperor down to the peasantry, there is a sincere friendship for us and a desire to become acquainted with our ways of doing business, and to make use in Russia of the skill and ingenuity which has advanced this country with such great strides. For this reason there is a great opening in Russia for American capital and for the introduction of American machinery and methods of doing business. It is an immense field, far beyond anything realized by the people in this country. Russia is just entering an era of tremendous prosperity, a sort of commercial and industrial awakening. Here is the new field for American enterprise and capital, for the building of roads, facilities, the Philippines and the trans-Siberian railway, there is ready access to our goods to the heart of Russia. During his ministry to Russia Mr. Hitchcock's personality and splendid business ability did much to stimulate our trade relations, and the effect is widespread and continuous.

"There is special opportunity for investments in steel and iron industries, cotton mills and for the manufacture of machinery and tools. Then, too, our manufactured goods will find almost unlimited markets, although there is a protective tariff which is encouraging her own industries. Still, even with the tariff, she wants many of our manufactured goods, such as steel rails, as the home production is far short of sufficient to supply the present state of development. The fact, that our goods are in such demand, is a fact which is a line of American industry which cannot find very profitable investment throughout Russia. Moreover, Russia regards American goods as better than those of any other country, so that this favorable sentiment invites business into these vast markets. Our people on the side of Russia hardly realize how complete the trans-Siberian Railway is, it was told recently by Prince Hilkoff, Minister of Ways and Communication, who has charge of this great work, that he could make a trip around the world in forty days during the coming year. The Exposition, going by way of the trans-Siberian route, and he had the kindness to ask me to accompany him. Even now the route is almost continuous from Moscow to the Amor River and thence to Vladivostok, on the Pacific Coast. With the exception of a comparatively short stretch which has been covered by post horses. Once open, this marks a most commercial revolution, giving a highway from Western Europe to the Pacific and from our Pacific Coast to the Far East and thence to Eastern Europe.

"The road is so well along that trains are run out of Moscow which would astonish even Americans as models of elegance. These trains have not only baths, libraries and other modern equipments, but a complete gymnasium to beguile the long trip through Siberia. The original purpose of Russia was to make the route one for military and strategic purposes, linking the capital and other large centers with the naval rendezvous at Vladivostok. But now the commerce and travel of the road has quite overshadowed the strategic purpose and Russia finds that she has opened a highway which is to be one of the great traffic channels of the world. In time possibly the route will be diverted southward through Chinese Manchuria to permit a terminus at Russia's new and important leasehold at Port Arthur. But for the present Vladivostok continues to be considered its commercial terminus on the Pacific."

Mr. Pierce was asked concerning the recent reports of widespread famine in Russia and the appeal issued in London for relief. "There is really no cause for alarm," said he. "I am familiar with this appeal for relief, and while not wishing to question any charitable or philanthropic movement, I think it only just to Russia that it should be known that the distress is confined to rather small and remote regions and that Russia herself has coped with the situation thoroughly and successfully. The country is vast and the methods of communication so primitive in places that cases of distress are slow to be reported and relieved. This may have led to the existence of considerable suffering and distress. But, as far as I can learn, this suffering is not widespread and it is confined to some of the provinces in Southern Russia. The Russian Government has been prompt in relieving the distress, and the Czar has given immense sums—I think I am safe in saying 3,000,000 roubles (\$1,500,000)—out of his own private resources to alleviate the distress."

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