

speeches upon the bill in the Congressional Record.

Both houses of Congress were addressed on the 18th through their committees, by representatives of the Woman's Suffrage convention then in session in Washington (p. 714). Miss Susan B. Anthony was the principal speaker before the Senate committee, that on woman suffrage, while Mrs. Carrie C. Catt, president of the association, led the speaking before the judiciary committee of the House. Mrs. Catt was supported with speeches by Mrs. Goldstein, of Australia; Mrs. Ewald, of Sweden; Mrs. Freedland, of Russia; Mrs. Miller, of England; Miss Ammons, of Colorado; Mrs. Lafrish, of Utah, and Mrs. Weaver, of Idaho, who described the progress and effects of the woman suffrage movement in their respective parts of the world. The committee was addressed also by the Rev. Anna H. Shaw.

Prior to adjourning sine die, on the 18th, the suffrage convention elected officers of the national association for the coming year as follows:

President—Carrie Chapman Catt, of New York; Honorary Presidents—Elizabeth Cady Stanton, New York city, and Susan B. Anthony, Richester, N. Y.; Vice President-at-Large—the Rev. Anna H. Shaw, Philadelphia; Corresponding Secretary—Kate M. Gordon, New York city; Recording Secretary—Alice Stone Blackwell, Boston, Mass.; Treasurer—Harriet Taylor Upton, Warren, O.; Auditors—Laura Clay, Lexington, Ky.; Mrs. Mary J. Coggeshall, Des Moines, Ia.

At the international conference it was decided to hold an international convention in Berlin in 1904; and a provisional international committee was appointed, with Miss Susan B. Anthony as chairman.

Rear Admiral Schley's appeal to the President from the report of the naval court of inquiry and its approval by the Secretary of the Navy (pp. 592, 600) has been decided. Several days prior to the decision its general purport was revealed by Washington correspondents, but it was not officially made public until the 19th. It is adverse to Schley. The only feature favorable to him is the President's opinion that his delinquencies prior to the battle off Santiago were condoned by his retention as second in command. Only so much of the appeal, therefore, as relates to the battle is considered. Admiral Dewey

is inferentially rebuked for passing upon the question of who was in command at the battle, but the President himself enters very fully into the subject upon evidence outside the record of the court of inquiry, from which he concludes that Sampson was technically in command, but that in fact the battle was "a captain's fight," nothing whatever being done, after it opened, by orders from either the first or the second in command of the fleet. Sampson is credited with the preliminary work, and Schley—along with Capt. Cook—with what the Brooklyn did in the battle; but the question of temporary cowardice is decided against Schley. Of Schley in this connection the President says:

On the whole he did well, but I agree with the unanimous finding of the three admirals who composed the court of inquiry as to the "loop." It seriously marred the Brooklyn's otherwise excellent record, being in fact the one grave mistake made by any American ship that day. Had the Brooklyn turned to the westward—that is, in the same direction that the Spanish ships were going—instead of in the contrary direction she would undoubtedly have been in more 'dangerous proximity' to them. But it would have been more dangerous for them as well as for her. This kind of danger must not be too nicely weighed by those whose trade it is to dare greatly for the honor of the flag. Moreover, the danger was certainly not as great as that which in the self-same moment menaced Wainwright's fragile craft as he drove forward against the foe. It was not, in my judgment, as great as the danger to which the Texas was exposed by the turn as actually made. It certainly caused both the Brooklyn and the Texas materially to lose position, compared to the fleeing Spanish vessels.

On the subject of street car systems and incidentally of direct legislation, significant action was taken on the 13th by the city council of Chicago. The transportation committee of the council, through its chairman, Mr. Bennett, had made a report which favors 20-year franchises, a maximum fare of five cents (six tickets for 25 cents) and compensation to the city by a percentage of the gross receipts. It also favors giving the council the right to take over the plant after ten years upon paying the full value of the property, with five per cent. additional as compensation for the compulsory sale; and provides for grooved rails, better service, the termination of all grants at the same time, and the

abolition of the cable system. The debate was unusually deliberative in character. But the important thing was the adoption, without dissent, of the following referendum clause, taken substantially from Mayor Harrison's message, and moved by Alderman William T. Brennan, as an amendment to the report, in which it was inserted as section 14½:

Any ordinance shall be of no force or effect unless a proposition to approve the terms thereof shall be submitted to the electors of the city of Chicago at the.....election (naming it), to be held in said City of Chicago on the....day of..... A. D., 190., in the manner provided by "An act providing for an expression of opinion by electors on questions of public policy at any general or special election" (approved on May 11, 1901), and unless such proposition shall be approved by the affirmative vote of a majority of the electors voting on such proposition.

No action was reached upon the report as a whole, adjournment having been taken, pending the debate, until the 24th.

NEWS NOTES.

—The parliament of the Dominion of Canada was opened at Ottawa on the 13th.

—Albert Bierstadt, the famous artist, died at New York on the 18th at the age of 72.

—The United States Steel corporation declared a 5 per cent dividend on the 17th, amounting to \$10,000,000.

—Prince Henry, brother of the German emperor, sailed from Bremerhaven for New York on board the Kron Prinz William on the 15th, upon a visit to the United States.

—Messrs. Wolmarans and Wessels sailed from Boulogne for New York on board the Rotterdam on the 14th for a tour of the United States as representatives of the Boer cause in South Africa.

—On the 17th the United States Senate ratified the treaty with Denmark (p. 711) for the cession of the Danish West Indies to the United States. The treaty remains yet to be ratified by Denmark.

—After getting 500 miles nearer to the South Pole than any previous adventurer, C. E. Borchgrevick, the Norwegian explorer, arrived in New York on the 16th. He had advanced as far as 78 degrees and 50 minutes south latitude, within 800 miles of the pole.

—Sir Conrad Reeves, chief justice of Barbadoes, who died a short time ago, was a mulatto who rose from the humblest social condition. He began life as a newspaper reporter and eventually came to be regarded as the greatest