

LAND MONOPOLY; THE CURSE OF THE CENTURIES.

(SECOND PAPER.)

I—Rise and Growth of Land Monopoly in the United States. II—Beginning of the System of Land Grants. III—Railroad and Other Land Grants.

(For the Review)

By H. MARTIN WILLIAMS.

I

Land monopoly in the Old World, as was shown in my article in the May-June SINGLE TAX REVIEW, has been the growth of centuries, while in the United States it has attained its present alarming proportions during the last fifty years.

Had any one predicted prior to the Civil War period, that at the close of the next half century, millions of free American citizens would be landless and the vast public domain which was intended to be the heritage of future generations, frittered away by Congress on corporations, and enormous holdings amounting to scores of millions of acres acquired by individuals and corporations, domestic and foreign, he would have been considered the wildest sort of a visionary. But these things have come to pass, land monopoly has fastened its remorseless grip on these United States, and social conditions are rapidly taking on the form of conditions in Great Britain and most of the countries of continental Europe under which millions of God's children are robbed of their birth-right and compelled to pay some fellow-worm for leave to toil.

II.

It is my purpose in this article to deal entirely with the land grant system of the Government by which an empire has been wickedly squandered by our public servants to the enrichment of a few railway magnates.

The land grant system had its origin at an early period in our country's history. It began as early as 1824 when the Wabash (Indiana) Canal received a land grant of 90 feet on each side of the canal in Indiana. In 1827, it was given one-half of five sections wide in Indiana.

In the same year one half of two sections wide was given for a road in Ohio, between Sandusky and Columbus.

In 1828, 400,000 acres of land in Alabama, was given for the purpose of improving the Tennessee River.

In 1833, Illinois was authorized to make grants to aid canals and railroads, but she built canals.

In 1835, the Florida Railroad was given 30 feet on each side of its track, and 10 acres of land at the terminus, and the right to take timber for the use of the road from 100 yards each side of the track.

In 1836, the New Orleans & Nashville Railroad was given 80 feet wide "through such portions of the public lands as remained unsold," and depot plots not to exceed five acres each and not nearer to each other than 15 miles.

In 1846, there was given for the improvement of the Des Moines River in Iowa, one-half of five miles wide in alternate sections on each side of the river, and a like amount was given in the same year in Wisconsin for the Fox River improvement.

From this modest and insignificant beginning, there grew in twenty years, the stupendous land grant system which has long been a national scandal.

III.

From 1850 to 1870 Congress passed 160 acts, giving away the public lands to railroads. The first of these was introduced in the United States Senate by Stephen A. Douglas of Illinois, September 10, 1850, granting over two and one-half millions of acres in that State to the Illinois Central and Mobile and Chicago Railroad. During the next twelve years the grants were given by Congress in the States named below. In 1862, the system was changed from grants in States to the railroad corporations direct.

Grants by Congress in States were as follows:

Illinois.....	2,595,053	acres.
Mississippi.....	2,062,240	"
Alabama.....	6,576,220	"
Florida.....	2,360,112	"
Louisiana.....	1,578,720	"
Arkansas.....	4,878,148	"
Missouri.....	2,985,150	"
Iowa.....	6,987,526	"
Michigan.....	4,712,478	"
Wisconsin.....	3,758,434	"
Minnesota.....	9,892,041	"
Kansas.....	13,615,000	"
Total in States.....	62,001,122	"

Grants to R. R. Corporations from 1862 to 1870:

Union Pacific.....	12,000,000	acres.
Central Branch Union Pacific.....	245,166	"
Kansas Pacific.....	6,000,000	"
Union Pacific, Successor to Denver Pacific... ..	1,000,100	"
Central Pacific.....	9,100,100	"
Burlington & Missouri River.....	2,441,000	"
Sioux City & Pacific.....	60,000	"
Northern Pacific.....	47,000,000	"
Oregon Branch Central Pacific.....	3,000,000	"

Oregon & California.....	3,500,000	acres.
Atlantic & Pacific.....	42,000,000	"
Southern Pacific.....	9,520,000	"
Stockton & Copperopolis.....	320,000	"
Oregon Central.....	1,200,000	"
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To R. R. Corporations direct.....	137,386,366	"
To R. R. Corporations in States.....	62,001,122	"
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Total to railroads.....	199,387,488	"

Enough land given by Congress as a free gift to the railroads to make 1,246,171 farms of 160 acres each. Or put it in another form, it is an amount greater by 10,810 square miles than is contained in the six New England States, New York, New Jersey, Delaware, Maryland, Pennsylvania, Ohio, Indiana and Kentucky!

To the land grants to railroads must be added the grants for canals, river improvements and educational purposes, so that the account stands:

To railroads.....	199,387,366	acres.
For canals.....	4,405,986	"
For river improvements (estimated).....	700,000	"
For educational purposes.....	77,493,162	"
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Total amount.....	281,986,514	"

The amount of land thus given away is greater by nearly 30,000 square miles than the combined area of all the States east of the Mississippi and north of the Ohio rivers.

Of the lands granted for educational purposes, it may be said that had they been retained by the States and their usufruct applied for the benefit of the institutions of learning for which they were intended, they would have served a most beneficent purpose, but those lands have largely passed into the hands of speculators and private owners, the colleges receiving only a moiety of their values.

A SINGLE TAX MONEY SYSTEM.

(For the Review.)

By S. TIDEMAN.

Money and governments are necessary adjuncts of civilized life. The necessity for each is consequent on the division of labor. Consequent on government are land values and—taxes.

Between the Land Values Taxing system and the money problem is a close logical connection. Reduced to their last analysis as working proposi-