

which will delight the full-blooded Single Taxer. In accuracy of thought Mr. Friedlander's interpretation of the Single Tax philosophy leaves scarcely anything to be desired.

His treatment of the theories of anarchism in all its forms is equally enlightening and comprehensible. For the readers of *THE REVIEW* I need not further comment upon them here. The third part of the book is devoted to the theories of Mr. Eugen Duhring, a German writer of great power and ingenuity; certainly the most important author on social subjects whom Germany has produced. Having fallen a victim to a strange conspiracy of silence and slander, he is very little known outside Germany. On the whole, his fate is such as hardly to be comprehensible to people accustomed to more liberal conditions of mind and thought than prevail in Germany. The essence of the doctrine of this author was an attempt to reconcile communism and personal liberty on the basis of an enlarged Trade Unionism, an attempt which it is hardly necessary to say must fail, and has at last been abandoned even by its author. Nevertheless, Duhring's theories have had more influence than any other writer in Germany, besides the more noisy teachings of the Marxian school. Here also Mr. Friedlander conclusively shows that all attempts to reconcile communism and personal liberty must necessarily fail.

The book is, on the whole, well worth reading, and really indispensable to one who wishes to understand the development of ideas of social reform on the continent of Europe. Single Taxers ought to know of it, for it is another proof that:

"Never yet  
Seed of truth was vainly set  
In the world's wide fallow."

GUSTAVE BUSCHER.

Zurich, Switzerland.

#### PUT THE TAX ON LAND VALUE.

The Legislature had decided to put a tax of three cents a ton on coal.

"Dear, dear!" said the coal baron, sympathetically, "won't those radicals ever get through clinching the poor consumer?"

Thereupon he marked the price up ten cents a ton, naturally charging the extra seven cents for his trouble.—Chicago (Ill.) *Journal*.

The Seattle, Wash., Library, would like to secure the following issues of the *REVIEW*: No. 3, vol. 1; Nos. 1 and 2, vol. 2; No. 2, vol. 3; Nos. 1 and 3, vol. 4. The library displays the current *REVIEWS* conspicuously. The librarian is W. E. Henry,

#### RAILROAD LAWS.

In his Decoration Day speech at Indianapolis President Roosevelt said that he asked for railroad regulation "nothing more than the provision of such laws as now obtain in England." His own recommendation is for a national commission, and New York, under pressure of a great unanimity in public sentiment, has authorized a "public utilities" commission to be ready for business.

Confronted as she is by the final steps in a wholesale consolidation of railroads and electric ways and waterways, what State could have more immediate need for such a commission than the commonwealth of Massachusetts to day?

The English parliamentary committee of 1872 was composed of five peers and six members of the House of Commons, under the presidency of the Earl of Derby. Upon its recommendation the administration of the railway and canal traffic legislation was assigned to a special tribunal of three members, one a lawyer, one a transportation expert, and one a statesman. The immediate remedial measures which this parliamentary committee proposed were:

"First. The maintenance of effectual competition by sea by preventing railway companies from obtaining control over the public harbors. Second. The maintenance of competition by river and canal, by requiring, under severe penalties, the railway companies that had already obtained important links or whole systems of canals to maintain them efficiently.

"The further utilization and development of inland navigation was strongly recommended, as also an absolute inhibition on the transfer of any inland navigation then in the hands of a public trust to the control of a railway company.

"It was further proposed to enable canal companies to purchase from railway companies, by compulsory process, canal lines which could be made to form a part of a canal system, and to prevent thereafter any canal from being transferred to or placed, directly or indirectly, under the control of any railway company.

"A recommendation was made to prevent the temporary lease of any canal to a railway company being renewed until it could be conclusively ascertained that the waterway could not be amalgamated with or worked by an adjacent canal, or by any trust owning adjacent inland navigation.

"Railway companies were also to be required to make through rates for the canal companies, or trusts operating canal or river navigation, upon their lines of rail."

Under an act of parliament these commissioners were appointed for five years, and after two renewals came to be regarded as a permanent tribunal, having all the powers

of a court of law to render judgment and enforce obedience thereto.

If this reference of President Roosevelt throws light upon the track ahead that has got to be patiently traversed why should not Massachusetts make haste to get in step with her sister State and the federal government toward conquest of this problem.

C. B. FILLEBROWN,  
in *Boston Advertiser*.

From James W. Hill, of Peoria, Ill., we have received a number of clippings from the papers of that place relating to the work of John Z. White, whose visit aroused much enthusiasm.

W. A. Hunter, of Oakland, Cal., has issued a number of private mailing cards for his own use containing a number of well chosen selections from the writings of Henry George.

J. H. Meyer, of Cincinnati, a well known Single Taxer of that city and an active trade unionist, prints on the lower corner of his visiting card, "Trade Unionism for the Present—Single Tax Next."

Mr. J. B. McGauran, 1960 Broadway, Denver, Colorado, wants numbers of vols. 3 and 4 of the REVIEW to complete his set for binding. Those wishing to dispose of such copies will kindly communicate with him.

Mr. J. J. Pastoriza, of Houston, whose work for our cause has made him widely known, will sail for Europe this summer, visiting a number of the cities of Great Britain, Germany and Switzerland.

W. D. McCracken, prominent in the ranks of the Christian Scientists, and once president of the Manhattan Single Tax Club, has just issued a new book, "The Italian Lakes," through the publishing house of Page & Co., Boston, Mass.

Among those who have recently published letters in the *New York World* on taxation and other subjects, are Whidden Graham, E. J. Shriver and R. S. McMahon, of New Iberia, La.

George Wharton James, who has written

a number of valuable and interesting books, is preparing a volume on California literature, and is just now busy with the part dealing with Henry George. If any one of our readers can help him with data not likely to reach him through printed channels his address is Pasadena, California.

Michael Flurscheim made a visit to New York recently but was forced by an attack of influenza to hasten his departure to the Pacific Coast. He was thus prevented from calling on any of our Single Taxers. There is not much doctrinally in common these days between Single Taxers and one who used to be called "The Henry George of Germany." But his genuine affection for our dead leader, the valuable work he has done, and his personal qualities, lead all of us to think of him in the kindest way.

Andrew Hutton, Chas. D. Ryan and others still continue their letters to the Schenectady, N. Y., *Gazette*. Mr. Hutton in a recent letter to the REVIEW writes that "for the past two years or so the *Gazette* has had seldom less than two or three letters each week. I observe that quite a number of our citizens are now expressing themselves in sympathy with our efforts. The low tax on land here makes it easy to hold land idle and at a high price, so much so that several car loads on each of a number of lines take passengers from town each evening who cannot find house room here to cities fifteen to twenty miles distant. But our business men are slow to perceive the advantages of a much higher tax on land values. Perhaps the fact that many of them are land speculators accounts for it."

#### WHAT OUR READERS SAY OF THE REVIEW.

Following are a few words of commendation bestowed upon the REVIEW during the last quarter:

The last number of the REVIEW is excellent.

BOLTON HALL, N. Y. City.

I am greatly pleased with the REVIEW and think it is doing excellent work. I received my spring number and read it with great interest. I especially liked Frank C. Wells' article reviewing recent law making in the United States and England.

F. H. MUNROE, Chicago.