

one or the other, is little creditable to him. Yet there were signs of clear moral vision, of a spiritual awakening. Even as an army officer his sense of justice led to quarrels with his brother officers and serious differences with his superiors. He had written much, and his work had obtained recognition. But though his conviction of the office of a novelist was an elevated one, he had not yet conformed his practice to his higher convictions. All this was to come later.

The narrative will be continued in the volumes that will follow, and they are certain to be quite as intensely interesting as the one before us. Certainly to those who believe that—in spite of certain shortcomings and extravagances—the later Tolstoy is not only what his friendly enemy Turgenef, whose pathetic efforts to establish friendly relations with him is one of the tragedies of their intercourse, called him—"the great writer of the Russian land," but the greatest living moralist, whose slightest word has more potency for mankind than the proclamations of the Czar, though acclaimed by his legions of foot and spoken amid the thunder of the steeds of his Cossacks.

J. D. M.

#### A VALUABLE PAMPHLET.

Here is a little book which is an effort, in the words of its author, "to examine the essential characteristics of the human frailty known as race prejudice, and to trace it at least roughly to its origin." The silliness and superstitious basis of negrophobia are successfully exposed, and the reasoning is for the most part cogent and convincing and moves always upon a high plane. Few phases of the situation are overlooked, though perhaps the economic basis of race prejudice in so far as it concerns the negro in the South is not given its real importance. The failure to examine more fully this phase of the subject is perhaps responsible for the allusion to Henry George, Jr., as "small minded" because he "advocates opening the doors of the United States to white races alone." This is evidently a somewhat sweeping allusion to Mr. George's views respecting Chinese immigration. Mr. Morton must be aware that Mr. George's position on this point is not a matter of race prejudice. Though we may differ with him, we must recognize that Mr. George bases his opposition to Chinese immigration on the ground that—under existing conditions—such an influx of the yellow race as might result from unrestricted immigration would serve to further intensify the economic struggle, and make more difficult the effort for social betterment by multiplying those

The Curse of Race Prejudice. By James F. Morton, Jr., A. M. Paper, 78 pp. Price, 25 cents. Published by the author, 244 West 143d street, New York City.

racial distinctions which Mr. Morton deplores. We will not deny here that perhaps this position is susceptible of refutation, but Mr. Morton does Mr. George a real injustice in his valuable pamphlet by failing to indicate the grounds of the latter's opposition to unrestricted Chinese immigration.

J. D. M.

Years ago when Dr. McGlynn pointed out that there need be no fare charged on street railways owned and operated by the city, since these public advantages add to land values, and the cost of service could then be more cheaply collected by an increased tax upon land rent, just as the cost of elevator service in large office buildings is added to the office rent instead of being collected from each passenger, much cheap wit was expended by the metropolitan press in ridicule of the suggestion. Yet here comes Dock Commissioner Bessel, of this city, who says it is only a question of time when no fare will be charged on ferries owned and operated by the city. This for the reason that it will help to build up the city, and, of course, at the same time provide an increased fund from which to draw upon for the cost of public services. How fast these politicians learn! They learn much faster than the newspapers, for the *Commercial Advertiser*, affecting to regard this as a perilous acknowledgment, says: "It is obvious that the same reasoning that supports free ferries would support free subways." Quite so.

In this connection the following paragraph is interesting. It is cited from a little monthly publication, *Sanitary Progress*, issued by the N. O. Nelson Manufacturing Company:

"St. Louis has been excited over getting a new free bridge for the city. As one result of this agitation, the Bridge Terminal Association has reduced considerably the transfer charges. This reduction has already boomed the price of real estate. What the railroads give up, the landowners will take."

A copy of the latest issue of the *Single Tax Review* rests upon Count Tolstoy's reading desk. So reports in a private communication a recent visitor to Yasnaya Poliana.

#### FROM AN INTELLIGENT YOUNG INDIAN.

*Extract from private letter written by William A. Scott, twenty years of age, a descendant of the noted Indian Chieftain, "Billy Bow-legs."*

"I have been studying Single Tax a little, and I am an enthusiast. I believe it's the thing for everywhere and fits everything, and it will be a force some day, or at least ought to be."