

to give Georgeist books as Christmas presents. The merit of this type of work has been proved many times over and, for hundreds of persons, the gift of a book by Henry George has marked the beginning of a deep interest in our economics. We have made our appeal this year to ten thousand people all over the United States and Canada, and it is our earnest hope that our effort will meet the same enthusiastic reception that has greeted other Christmas campaigns. Many new books are offered and special prices have been worked out.

An added attraction this year is a beautiful wall calendar featuring a handsome colored picture of Henry George and a date pad with quotations from "Progress and Poverty." The picture is a replica of the famous oil painting made by Harry Thurston See and reproduces the rich, deep tones of the original portrait. The quotations were chosen carefully, with a view to conveying a few of the most important points of our philosophy. Because of the expense of producing these calendars, only eight hundred and fifty were made up, and already half of them have been "spoken for." We are selling them at twenty-five cents each.

The excellent speech which Judge Samuel Seabury made about Henry George at the World's Fair on September 2, has been printed in pamphlet form and is now available at five cents each.

A new edition of "Duty to Civilization" by Francis Neilson, is ready for distribution. Through the generous cooperation of Mr. Neilson we are able to offer this one hundred and four-page booklet at ten cents each. Going behind the scenes of the last great war, the author examines the effects of so-called "secret diplomacy" in urging us into battle. In light of present conditions, "Duty to Civilization" is particularly significant.

Our President and our Board of Directors join me in thanking each and every one for the cooperation you have given us during the past year and in their behalf, as well as for myself, I wish you a Merry Christmas and a Happy New Year.

V. G. PETERSON, Executive Secretary.

## Correspondence

### EDITORS LAND AND FREEDOM:

Arguing the "Rent in Price" question, one of our fundamental economists wisely states that economic rent being a payment for "value received" could not increase price, lower wages, or cause poverty. The rent went into cost but was absorbed in increased production before the price stage was reached. Then came the question: "What is the mission of the Georgeian movement if other kinds of rent also do not play the exploitive role?" And then came confusion, due to suppression of this question.

Having discovered that economic rent does not exploit, as our editors and manuals seem to teach, we must not wait but must make it perfectly clear *what does exploit*. Or else the answer to the question must be that our mission is accomplished. Our teachers and

editors do not literally teach that *economic* rent takes all wages save a bare existence, but they do teach that *rent does* this, and they do not tell of any other kind of rent than economic. So the whole routine must go together in every statement of the Ricardian law, of the Georgeian philosophy, or of the economics of democracy: (1) *Private appropriation* of economic rent causes—(a) monopoly of land and monopoly of rent; (b) a consumer tax system. Monopoly of land closes it to labor, reducing wages. Taxes on consumption may double prices, halve consumption and production, creating millions of unemployed, business depression and poverty. Failure to make any element here stated perfectly clear will do irreparable injury to progress in teaching. Excess monopoly or speculative rent is what our movement is built around, and because George did not make this clear until twelve years after "Progress and Poverty" does not discredit him. But it does discredit a teaching system that teaches such ridiculous error, even by implication.

East Orange, N. J.

CHAS. H. INGERSOLL.

### EDITORS LAND AND FREEDOM:

When a brave spirit like Joe Miller goes out of this world—we hope he has found the meaning of it all and that he is in communion out there with all the other benefactors of the human race—there is a void, but the written legacy he has left for us will ever keep us on tiptoe, striving to emulate him.

"Lost—The Individual" was a gem. Carry on!  
Lake Ronkonkoma, N. Y.

CHRIS KINSELLA.

NOTE: Our correspondent refers to the posthumous Comment and Reflection which was published in the May-June number of LAND AND FREEDOM.—ED.

### EDITORS LAND AND FREEDOM:

Have you ever taken a trip by auto going west from Easton through the State of Pennsylvania? No? Well I did! And I'd like to tell you what I saw. It is not necessary to be a farmer to perceive the land traversed to be tremendously rich in its production of food-stuffs. One need not be a geologist to realize the greatness of its wealth in the natural resource of extremely high-grade crude oil and perhaps the best anthracite coal deposits to be found anywhere. And even more, nature's gift of gorgeous scenery of mountains, hills, dales and valleys. And amid all this I saw the most abject and direst poverty. The ramshackles, the hovels in which the people are compelled to "live" who are engaged in extracting from mother earth the great wealth which is there and should be theirs can only make one feel that it just doesn't all "add up." It's all wrong. I realize there is nothing new in this thought, it's simply an added observation.  
New York, N. Y.

J. H. McMIx.

### THE CALIFORNIA CAMPAIGN

#### EDITORS LAND AND FREEDOM:

To me it seems extraordinary and inexplicable that the recent campaign in California should have met with so little sympathy and support, at any rate from sympathizers in the American Union. It is evident that the forces of untaxed privilege were under no illusions about its potentialities inasmuch as they spared no effort to insure our defeat. Had the effort succeeded a great initial step would have been taken and an object-lesson given the world, and, as Henry George once wrote, "anything done anywhere helps the movement everywhere." However, the work achieved has not been in vain, and I have pleasure in offering through your columns my congratulations to Jackson H. Ralston and his co-workers.

Time was in the history of California, in the days of the gold discoveries, when the wages of cooks in San Francisco restaurants rose to 500 dollars per month, and ships were left in the harbor without crews, unless wages were increased. As Henry George points out

in "Progress and Poverty," this was not due to the vast wealth produced by the placer mines. Rich as these were California produces greater wealth today, though the gold output has fallen off and it is no longer possible for individual miners to obtain gold by their unaided labor. The increase in wages in those comparatively far-off days is to be found in the gold fields regulations contrived by the miners themselves, and later enacted as legislation, and copied in Australia and in this country. Those regulations limited the area of "claims" in proportion to their richness and provided that, failing development, any "claim" would be pegged off—"jumped" was the word—by another, and so it was impossible for a few rich men to blockade the gold-bearing land. As the gold production decreased wages fell, and the unemployed evil appeared. Demagogues of the Kearney type blamed Chinese immigration, but George, though he disapproved of the influx of Chinese, pointed out that the real cause was land monopoly, in consequence whereof the advent of the trans-continental railway had enriched the land monopolists, but had done nothing for the landless, save, by making land dearer, to make it harder for them to secure employment. Such is the position in California today, but assuredly when the cause shall have triumphed, with which the name of Henry George is indelibly associated, the work of such men as Luke North and Jackson H. Ralston will be appraised as having hastened the victory.

It was a saying of Gladstone, that "the main thing is to be right," and his own life affords a striking illustration of the fact. In 1886 he introduced his Bill conceding Home Rule to Ireland, and the constituencies were convulsed as they had never been since the days of the Reform Bill of 1832. The House of Commons was packed for the fateful division on the second reading of the measure, and when the tellers announced its failure by a majority of thirty votes, members crowded round Chamberlain to congratulate the man who was preeminently responsible for the result, while Gladstone surveyed the scene pale, calm, and confident that his time would come. Mark what followed: Thirty-five years later Chamberlain's son stood before an excited House of Commons pleading for the adoption of a Home Rule measure, going far beyond that which his father had wrecked! This time the measure passed, and was eagerly passed, despite protests that it was a concession to lawlessness. Thus Gladstone was vindicated years after he had passed hence. So will it be with our cause—the greatest on this side of the grave—but victory would never come if some men were not prepared to face failure.

So far I have not seen the result of the official count in California, but I understand that though we failed by five to one, 360,000 votes were cast for the change in taxation. Surely that is no mean result in face of the adverse circumstances under which the contest was waged. Further, it was no mean achievement to have secured the cooperation of organized labor. Having committed itself to the principle of land value taxation, it is reasonable to suppose that organized labor will give increased attention to the cause underlying low wages and unemployment. It is certain also that the agitation must have had educational advantages. The use of Henry George's name and the denunciation of his principles by the enemy can not be without its advantages in this connection. Accordingly I hope that our friends in California will refuse to accept defeat and that they will keep the agitation going, with a view to further effort in due time. Wellington, New Zealand.

P. J. O'REGAN.

#### EDITORS LAND AND FREEDOM:

I was very sorry to read recently of the passing of Joseph Dana Miller who was a close friend of my late father, the Hon. Sir George Fowlds. We had been subscribers to the magazine for over twenty-five years and always enjoyed the news of the movement published therein as well as the splendid writings of Mr. Miller. On two occasions I called on him when passing through America. First in 1898 when I was taken for a trip around the world by my father when I was a boy of twelve and again in 1911. The other evening

a few of us, at a gathering with the Hon. Justice O'Regan, were speaking in high terms of the splendid service and fine writing of Mr. Miller.

With best wishes to you who are going to carry on LAND AND FREEDOM.

Parnell, Auckland, New Zealand.

GEORGE A. FOWLDS.

#### EDITORS LAND AND FREEDOM:

Permit me to express my appreciation of the high standard you have maintained in LAND AND FREEDOM set by its late publisher, Joseph Dana Miller. He was a very able exponent of a world needed fundamental economic reform and those who knew him will ever cherish his memory.

Chicago, Ill.

GEO. C. OLCOTT.

#### EDITORS LAND AND FREEDOM:

Sometimes I develop a fit of the blues when observing our White House, Congress and "Ham and Eggs" enraptured by Marx mythology. Then I turn to my "bible" ("Progress and Poverty") and read the Law of Human Progress again; always to dwell on this paragraph: "Only in broken gleams and partial light has the sun of liberty yet beamed among men, but all progress hath she called forth."

Just now the outlook is gloomy enough, but when I read Judge Samuel Seabury's address before the 100th anniversary meeting, it made me feel Henry George's soul goes marching on, and there will some day be a glorious dawn. So here is to the good health of LAND AND FREEDOM, and may it live long and prosper.

Seattle, Wash.

OLIVER T. ERICKSON.

#### EDITORS LAND AND FREEDOM:

"No taxation at all" on railroads or other transportation facility now or ever, is my idea. And step by step I would usher in "no taxation at all" for each and every type of industry, trade and business. Sure, "the Single Tax is in the future" but it can be achieved little by little, one kind of enterprise at a time, shift taxes to where they won't hurt. The taxes on the carriers hurt all of us *most*, farmers especially because they pay twice, to and from farms. And "here and now we have a public service that must continue to exist and is *abnormally* taxed." If you are in doubt about where taxes *hurt most* ask any dealer in consumer goods, or services, which item of overhead costs him *most*. Answer?—*Freight*.

Transportation facilities are now taxed by many taxing bodies other than the federal government. I would, therefore, require the Congress to repeal *all* federal levies thereon, and *underwrite all* other taxes now imposed on the carriers, and finance that undertaking by an adequate tax on *economic rent*.

The ground *used* under railroads, or any other *public service*, is *used* by the public *the same* as all public highways. Hence, all ground *in use* by the carriers should be purchased by the federal government and paid for by assuming their funded debts, equivalent to the original cost of the ground. All public service corporations should be required to liquidate *all* their ground holdings to the State. They ought *not* be allowed to speculate in *land values*.

There are three outstanding and glaringly obvious sore spots in our politico-economic set up that should receive the immediate and undivided attention of every member of Congress: The railroads, agriculture and the coal industry.

The railroads come first because everybody pays freight and farmers are a very important part of everybody. They pay both ways, in and out. Agriculture is a close second to the railroad problem and intimately concerned with it as every farmer must pay a lot of freight charges to and from his farm. The high cost of farm machinery, and, low price for wheat and other produce are chiefly due to high freight rates. The coal problem is also very important to everybody, including the farmers and railroads, for the simple