

the beginning. It is clear that to do so would be a failure to keep faith with the people inside and outside the colony.

Readers of the REVIEW know that we have not hesitated to criticize both the Fairhope plan and its management. But in this instance the management in their determination to live up to the requirements of their constitution have our hearty support and sympathy. Indeed any other course would merit the severest condemnation of Single Taxers everywhere.

THE EFFECT OF GOVERNMENT OWNERSHIP OF RAILROADS UPON THE ADOPTION OF THE SINGLE TAX.

(For the Review.)

BY J. J. PASTORIZA.

No power on earth can prevent the ultimate adoption of the Single Tax.

The Single Tax means justice; the only power that can prevent the final establishment of justice is the power of God.

God will not intervene to prevent the accomplishment of this purpose, because all the laws which He has established are based upon justice, but the establishment of justice upon earth may be hastened or delayed by the laws of man, and therefore, every lover of justice should carefully consider the effect which Government Ownership of Railroads will have upon the acceptance of the Single Tax. Will it hasten or delay its adoption? If it will hasten we should advocate it; if it will delay, we should oppose.

After mature consideration, I have come to the conclusion that it will hasten, therefore, I shall use what influence I have to bring about Government Ownership of Railroads, and the Municipal Ownership of all public utilities.

Consider first the power of privilege over legislation, study carefully the history of all nations, and show one instance where the power of privilege has been used to pass laws in the interest of humanity. Instead it will be found that its influence has been used to place upon the statute books laws which tend more firmly to intrench it in power and hold the people in subjection.

Its influence has been successfully exerted to pass tax laws which oppress the people, and relieve itself of the financial burdens of Government. If this is not true, I have not read history understandingly.

If we admit that privilege has power over legislation, and agree that that power in the past has been exerted for selfish ends, as well as in opposition to justice, we must then conclude (especially since President Roosevelt's recent failure to combat this power), that the future has no hope for our cause so long as the power of privilege exists; therefore, our only salvation is to de-

stroy it. Government Ownership of Railroads is the surest way of destroying this, for the railroad monopoly is one of the greatest and the most concentrated of the powers of privilege. This done, we have a clear path for the final overthrow of the greatest of all powers of privilege—viz.: Land monopoly. While the adoption of Government Ownership may not directly improve economic conditions, it will remove one of the greatest barriers to the establishment of justice.

We will then find ourselves with but one enemy to combat—the power of landlordism. Not being as thoroughly organized as are the railroads, it will soon give way to our superior organization and arguments, and victory will crown our efforts.

In proof of this, I need only refer my readers to the history of New Zealand. That country owned her railroads and other public utilities for some time, yet economic conditions were bad; but not long after this power of privilege had been removed, she passed a land tax bill and exempted improvements from taxation. This partial establishment of the Single Tax principle made New Zealand the most prosperous nation on earth. The law makers now propose to increase the land tax and gradually abolish all other taxes. This done, and they will have the Single Tax in its fullness. The result will cause such prosperity for New Zealand that other nations will be forced to take notice and do likewise, or fall behind in the race for supremacy.

CONFUSIONS OF THE CHICAGO CHRONICLE.

Mr. F. W. Maguire, of Chicago, having written to the *Chicago Chronicle* that capital is a good and useful thing, an enormous aid to labor in producing wealth, and that a tax on capital increases its cost and lessens production, the *Chronicle* replies by admitting this, and goes on to say:

"And the necessary implication is that it might be well if we could exempt capital from taxation and get the revenue required for public purposes from wealth which is not devoted to reproductive uses.

But it is very doubtful, to say the least, whether that can be done."

The *Chronicle* thinks that because taxes must be paid out of the product they are sure to affect the supply "whether they are aimed directly at capital or not." It believes, however, that:

"Probably the best we can do is to lay the taxes on the kinds of wealth that can not be concealed from the assessor and not at all on the kinds that can easily be concealed, and least of all upon written instruments which are not wealth at all but merely evidences that the holder owns an indivisible portion of property which is or ought to be taxed because it is in plain