

place the States as political units. He has been three times elected, and for the excellent progressive character of his administration deserves to be elected again and again. He is a people's mayor; but on the new State board he would have had to be some man's man.

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### Wall Street Melons.

Banker Henry Clews says in a recent market letter: "The new Lackawanna deal and the declaration of a dividend equal altogether to 150 per cent gave increased stimulus to the stock market." How fragrant Wall Street is with the rich, appetizing odor of ripe, unearned melons! Every railroad is a melon vine. Every worker in the country cultivates the vines, the largest and best fruit of which ripen in Wall Street. The Monte Carlo gambling establishment takes from those who go into the game voluntarily. The New York Stock Exchange, more impartial, takes also from those who never see the game and don't know they are playing, possibly on the principle that you are not robbed if you don't feel the hand in your pocket.

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### Satire.

There is a type of newspaper, as there is of pulpiteer and reformer, whose policy is to expose sham and inconsistency but never to advocate truth or consistency. Folly must be exposed—provided it can be done without exhibiting wisdom. Sham must be impaled on the pen, but truth must be kept under a box in the cellar. If the two-year-old has swallowed a cupful of solution of bichloride of mercury, tell the distracted mother what it is, but for heaven's sake don't tell her to fill the child up with white of egg. When the slaughterer of shams falls ill, wouldn't it be prosaic justice for the doctors to combine and refuse to do anything except administer doses of sarcasm for his folly?

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### Gentle Book Reviewing.

The way of some newspaper book reviewers with a book is one of the things Solomon wouldn't understand if he were alive. The "Book Page" of a prominent Western newspaper recently had a "review" of a book on railroad freight rates, the central idea of which seems to be that the Creator built up the American system of freight rates as the first natural law, and then built all other natural laws around that system. The newspaper review, occupying three-fifths of a column, is taken almost wholly from the introduction to the

book, to which unstinted praise is given, though a reading of the book by one familiar with the American system of freight rates shows that its object is the justification and sanctification of a system based on extortion.

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### Legislative Prudery.

Somebody in the Georgia legislature is reported as having introduced a bill to prohibit women from riding horseback astride. What under the canopy is the use of trying to make people think that women are one-legged creatures? Nobody really does think so, and nobody would be any better for it if everybody did.

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### Comic Documents.

Whoever wishes to inform himself on the objections to land value taxation may see how utterly lacking in merit are even the best by getting a bundle of the documents of the "Budget Protest League," at Caxton House (East Block), Westminster, S. W., London. They can be had "with the Secretary's compliments." Some are intended to be funny, but the rest are funnier.

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### Leaving Out the Negro.

We notice that the Chicago Conservator, an organ of the Negro race, complains of the neglect to put a representative of this race upon the school board, when "every other race and nationality are given representation." The complaint is a just rebuke to the boast of Mayor Busse's Republican supporters, that he has appointed a truly representative school board. How can a school board without a single Negro member be representative, in a city with so large a Negro population as Chicago has, and at a time when the movement for separate schools is gaining strength? It would puzzle a casuist to explain. The Conservator's question, however, is quite easily answered.

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It asks "why the Negroes, who constitute so large and so representative a part of the population of Chicago and *so loyal a part of the Republican party*, should be wholly ignored by our Republican Mayor, who takes such infinite pains to see to it that every other race and nationality are given representation." The question phrases its own answer, and we have italicized the words that do it. The answer is that the Republican party ignores the Negro race because this race does constitute "so loyal a part of the Republican party."

Politicians of both regular parties in all places are especially indifferent, except on election day, to one class of the citizenship upon whose votes they depend for power. They take infinite pains between elections to conciliate, to please, to attract every other class, but the loyal of both parties they disregard. Loyal members of the opposing party do not interest them, because these cannot be attracted; loyal members of their own party do not interest them, because these need not be conciliated. The loyal members of a regular party will vote for its candidates, no matter what it may do to displease them or what the opposing party may do to please them. What sense, then, is there in wasting energy, thought or official positions on loyal partisans? None. And this is the secret, not alone in Chicago, but throughout the United States, of the neglect of Negroes by Republican politicians. Most Negro voters are loyal to the Republican party anyhow.

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If the Negro voters of Chicago, of Ohio, of any other locality where the vote of their race is large enough to turn an election, were to utilize it as a balance of power, casting it for one party or the other as its conduct pleased or displeased them respecting their race—even as our German, Irish, Italian and Scandinavian voters largely do—they would soon find themselves in a more salubrious political atmosphere. Instead of being neglected by Democrats because their vote is inevitably hostile, and by Republicans because it is unflinchingly loyal, the Negro race would be courted by the politicians of both parties as assiduously as other races are courted now.

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### Congestion in New York.

Congestion of population in New York City is a subject to which no one in the whole country can afford to be indifferent. One consideration alone—the wide distribution of clothing made in New York “sweat shops”—is enough to make us all “sit up and take notice.” Even the “superior” men and women who never wear “sweat-shop” clothing are concerned, for they cannot live their daily lives without coming in contact with the “inferior” people who do wear it. Why does this concern them? Because “sweat shop” clothing brings disease up out of congested places. We good people may afford to be indifferent to the sufferings of the miserable creatures whom God in his wisdom and mercy—perhaps because he loves them so, perhaps to punish them for the sins of their ancestors, perhaps to afford us a field for the display

of philanthropy, but more likely because he is a God of order who cannot maintain equality of opportunity among a stiff-necked generation which insists upon nullifying the equality of opportunity which he ordains—we may afford to be indifferent to their sufferings, but not to our own. We may afford to pity them and let it go at that; but we cannot afford to ignore the fact that the disease germs which their sufferings breed among them are scattered broadcast among us. And so the congestion of population in New York, partly an effect and partly a cause of disease-breeding “sweat shops,” is of vital concern to everybody.

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Yet very few of us—even residents of New York, to say nothing of the rest of us—realize the monstrous congestion of population in that city. We should be exceeding grateful, therefore, to the New York committee on congestion of population for its efforts to spread information on this subject. In one of its bulletins this committee shows that in 1905, according to the State census, there were 122 blocks with a density of at least 750 persons per acre, and 30 blocks with a density of at least 1,000 to the acre. These densely populated blocks were spread all through Manhattan Island, up and down, on the east side and on the west; and in most of them the density of population increased in most blocks from 1900 to 1905. Many of those blocks have coralled five and six tiers of “sweated” humanity. In those conditions standards of decent living are impossible. Then there is Brooklyn, once regarded as a handy place of escape from the congestion of Manhattan—Brooklyn has suffered a similar fate.

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The committee on congestion of population have taken the initiative in organizing a group of civic organizations to prevent this congestion. Nearly 50 organizations with a total membership of over 60,000 have been enlisted in the effort, and a vice-president has been elected from each of the five Boroughs of the city to co-operate in the effort. They are conducting a campaign of education, part of which contemplates a commission to be appointed by the Mayor, to consider and recommend a plan to relieve the present and prevent future congestion. It is not to be hoped for that this commission will see, what every one with half an eye ought to see, that the wicked congestion of population in New York is an inevitable result of making houses dear by heavy taxes on building, and house sites dear by light taxes on forestalling. But this will work itself out in