

words with which he held out his handful of plutocratic corn to the hungry politicians of Illinois.

Some idea of the nature of that mysterious influence which monopoly corporations seem to exert upon business interests that are not monopolistic, was inadvertently given at a public dinner in Newark, N. J., a few evenings ago, by Thomas N. McCarter. This gentleman has been attorney general of the State, an office which he resigned for the purpose of becoming president of the Public Service Corporation, a gigantic body corporate which controls imperial franchise grants,—a profitable species of graft on a Brobdingnagian scale. Said Mr. McCarter, in his speech at the dinner mentioned, as subsequently verified by himself:

If the Public Service Corporation goes down as a result of movements to which I referred a few moments ago, down go the underlying securities, down goes individual after individual. Show me the bank in Hudson county that can stand up under it. That is the serious aspect. The banks have got these securities as collateral, the individuals have got the securities as investments.

Thus is lucidly explained the mystery of this nation-wide collusion between business interests and monopoly interests—two things that are in their nature absolutely hostile.

Monopoly interests rest upon grants of public rights as private privileges. These privileges can be made to hold much "water." Business men, instead of contentedly pursuing their legitimate business callings, invest in this "water," and banks accept it as collateral for business loans otherwise legitimate. Consequently, great volumes of legitimate business come to rest upon monopoly privileges, and monopolists are able to frighten masses of business men and their employes by threatening disaster to all business as a result of attacks upon privilege. Thus do the lion of monopoly and the lamb of business lie down together, with the lamb inside.

Congressman Baker should have the cordial support of every honest citizen, whether in or out of Congress, and of every honest newspaper, in his efforts (pp. 274, 289, 498) to break up that form of bribery which consists in giving railroad passes to public officials. It is useless to say that this is no bribery. Railroad corporations are not likely to load down public officials with passes unless it pays, and it can pay in only one way—by making the favored officials friends of the favoring corporations. Congressman Baker refused the pass that was offered him. He went further, and brought the matter before the Democratic caucus of the House. Most of these members were, like their Republican associates, well supplied with railroad passes, and they served the railroad interests by pigeon-holing Mr. Baker's resolution. Mr. Baker now challenges the House itself to take up the matter.

He has done this by offering a resolution, calling upon the judiciary committee to make an inquiry into the question of the lawfulness of pass-bribery. Mr. Baker's resolution, introduced on the 26th, is as follows:

Whereas, the Baltimore & Ohio Railroad company, through its division counsel, George E. Hamilton, on July 21, 1903, did send and tender to Robert Baker, a member of this House, representing the Sixth New York district, a card of travel good for 1903, the same being a free pass over all the lines of the said company east of Pittsburg; and whereas, the letter accompanying such card of travel declared that "heretofore, under the regulations of the company, annual passes have not been issued to members-elect until the Congress to which they were elected had convened," and that "this regulation has been modified, and from now on annuals will be sent to members residing in company's territory the first day of July following their election," thereby admitting that the sending and tendering of such passes had become an established practice of the company; and whereas, the tendering by and receiving of passes from common carriers appears to constitute a contravention of chapter 382, of the act of March 2, 1889, and of other United States statutes; therefore be it—

Resolved: That the judiciary com-

mittee of the House be and are hereby directed to forthwith investigate, and report at the earliest practicable moment, in what manner and to what extent this act of the Baltimore & Ohio Railroad company, through its division counsel, constitutes an infraction of chapter 382, of the act of March 2, 1889, or any other statute of the United States. And that, if it shall find that such tendering of a pass is a violation of law, that the judiciary committee shall advise the House what action, if any, should be taken to instruct the attorney general to criminally prosecute the said Baltimore & Ohio Railroad company and the said George E. Hamilton, or any other officer or officers of said railroad company. And be it further—

Resolved: That in order to enable it to make the fullest investigation and report at an early date, the judiciary committee is hereby empowered to compel the attendance of persons, to send for papers, to take evidence under oath, and to sit as a full committee or by a subcommittee during the sessions of this House.

In the language of the street, it is now "up to" the judiciary committee of the House, some of whose members are doubtless well supplied with railroad passes, to put an end to this scandalous even if petty iniquity.

Senator Tillman is both right and brave in condemning Congressional appropriations for local fairs and shows. He is right in calling this a steal; for Congress does steal when it diverts public funds to private or local use. He is brave, because he does not allow his own vote for such a contribution to the metropolis of his own State to silence him. That is one of the good things about Tillman; no one can frighten him into approving wrong things, by pointing at him an accusing finger.

Following the completion of the tax assessment of New York city under the new system, which distinguishes land values from improvement values and is based upon full value (pp. 659, 676), the New York Tax Reform Association, 52 William street, has published a significant compilation relative to each borough, of the statistics revealed by this new