

and Algiers entered into a composition with the Commercial Nations to allow their merchant ships to proceed into and through the Mediterranean Sea on the payment of a "tariff" for protection. The name of this composition with pirates came from the pirates of Tariffa. This tariff was paid by all of the Commercial Nations, including England, excepting only the United States. The port of Tariffa gradually silted up and is now only a fishing village. The tariff and pirate business was entirely transferred to African ports, mainly to Tunis and Algiers.

The United States determined to stop this tariff piracy and the gross and cruel wrongs inflicted on its seamen.

Among the most gallant and daring feats of the American navy was the conquest of these tariff pirate nests. Every American should read that story.

The American navy alone ended forever the pirate tariffs on the Mediterranean Sea.

Is it not strange that the Nation that alone ended this long continued tariff piracy and destroyed the pirates to end the tariff they imposed, should today have imposed a tariff that has created pirates to prey upon its own citizens?

It is a reproach to our intelligence and to our manhood and honor.

"Equal justice to all and special privilege to none" should be today, what it was once, the American motto.

ABBOT KINNEY.

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RAILROAD REGULATION OF GOVERNMENT.

Should Congress Be Leased Out or Operated by the Owners?

Full Report of Recent Conference.

(Special to the New York Lamb.)

For The Public.

Washington, March 5, 1910.

Owing to the recent agitation among the free stockholders of the railroad combine of which we are citizens, in reference to the growing necessity for some regulation of the government, a special meeting of the Presidents of the various uncommonwealths was held in this city last night. During the first session a hot dispute took place. Your representative, disguised as Justice, and thus invisible to the naked eye, gained access to the conference hall, and is able to give herewith a full report of the meeting.

Mr. O. U. Money maker, President of the H. O. G. R. R. Co., acted as chairman, and after calling the assembly to order, expressed himself as in favor simply of railroad control of the government, without ownership. The great drawback to owning a government was, said Mr. Money maker,

the financial loss involved. It was impossible to squeeze much money from a Congress belonging entirely to one; one might as well start one's automobile with water from one's own engines. (Laughter and applause.)

Mr. I. Will Slay, of the Trans-pocketbookital, here interrupted Mr. Money maker to say that he had not understood that there was any question as to whether the railroads should or should not buy in the government. That, he thought, had been done long ago. The question at issue now was whether the government thus owned should be operated by the owners or leased to minor companies. For his part, he was in favor of leasing. A government was an expensive thing to manage. It was, perhaps, an easy enough matter to take a President around the country once in a while, but what if Presidents all became so large as to leave no room for ordinary passengers? Then the government would not under direct operation be so efficient. It would be harder to find men pledged to the good of the railroads, when a mere question of salary replaced the sentimental spur of billial devotion. Finally, what were they to do in case of a strike? Cannons, they had found, were of no avail. Think of the example a few insubordinate and undesirable Insurgents would be to their own engineers and firemen! "No, gentlemen," concluded Mr. Slay, "I advocate most earnestly the leasing of the government to some private company."

Mr. "Hi" Fare, the popular young president of the Intersnatchional, next took the floor. (As he facetiously remarked, taking things came easy to him.) Mr. Slay had urged, said Mr. Fare, that the government be leased for operation to a subordinate company. Where, outside of the railroads, could persons capable of this undertaking be found? Could the price paid for the leasing privilege ever compensate for the loss of money diverted out of the proper railroadiad channels, perhaps even devoted to some such foolish and criminal purpose as public improvements or anti-graft measures? In short, here was a condition approaching the foulest democracy; and before him he saw but one horrible destiny—the government would fall into the hands of the people! (Groans.)

Mr. I. Pay Nix, of the Robin Hood Line, here rose to say simply that, whatever might be the method on which the gentlemen assembled should decide, he wished to be put on record as in favor of a strongly centralized government and of territorial expansion, as the greater the necessity for legislators to come to Washington, and the longer the distance to be crossed in the journey, the better would be the business of the railroads. (Cheers.)

Mr. Money maker here announced in great agitation that further discussion was impossible. He had just received word that Lloyd-George was coming to America; and he was going home to hide his tax receipts. The meeting adjourned has-

tily in the greatest disorder, and no definite plans were made for its next session, except that it would probably be held in the more congenial political atmosphere of Philadelphia or New York, at some date before Roosevelt's return from Africelba.

A number of excellent photographs were taken, but they cannot be reproduced, since the photographer inadvisedly disguised himself as a rebate, and unfortunately an absend-minded railroad man seated near him fell upon and devoured his camera and him together.

MIRIAM ALLEN DE FORD.

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THE NEED OF FOREST PRESERVATION.

An Editorial in the Chicago Inter Ocean of January 9

The American people are just beginning to appreciate the gravity of the problem of forest preservation. This problem involves not merely our fuel and lumber supply but future rainfall productivity of farms, inland navigation and the drinking water supply of cities. It does not affect merely small areas and out-of-the-way corners of the country. It touches the welfare of the entire country. Few questions have a more intimate and vital bearing on the nation's future.

James S. Whipple, forest, fish and game commissioner of New York, presented some plain truths succinctly in a recent address in the metropolis. He said, for instance, that it requires fifteen acres of Adirondack forest to supply paper for a single Sunday edition of one of the big New York journals. This illustrates the alarming rate at which forests are being destroyed. He sees in the denudation of the Adirondacks a menace to the future water supply of New York city.

"Without trees in New York State," he said, "you cannot have running water constantly in the city. New York city is spending \$162,000,000 for a new water supply and not a dollar for preserving the sources of that supply. All the mountain tops are right now being denuded where the land is held in private ownership."

He pointed out the value of the Adirondack forests in the fight against the "white plague." He said:

Not a breeze blowing across the balsam, fir, spruce and pine forests of the Adirondacks has a malevolent germ in it. And when it is remembered that there are 55,000 victims of the white plague in New York state and that 9,000,000 people in other States are within twenty-four hours of this region, it is plain to be seen that the people of New York State could do a great work if they bent their energies to the protection of the forests for that purpose alone.

Mr. Whipple made the startling statement that the wood supply of the nation is disappearing five times faster than nature's reproduction. The significance of this statement, even though slightly exaggerated, is appalling. It is a prophecy, un-

less remedial measures are adopted, of a not far distant time when deforestation will assume the magnitude of a national disaster.

"It is costing \$33 an acre," Mr. Whipple said, "to reforest France and we can do such work in America for \$8.50."

The seriousness of the present situation is shown by Mr. Whipple's statement that if the people of New York State are to provide safely for the near future they should plant "for many years, commencing now," at least 50,000,000 trees a year.

What Mr. Whipple had to say about the forests of New York applies with equal force to forests all over the country. Deforestation is perhaps a more serious menace in the Middle West at present than in the East. The inroads of the sawmill and the lumberman's ax in Michigan and Wisconsin and Minnesota woods are probably more devastating than in the forests of the Adirondacks.

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THE SCHOOL AS A "MELTING POT."

Myra Kelly in "The American Public School as a Factor in International Conciliation."*

The child, the parent, the teacher and the home-staying relative are brought to feel their kinship with all the world through the agency of the public school but the teacher learns the lesson most fully, most consciously. The value to the cause of peace and good-will in the community of an army of thousands of educated men and women holding views such as these cannot easily be over-estimated. The teachers, too, are often aliens and nearly always of a race different from their pupils, yet you will rarely meet a teacher who is not delighted with her charges. "Do come," they always say, "and see my little Italians, or Irish, or German, or picaninnies, they are the sweetest little things;" or, if they be teachers of a higher grade, "They are the cleverest and the most charming children." They are all clever in their different ways, and they are all charming to those who know them, and the work of the public school is to make this charm and cleverness appreciated, so that race misunderstandings in the adult population may grow fewer and fewer.

The only dissatisfied teacher I ever encountered was a girl of old Knickerbocker blood, who was considered by her relatives to be too fragile and refined to teach any children except the darlings of the upper West Side, where some of the rich are democratic enough to patronize the public school. From what we heard of her experiences, "patronize" is quite the proper word to use in this connection. A group of us, classmates, had been com-

*See Public of December 31, page 1260. This pamphlet is one of the publications of the American Association for International Conciliation. Copies of the publications of the Association may be obtained without charge upon application to the Secretary, Sub-station 84, New York City.