

my's ruin. On the other hand, he was a Providence to an army of people and forgot nor friends or favors. Often he kept his word to his financial hurt, and often he did his best in politics for men he knew would lose, or, worse, for men he knew would not reward his services. There was a large vein of geniality in him and he was a curt conversationalist whose talk would put one of our modern epigrammatists to the blush. He bore denunciation, especially when it came from those he thought had no right to denounce him, with a comico-philosophic resignation. He would "let 'em rave" for a while and then he would go and get himself interviewed and the interview would make the town rock with ironic laughter against his enemies. But when his parish priest denounced him from the altar for countenancing evils that made for political power, he said nothing, except that politics and religion were two different things. His Standard theater shows were denounced, but he said no one was compelled to see them, and there were fashionable shows that were worse. If he bought a franchise, how else was he to get it? And there's no answer, so long as franchises are given. He was no sociologer or political economist. If men were to give, to men who would pay for it, what belonged to everybody, he didn't see that the givers had not as good a right to a profit as the receivers. And his way of carrying an election was different from the other fellow's only in that it was more often successful.

"Col. Ed." was typical of his extremely pragmatic day and generation. He had all the picturesque virtues, as a politician; courage, loyalty, and fortitude in trouble. In private he was a most devotedly affectionate husband and father, and a friend who bore an Atlas weight of his friends' infirmities. He commanded a vast devotion and was much beloved by men of power like himself and by people of no power, but their helplessness. It was his character that compelled people. Whatever he may have been, he was himself, without trappings or disguise, without, as Stevenson said, capitulation. His gentler qualities will be longer and more deservedly remembered than his qualities of power, so often misdirected. Those latter qualities were misdirected by the forces of the time into which he was born. He made himself, from a journeyman blacksmith, a big man in politics and finance, and he did it in the ways followed by other men. In doing it, he taught us gradually how and why it was wrong, though he could not be brought to see it. So, in his big, finely baronial way, he too served, and at the end not a few of his antagonists of old could say, with heart in their words, the world had better spared a better man.

+ + +

The greatest danger of the man who has a command of language is, that ere he is aware, language will have command of him.—Puck.

BOOKS

CONGESTION IN NEW YORK.

Industrial Causes of Congestion of Population in New York City. By Edward Ewing Pratt, Ph. D., Assistant Professor of Economics and Statistics, New York School of Philanthropy. Published for Columbia University, by Longmans, Green & Co. New York City, and P. S. King & Son, London. 1911.

Professor Pratt's thesis in the Political Science studies (Vol. x, No. 1) of Columbia University, concentrates attention upon the industrial causes of congestion of population, using the term "industrial" in a rather narrow sense and applying it to New York City alone. But so extensive is his work, even within that restricted sphere, that this thesis occupies 250 pages of printed matter.

The author distinguishes "concentration of population" from "congestion of population." *Concentration* "describes the movement of population from the thinly populated districts to certain large centers." He accounts for this fundamentally by (1) improvements in agriculture necessitating less labor relatively for food production, (2) growth of commercial centers with development and improvement of transportation, and (3) growth of industrial centers with improvement in productive processes. But *congestion* is caused by (1) concentration of industries, (2) dependence upon proximity of means of support, (3) poverty, (4) faulty systems of taxation and assessment, (5) speculation in land values, (6) gregarious habits of nationalities, races and classes, (7) the "perverse individualism" or "pseudodemocratic sentiment" which lets men use their property so as to yield themselves the greatest benefit and to live as they see fit regardless of overcrowding, (8) physical peculiarities of location, (9) converging of transportation routes, (10) lack of proper city-planning, (11) ignorance, (12) lack of adequate rapid transit. Evidently the author's strong suit is not generalization, although he makes a halting essay at it with a classification of the foregoing causes of congestion into *positive and negative* and *economic and social*. But generalization seldom is and possibly ought never to be the strong suit of fact-gatherers—except, of course, such rudimentary forms of generalization as will prevent the fact-gatherer from mixing up his facts. Professor Pratt's thesis is naturally enough valuable especially for its collection of facts.

When he comes to remedies, the influence upon him of habits of thought as a professional philanthropist is strong. He thinks there must be "a general, broad, inclusive program," wherein the remedies most to be emphasized are "city planning in its full significance, the establishment of sub-

urban centers, the provision of low-rent homes for workmen, and the improvement of transit facilities."

One of the author's most significant tables with reference to congestion shows an average in all the Boroughs of New York of less than 24 persons to the acre, and in Manhattan alone (the old city) of only 166 persons. At an average 24 persons means only 5 families, and 166 persons only 30 families. Why should any city land be congested with population if only 5 families to the acre, or even 30 families, live upon it? Certainly not from insufficient space. Of course allowance must be made for streets, parks, public buildings and business and factory space; but if you cut out 50 per cent for full allowance, and an enormous allowance it would be, you still have only 60 families to the acre for Manhattan and only 10 for the whole city of New York. This would allow those 60 families a flat apiece in a three-story house on a lot 20 by 100 feet after making that enormous allowance for streets, etc., or the 10 families a whole house apiece on a lot 40 by 100 feet. Yet we find from Professor Pratt's facts that congested spots run to as high an average as 1,000 and even 1,700 persons—equal to from 200 to 300 families—to the acre.

Only one further collection of facts is necessary to furnish the basis for a valid inference as to the fundamental cause for that otherwise inexplicable congestion. It is the area and value of the vacant land in Manhattan and also in the whole city. But these facts, highly important even if inconclusive, are not tabulated in Professor Pratt's otherwise rich collection of statistics—perhaps because his interpretation of the term "industrial causes" would exclude their consideration from a thesis thus limited. In that case it is to be hoped that either he or some other investigator for the Political Science department of Columbia may in another thesis expand the scope of the inquiry in its explanatory aspects.

* * *

AN ALLEGORY INRELIEVED BY HUMOR.

The Horroboos. By Morrison L. Swift. The Liberty Press, Boston. Price, \$1.12.

The critic who searches for the motive of this narrative must carry a lantern and scrutinize all the dark passages of the cavern of horrors which is supposed to have a reason for being. If, after diligent quest, he finds a "moral" in the caricatured reflection of the white man's civilization, he can only wish that the picture might have been drawn with more direct and fewer strokes, as becomes the brush of the savage artist.

The mythical story is supposed to be told on the last night of the century by a man who, aspiring to become a multi-millionaire, goes out as a missionary to a tribe of cannibals in the gold fields of

Africa. By a series of stratagems the hero of this blood-curdling tale succeeds not only in escaping the horrible persecutions that threaten him but he gradually becomes an intimate of the King of the Horroboos, who instructs him in the religion of his tribe, while the pseudo missionary assumes to teach the ethics of civilization and Christianity with a sardonic significance and a diabolical application of principles that destroys the similitude which a lighter touch would have brought out.

The allegory proceeds with a succession of stereopticon views of infernal scenes in which the ignorant and savage hordes are brought under the control of the self-seeking master, who with pious preachments converts them to the practical doctrine of "the necessity of the Fat Few for the existence of the Lean Many."

It is needless to follow the sickening details of a "missionary work" which at length realizes the multi-millionaire's dream—a veritable nightmare in itself. The fabulous fortune in gold and diamonds could logically serve only as a temptation to other robbers; but the murderous retribution must be searched out by the courageous reader of a parable which, all in all, is fit amusement for the inmate of an insane asylum.

A. L. M.

BOOKS RECEIVED

—Social Reform and the Constitution. By Frank J. Goodnow. American Social Progress Series, volume 7. Published by the Macmillan Co., New York, 1911. Price, \$1.50 net.

—Making Both Ends Meet. The Income and Outlay of New York Working Girls. By Sue Ainslee Clark and Edith Wyatt. Published by the Macmillan Co., New York, 1911. Price, \$1.50 net.

PAMPHLETS

Pamphlets Received.

Among the pamphlets recently received are the following:

A Letter from the Minister to the People of the First Congregational Society of Jamaica Plain (Mass.). By Charles F. Dole.

Money and Currency. Some Definitions and Some Deductions. By D. W. Ravenscroft. Published by the Author, Petaluma, Calif., 1911. Price, 50 cents.

Labour Unrest. By R. L. Outhwaite. The Young Liberal Policy. Published by the Dumfriesshire League of Young Liberals, Newbie, Annan, Scotland. Price, one penny.

The Real Meaning of Protection. By B. G. M. Baskett, Secretary to the International Free Trade League. Published by Knight & Forster, Water Lane, Leeds, England, 1911.

Indirect Benefits of Sugar-Beet Culture. Letter from and data prepared by Truman G. Palmer. Senate Document Number 76, presented by Mr. Smoot. July 25, 1911.