

DINNER TO CONGRESSMAN GEORGE.

A highly successful dinner was given in honor of Henry George, Jr., on the night of December 3rd, at Reisenwebber's this city. Diners to the number of 264 sat down. Among the speakers were Congressman William Sulzer, John J. Hopper, Hon. Lawson Purdy, and the newly elected Congressman.

Mr. Sulzer contended that in the revision of the tariff we should go slowly, but Mr. George took strong ground in opposition to the policy of timidity, urging, that with all due respect to Mr. Sulzer's greater experience, he must take issue with him. Mr. George said that they were to meet a year hence armed with the people's mandate to give relief from the burdens of the iniquitous tariff, and that to adopt a timid course was to invite inevitable defeat in 1912. Mr. George spoke with unusual eloquence and fire.

Mr. Joseph Fels had been announced as one of the speakers. He was prevented from being present, but wrote in part as follows:

"The other speakers announced are so well known and so keenly interested in forward movements, and so able to state the case plainly, that I will hardly be missed on this account, but I do love the approval of my friends, and I feel honored to be numbered amongst those invited to speak.

I believe, as time goes on, the name of Henry George, and I refer to that one who has gone before, will in some measure live in that other Henry George now with us, who in addition to being a good son to a great father, should add luster to his own name by helping to carry out the economic philosophy so clearly set out and taught by the greatest man of the past century."

 HONORING PRESIDENT
LEUBUSCHER.

On the night of December 17th there was a gathering at the rooms of the Manhattan Single Tax Club of this city of members and their friends to the number of eighty, among them perhaps a score of ladies who graced the occasion with their presence.

President Leubuscher was presented with a handsome replica of the Johnson-George medalion designed by Richard George. The speech of presentation was made by Hon. John J. Murphy in his delightfully graceful and tactful manner. It came as a complete surprise to the genial president of the Manhattan Single Tax club, for the secret had been well kept, and in his reply Mr. Leubuscher was visibly affected.

Refreshments were served, and a number of recitations were given. Mr. Kellogg delighted and mystified those present by a few novel slight-of-hand tricks.

 A NOVEL SOLUTION OF THE RAIL-
ROAD PROBLEM.

Mr. George White, Single Taxer of Hackensack, N. J., in a communication to the Bergen County *Herald*, thus cracks the nut of the railroad problem.

"Having in a recent issue editorially given us the arguments of railroad managers and financial experts why attacks on railroads should now cease or be made with especial caution, I suggest you devote equal space and prominence some time to the people's side.

Are we to be expected to look for nothing in the future but a certain amount of honesty and efficiency among railroad managers, a certain willingness on their part to try to please and accommodate the people, and a certain amount of supervision and attempts at rate making by a public service commission? If so, to my mind the prospect is far from satisfactory.

Here we are, some millions of people, located at or near the metropolis, and we are entitled to the very best and most economical service that can possibly be devised. Persons and products should be transported with the least expense and in the best manner possible, the whole enterprise being essentially a public service and improvement. If the present scheme of railroad building and equipment and operation is fundamentally correct, that is one thing. If it is not, and if we are entitled to obtain character and terms of service that no private owners, on their own re-

sources, can possibly supply, that is another and very important thing.

A glimpse at the possibilities is given by recent proposals in New York and Jersey City. In New York they talk of building subways in much the same way as some public improvements are made, by bond issues and special assessment on property shown to be benefited. In Jersey City the mayor's rapid transit commission has just explained its plans for laying out additional trolley lines or railroads, paying for them by assessments on owners of property benefited, and leasing the roadways to some private company for operation. Thus civic organizations and men of affairs, who cannot apparently be accused of being theorists or "cranks," begin to see a definite connection between the cost of establishing transportation lines and the values which are created by the building and operation of them, and an observer may well be excused if he decides, as a plank in the platform he adopts for future use, this declaration: "No solution of the transportation question is likely to be complete unless the entire cost of roadway, rails, switches, etc., has been taken care of without expenditure or investment on the part of railroad operators." In other words, no part of railroad fares or freight charges should be needed to cover original cost or present value of the roadbed or steel highway. The cost of this should have been a charge on the land values created by the establishment of the transportation line. To correct the error, where this was not done, means should be adopted to tap the land value source in order to obtain funds for the assumption of public ownership of the roadbeds. If we could say to the Erie Railroad, for instance, that we are going to purchase all its rights of way and roadbed equipment, paying a reasonable price therefor, and then arrange for it to go on operating, revising its tariffs to the extent warranted by its release from certain previous fixed charges, it is clear the railroad managers could reduce transportation charges materially.

This is not all. As the railroads are public service corporations there is no excuse for taxing them. What they pay in taxes they charge to patrons. Why should

we deliberately take large sums of money annually from our public servants, knowing that they must obtain the money by increasing charges for the services they render? Here, then, is a second possible plank for a platform: "No taxes of any kind should be levied on railroads."

Shall we go further yet? We have already two radical suggestions for changes in our treatment of the railroads. Should we stop here? Not at all. If subways and surface roads can equitably be built with money taken from owners of property the value of which is increased by the establishment of the transportation lines, the roads being turned over on lease to private operators, why may it not be possible, not only to relieve railroad operators from taxation, but also to subsidize them by annual payments drawn from land values which can be increased by every plan which improves transportation facilities and reduces fares and freights? This brings us to the third plank of a possible platform: "Any complete solution of the railroad problem will provide for part of the annual cost of operation being met by appropriations drawn from land values which can be shown to be maintained by efficient and economical transportation service."

I leave to you and your readers, including railroad men, these three suggestions."

SENATOR GORE ON HENRY GEORGE.

Senator Thomas P. Gore, the famous blind senator from Oklahoma, writing recently and thanking the editor of the *Fairhope Courier*, the bright little news organ of the Single Tax colony, for copy of the paper containing an article about the application of the Single Tax in Vancouver, B. C. said:

"This is a subject to which I have given some attention and intend to give more. I have the profoundest admiration for Henry George as one of the greatest philosophers of this age or an other."

The Women's Henry George League will hold its annual Lincoln Dinner at the Cafe Boulevard, on Saturday evening, February 11th. A report of the dinner will appear in the next issue of the REVIEW.