

government under which the American Republic is organized.

What was not necessary was that a Republican of national prominence, and more or less national usefulness, prominently identified with the Roosevelt Administration, should be designated at Washington to run against Tom Johnson. Nor was it necessary either for the welfare of one of the best governed municipalities in the country or in the interest of national Republicanism, that the President's support of Theodore E. Burton for the Cleveland Mayoralty should be publicly pledged in writing, and that Taft should have been made a royal consort there, so to speak. But this was how Representative Burton came to get his walloping.

So vital Republican principles suffered by the stupid misadventure. Real Republicanism was not hurt. The city of Cleveland has nothing to regret and much to be glad of.—*N. Y. Press* (Republican).

PERHAPS THE FIRST MUNICIPALLY OWNED STREET RAILWAY.

(Robert Herrick, in *Arkansas Democrat*.)

Monroe, La., it seems, is to be the Glasgow of the United States, in so far as the municipal ownership of public utilities is concerned. Monroe is a city of about 16,000 or 18,000 inhabitants, situated about midway between Vicksburg, Miss., and Shreveport, La., on the beautiful Ouachita River, in the State of Louisiana. Monroe owns her electric light plant, her waterworks system and also her street car system, and in addition, a large park and summer garden at one of the street car terminals, about one and a half miles from the city.

While the newspapers are not saying much about the experiment that Monroe is making in municipal ownership, yet I believe, though I did not see the write-up, that the *St. Louis Post-Dispatch* gave recently quite a lengthy description of what Monroe is attempting.

While down at Monroe about the middle of June on a short visit, I had the pleasure of riding on the first municipally owned street railroad that I ever saw, and, in ad-

dition, I believe, the first one so owned in this country.

What excited my curiosity more than the street car line was that I wanted a look at the man who was responsible for its creation, for, as I thought, one who could successfully resist the wiley franchise grafter must be a man of nerve and determination, and, after seeing Dr. A. A. Forsyth, the mayor of Monroe, who is the father of Monroe's publicly owned utilities, I was not disappointed in his appearance. We are all more or less hero worshipers, and there once was a time when the writer thought that the highest type of bravery consisted in physical courage—that courage that could charge up to a fieldpiece, double-shot with grape or canister; but alas! I now think that moral courage that will stand up and fight for what is right and at the same time is unpopular is a far superior brand of courage.

In my interview with the mayor I will quote from memory. I met the doctor at his elegantly appointed drug store in the city. He said: "We have about six miles of main line track in operation and two and one-half additional being built. The city paid for the road by issuing \$100,000 in bonds and then borrowing \$20,000 additional, making the cost per mile, including power house, about \$20,000. Along the paved streets the rails are laid on concrete, which track is in first-class condition. On the other streets and out of the city the track is laid on creosoted cross ties; the trolley poles are also creosoted. At one end of the line the city owns a large park of more than a hundred acres that cost them only \$20,000, that is now worth more than \$100,000; the road does a large business carrying pleasure seekers to the park and summer gardens.

The road was finished and began to be operated about the 15th of June, 1906. The earnings for the first year have been very satisfactory and the mayor told me at the present rate of earnings that it would completely pay for itself in six or seven years, when the city would own it free from debt.

The streets are paved with vitrified brick, T rails are used and the spikes are held down by heavy concrete; hand brakes on the cars are used.

As I said above the city also owns the water and lighting plant. The city is very fortunate in having a fine navigable river with fine water for drinking purposes quite near being some distance further north a fine mountain stream heading in a spur of the Ozarks near Hot Springs.

BALLADE OF THE FREEDOM OF
THE LAND.

(For the Review.)

In mine and shop we toil and groan,
In smelter heat and fumes we sigh,
And starving widows weep and moan,
And children bound in factories cry;
We plow and plant in the fields hard by
And earth yields harvest at our hand,
But others reap while we sweat and die
It will be so till we free the land.

In city streets where millions teem,
In woodlands wild, on the bounding main,
We bring forth wealth, but we have seen
That the hands that labor reap no gain.
For though on land or sea we strain
We give our all for a place to stand,
And none they leave though we loud complain—
It will be so till we free the land.

We talk these things (or we think alone)
In union, party, street and hall;
"While women faint and children moan"
We try our schemes and see them fall.
Each has a cure for the social gall;
They rise and pass like the shifting sand,
We find on trial that they're worthless all—
It will be so till we free the land.

ENVOY

Prince, teach me how to spread my light,
And let my grain of truth expand;
We long for the reign of Peace and Right
That will be here when we free the land.

E. G. LE STOURGEON.

FROM W. A. DOUGLASS.

Editor *Single Tax Review*:

I ran for our council at the election on the 1st inst., but was disappointed. All the same good work was done. We forced the discussion of the taxation question. I allowed myself to be nominated

for mayor and thus had the opportunity to ask the three candidates the following question: Are you in favor of the legislature giving to this city the power to reduce taxes on buildings and other improvements, thus encouraging improvement and discouraging land speculation? The sharks refused to answer. They dare not say it was wrong and they were afraid to say it was right.

There are two kinds of animals, vertebrate and invertebrate. The invertebrate is sometimes called a mollusk.

W. A. DOUGLASS.

TORONTO, Can.

Editor *Single Tax Review*:

I am glad that a national organization has at last been effected. I have always wished for this as I believe the Socialistic propaganda has owed its success to the fact of its militant organization. Single Taxers can now work with some measure of system and can gauge the result of their effort. Especially am I glad that the REVIEW will be the organ of the new movement.

I wish you a very happy New Year and a prosperous one for our beloved REVIEW.

E. G. LE STOURGEON.

SAN ANTONIO, Tex.

TO THE READERS OF THE REVIEW.

Among the articles that will appear in the next issue of the REVIEW will be Raymond Robins' address at the banquet of Nov. 19th, reported expressly for these columns, and the first instalment of "The Modern Æsop," a series of illuminating fables from the pen of J. W. Bengough, the well-known lecturer and cartoonist of Toronto; also a splendid article by Lewis H. Berens.

Among other articles, either contemplated or in course of preparation, is one on the *Laissez Faire* Doctrine, showing the limitation of this doctrine as conceived by the physiocrats and applied by the Manchester school, and its real application.

An article on machinery—its influence on industry and wages—does it throw men out of employment. An answer to the Socialist contention.

The Critics of Henry George—an Exam-