

bership with great sorrow. His eminently practical idealism was a constant support in the definite work of the League for a definite object. In the fulfillment of this he never doubted through the long and discouraging campaign for Phillippine independence and for the promotion of the cause of peace so near his generous heart, through the change of the archipelago from its dangerous and provocative condition into a status of neutralized autonomy. Mr. Ginn's recent congratulations upon the present hopeful condition of our cause are an encouragement for its prosecution and his name is added to the long roll of good citizenship by which our annals are illustrated.

That the resolution with the condolence of the committee be communicated to the family of Mr. Ginn.

(Signed)

MOORFIELD STOREY,
President.
ERVING WINSLOW,
Secretary.



MEXICAN CONSTITUTIONALISTS AND THE LAND QUESTION.

From an American in a Responsible Public Position.

I have just returned from a trip through part of the State of Sinaloa, in Mexico, where I met a number of the Constitutionalist army officers and civil officials, many of whom spoke English. I talked with half a dozen or more of them and was surprised to find them such an intelligent lot of men, and so thoroughly in earnest, with such a unanimity of opinion and integrity of purpose, and all so imbued with the fundamental principle that the Mexican trouble is a labor trouble, which can be solved only by the settlement of the land question. I was also surprised to find what clear ideas they have as to the necessity of taxing the land, especially the unused land.

I spoke to several about Henry George's works and all seemed interested and wanted to know where they could be gotten. I gave them the address of *The Public* and the names of the books to write for.

There is no doubt in my mind that there has been a great awakening among the people since the beginning of the Madero revolution and that a Spanish-speaking Singletaxer could accomplish wonders in the Northern States of Mexico among the Constitutionalist forces. They see clearly the trouble but are hazy as to the best methods to produce the desired results:—breaking up the immense land holdings and enabling the common people to cultivate the now idle lands and reap the benefits of their own labor.



Wherever man oppresses man
Beneath Thy liberal sun,
O God! be there Thine arm made bare,
Thy righteous will be done.
—John Hay.



The great man is he who does original things in a conventional way.—Benjamin Jowett.

NEWS NARRATIVE

The figures in brackets at the ends of paragraphs refer to volumes and pages of *The Public* for earlier information on the same subject.

Week ending Tuesday, February 3, 1914.

Government Ownership of Wire Lines.

Postmaster General Burleson submitted to the Senate on January 31 the recommendation of the departmental committee appointed by him to investigate the practicability of government ownership of telegraphs and telephones. The committee recommends:

First: That Congress declare a government monopoly over all telegraph, telephone, and radio communication and such other means for the transmission of intelligence as may hereafter develop.

Second: That Congress acquire by purchase at appraised value the commercial telephone net work, except the farmer lines.

Third: That Congress authorize the postmaster general to issue, in his discretion and under such regulations as he may prescribe, revocable licenses for the operation by private individuals, associations, companies and corporations, of the telegraph service and such parts of the telephone service as may not be acquired by the government.

The committee estimates the cost of existing lines at \$900,000,000, but says in addition:

The cost to the government would be less than the appraised value, since it would be undesirable for the government to purchase the real estate holdings of the companies. Exchanges could be leased until accommodations could be provided in the post-offices and stations.

[See vol. xvi, p. 1228.]



Investigation of Transportation Abuses.

Indictments for rebating were found by the federal grand jury at Chicago on January 31, against the Pennsylvania Railroad Company, the Panhandle, or Pittsburgh, Chicago and St. Louis Railway Company, the Chicago and Northwestern Railway Company and Swift & Co., the stockyards packers. The indictments are against the corporations only, and mention no individuals. The indictment charges Swift and Co. with having obtained concessions from the Ann Arbor and the Northwestern railroads on carload shipments of beef from Chicago to points in Michigan. The rate that should have been charged was 47 cents on 100 pounds. The rate said to have been actually charged was 27½ cents on 100 pounds. The Ann Arbor road was not indicted, since it operates outside of the Chicago federal district. The Pennsylvania railroad is charged with granting rebates of two dollars a car on grain shipments to a grain