

and no less cruel if it had attributed the poverty of Southern slaves, not to the slave laws of our country which robbed the slaves of their earnings, but to the incapacity and lack of initiative and self-reliance of the persons whom those laws enslaved.

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Land Values.

The Berlin Bodenreform, a single tax publication of Berlin, of which Adolph Damaschke is the editor, offers a striking illustration of the difference in character between property in indestructible sites on the planet that Nature provides, and property in the destructible capital that labor produces. "About the year 1600," says Bodenreform, "a citizen of Wednesbury, an English city, willed 200 pounds sterling to it, to be used for the purpose of providing clothing for 3 men and 3 women of the poor of the city. The farseeing city fathers invested the money in land, and it so happens that now the income from this investment is sufficient to provide 200 women and 60 men with clothing for the whole year. Here is a lesson for those who believe that an investment in land does not differ from an investment in the products of labor. The rent in this case was consumed as fast as it accumulated, and yet the value of the land rose in 300 years to more than 40 fold the original investment, in a town that can boast of only 26,000 inhabitants to-day."

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Kansas Is for Once Supplied with Farm Labor.

The industrial depression has this year choked off the perennial summer clamor from Kansas for more farm hands. According to the Springfield Republican the director of the Kansas State free employment bureau "sent out a call for 20,000 men last month, and the response was immediate and ample, half of the demand being supplied from outside of the State and the rest from within." "So," continues the Republican, "it seems that the business depression is felt there as well as here."

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Prosperity That is Not Prosperous.

"Demonstrating" prosperity (p. 339) has its cruel side. About July 3 dispatches from Pittsburgh published in the daily press announced that 50,000 men were to go to work in the Pittsburgh mills on Monday the 6th. These dispatches did not help the prosperity of John T. Milroy of Jersey City, who spent \$28.50 to learn that the thousands of unemployed in Pittsburgh are still out of

jobs. Here is his statement as published in the New York Evening Post of the 15th:

Nine weeks ago I lost my place in the business office of an iron company on account of dull times, and about two weeks ago, after searching in vain here for work, I went to Pittsburgh to look for work. I was led to make the trip by a newspaper dispatch which said that 50,000 men had been put back at work. I thought that if this were true I would surely be able to get a place.

When I got to Pittsburgh I found the newspaper report to have been absolutely untrue. There are thousands of men out of work in Pittsburgh, and I was told at two factories where I applied for work and made inquiry about the calling back of the workmen, that it made people feel better to have the newspapers print sunshine news. Maybe this is sunshine news to many people, but it cost me \$28.50 that I could not afford to spend. I am back here and still out of work. If the newspapers would print the truth I think it would be better, or at least if they cannot set forth the real situation, they might better remain silent. If the real facts were made known, however, it would more speedily bring back prosperity. But this seems to be the American way—to hide our wounds in adversity, and talk about our prosperity ad nauseam when we are really prosperous.

I suspect that some stock jobbing game has to be furthered by these false yarns, as a man I met in Pittsburgh said he had been in St. Louis recently looking for work, and he was told that a prosperity movement was started there, not by the merchants but by the Union Pacific railroad and other lines; that the orders were to lie as much as necessary to bring about the good feeling. Great is prosperity and great is humbug!

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Railroad Casualties in the United States.

Over one hundred and twenty-two thousand persons killed or injured in railroad casualties in the United States during the year ending June 30! according to the Interstate Commerce Commission's annual report. To be exact, 122,855. This gives added point to Erik Oberg's article in this Public on the comparative safety of travel on the privately owned railways of the United States and the publicly owned railways of Europe.

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Seashore Ownership.

A recent decision of the English Chancery Court is construed to mean that the public has no right to use the seas and shores of the English coast except for purposes of navigation, and, in some cases also, of fishing. The London Daily News of the 6th announced that there was no doubt that the decision would affect many of the watering places, for a greater part of the "foreshores" belong to private owners; and that the decision would cover not only the seashore,