

ing the price of land; that cash, evidence of debt, furniture and other household effects are totally exempt; that, in short, Houston offers to manufacturers and merchants a perpetual bonus. When Henry George first put his ability behind the recommendation of this idea, the world laughed. It laughs no longer.



#### Interested in Pueblo.

Ohio State Journal (Columbus), January 6.—We are to have a trial of the Singletax theory at Pueblo, Colorado, the first city in the United States to try it on. Under this regulation, after a certain period, real estate improvements and personal property will not be subjected to taxation. It is well that this single tax doctrine be tried by one community at least, to determine whether or not all the fine tributes to its fairness and efficiency are true. There is no question of the strong argument for it, but this has to run against a strong feeling that it is impossible. So the thing to do is to bring on a practical test. That is the only thing that will suffice and we are glad that it is to be made. Who knows but it will be the solution of the whole tax problem? We can hardly believe it has that virtue, but we are willing that it shall prove itself, and to abide by its judgment, especially as it is regarded quite as much a social uplift movement as it is a taxation experiment. We will look to Pueblo with some interest and await its judgment with no little anxiety.



#### Pays in San Francisco Apparently.

The Star (San Francisco), January 10.—The cost of operating the Geary street Municipal Railway during the first year of municipal ownership and operation was about \$180,000, which gives a net profit of about \$266,000. Which proves that "municipal ownership doesn't pay," doesn't it?



#### One Cause of Disasters to Lake Ships.

Coast Seamen's Journal (San Francisco), December 24.—During the month of November, as a result of one storm on the Great Lakes, 30 ships were wrecked. Twelve of these foundered, every person on board being lost. Nearly 300 lives were sacrificed. Most of the vessels involved were modern steel steamships. What caused these disasters? Undermanning and its attendant evils. Ships on the Great Lakes are navigated with such small crews, composed largely of inexperienced men, that proper precautionary measures, necessary to prepare any vessel for bad weather are neglected. A few months ago the passenger steamers "Iowa" and "Sheboygan" collided at the mouth of the Chicago River. The "Iowa" sank almost immediately. Fortunately no passengers were on board. What if that collision had taken place a mile or two outside the harbor, in deep water, with several hundred passengers on the ship? In 1910 the passenger steamer "Pere Marquette No. 18" foundered in Lake Michigan, drowning 27 of her crew. Up to within a few days of the time she disappeared that vessel had been in the excursion business, carrying thousands of passengers out of Chicago daily. What if the usual great crowd of excursionists had

been on board when the disaster occurred? A few years ago the passenger steamer "City of Cleveland" was afire at the dock in Detroit, Mich. The fire burned so furiously that it was necessary to sink the steamer. What would have been the result if that vessel had been out of port with a couple of thousand men, women and children on board? A law should be enacted to compel the proper manning of every ship, and its equipment with seaworthy life-boats sufficient in number to carry every person on board such ship in event of disaster. The Seamen's bill (S. 136) provides for such proper manning and equipment.



#### British Party Policies.

The (London) Nation (Lib.), January 3.—Ireland is going to have self-government. Of that there is no question. If the Unionist leaders are willing, they can contribute something to the form of that self-government, and can help to mould the institutions that are designed at once to protect a minority and to free a nation. But the politics of the future do not turn on this particular issue. They are concerned rather with the great problems of social action, the demands made upon statesmanship by the diseases and weaknesses and abuses of social life, questions that in Ireland itself are at this moment more absorbing than the particular Irish question with which the Unionist leaders are engrossed in their messages. The Liberal Party, then, starts on the New Year in good heart, because, as the Prime Minister says in his message to the "Liberal Magazine," having accomplished great reforms, it has others before it. Politics are redeemed from those vices of intrigue, jealousy, unreal combat, and mean ambition, that are inseparable from public life and seem to some pessimistic and mistaken observers to envelop and overwhelm the inspirations of great causes. When a set of men devote themselves to some great public object, demanding for its attainment a great deal of patient toil and persevering courage, an atmosphere is generated unfavorable to the baser elements of politics. Mr. Lloyd George has put before the nation a policy that concerns the fundamental realities of social life. For some months all those persons who are chiefly interested in social problems, whether they are Liberal, or Labor, or Unionist, or unattached to any party, will be giving their minds to this leading topic. The Government's policy has been outlined in several speeches, and it has received a warm welcome.



Travel invariably adds charm to the conversation of an agreeable person, but sometimes renders a bore more tiresome than ever.

"And I stood there, Aunt Bessie," said the old lady's slow-speaking but long-winded nephew, who had been talking on incessantly for the past two hours about his summer in Switzerland, until the old lady's eyes began to droop in the lamplight—"and there I stood, Aunt Bessie, with the abyss yawning in front of me."

"Francis," said Aunt Bessie, speaking as one who has kept long silence, "was that abyss a-yawning before you got there, or did it begin to yawn afterward?"—Lippincott's.