

lowed. When that same woman is set down amid the bric-a-brac which has helped to wear her out, the sight becomes pathetic as well as melancholy. One cannot help wondering what the effect would be if such a woman should wear plain gowns and dispose of the bric-a-brac, and spend the time saved in lying out in the fresh air, and the saved money on egg-nogs and cream and cocoa and other easily digested fattening foods."

If, however, so many of the suggestions of the book are among the impossibles or unthinkable to those masses of men and women who are driven continually by the lash of invisible whips in the hands of invisible overseers, this is not from ignorance or indifference on the author's part. "No one pretends," she acknowledges, "that incomes are proportioned to desert, to need, or even to men's capacity for using them for the public good." But as to this fact she significantly observes, that "the average person," though he has little control over distributive processes, can at any rate "give moral support to the specialist who is trying to think out a fairer means of distribution."

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## TOYNBEE'S LITERARY FRAGMENTS

*Toynbee's Industrial Revolution of the Eighteenth Century in England.* By the late Arnold Toynbee. New edition. Together with a Reminiscence by Lord Milner. Published by Longmans, Green & Co., London, New York, Bombay and Calcutta. Price, \$1.00.

The famous young founder of Toynbee Hall, whose life spanned only the period from 1852 to 1883, left behind him a collection of unpublished addresses, notes and fragments which are here presented in a second edition a quarter of a century after his death, with a prefatory note by his widow, and the appreciative personal address by his closest friend, Lord Milner, delivered at Toynbee Hall in 1894.

The essence of the Industrial Revolution, as Toynbee conceived it, is "the substitution of competition for the mediæval regulation which had previously controlled the production and distribution of wealth." Out of this revolutionary change came, in his view, "the growth of two great systems of thought—economic science and socialism."

The work is naturally enough marked by the superficiality of the altruistic economic thought of Toynbee's time; and this is emphasized, probably, by the enthusiasm, he is credited by Lord Milner with putting into every kind of reform which "seemed to him to make to the right end." But the book is alive with human feeling and rich in industrial history, vividly told. There is much to indicate, also, that Toynbee felt, as seer or poet, fundamental truths which he blurred in his economic thinking. An example is his plea, in

the chapter on Ricardo, for "the right of all to equal opportunities of development, according to their nature."

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## PAMPHLETS

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### Rapid Transit and Land Values

John Martin's pamphlet on Rapid Transit in New York (Committee on Congestion of Population, 165 Broadway, New York; 5 cents) goes to the core of the rapid transit question in its business aspects. Referring to the City Club's showing (See Public, vol. xi, p. 746) "that while the cost of the entire subway, without equipment, from the Battery to Spuyten Duyvil, was but \$43,000,000, the rise in land values in Manhattan from 135th street to the Spuyten Duyvil, and in the Bronx, due to the subway, after allowing generously for the full normal increase from general causes, was \$80,500,000 up to 1907," Mr. Martin rightly says: "Our city has been strangely blind to the modern mode of paying for costly transportation lines. Steam railways have long shown how to do it. When the traffic won't pay for the line the increase of land values created will fill the deficit. All but one of the transcontinental railways has been paid for in part by grants of lands, which, valueless before the line was built, enriched the railway treasuries within a few years of construction. Suburban trolley systems are often joined to schemes of real estate development to ensure dividends on the trolley lines. The Hudson companies in New York have united vast land and development enterprises to their tunnel building to make it pay." The pamphlet then goes on to show how the principle here involved can be applied to the construction of transportation lines and the reduction of fares.

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## PERIODICALS

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"The Patriarch's Progeny" in Everybody's (New York) for May, is a charming mosaic by Harris Dickson of that patriarchal Southern life which is now passing. Quite unconsciously, however, the author arouses doubts of the perfect accuracy of his conclusion that the inferiority of the six hundred typically dependent Negro tenants was due to any "greater gifts" with which "the Almighty had endowed" their young patriarch. The "greater gifts" appear pretty plainly to have been a landed inheritance for which he gets \$225.00 a year for each twenty acres from his ebony cotton raisers, and it would be hard to trace the title to that from him back to the Almighty. It has been said that the chattel slavery that ended with emancipation only gave way to a serf slavery governed by landlordism, and this interesting picture of patriarchal life goes far to prove it. Another of Everybody's stories of this month, "The Fires of Youth," by Charles Buxton Going, has a moral of value to others of us than engineers, the profession from which the materials are obtained.

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In his May paper on the changing of the old order,