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EDITORIAL

WANTED, A NEW ALMANACH OF GOTHA.

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THE *Almamach of Gotha* is a publication of long standing. It has existed close to 150 years. While for some time it has added considerable statistical information to its original matter, that original matter was not dropped; on the contrary, it continues to be published and to occupy the first and second parts of the *Almanach*, to wit, an accurate list of the sovereign and princely houses of Europe. There the collection is neatly catalogued, every one of them, together with all his titles.

For instance:—

George-Frederic-Ernest-Albert is entered as Prince of Wales, Duke of Cornwall, of York and of Rothesey, Count of Chester, of Carrick, and of Inverness, Baron of Renfrew and of Killarney, Sire of the Isles, and Grand Master of Scotland.

Some of these royalties and nobles have a longer train to their names, some a shorter, but all are “trained.”

At first sight, especially if the reader is uninformed, the display looks imposing, and he thinks to himself: “How grand!” If, however, he were to look at the “trains” that our American Capitalist royal and princely houses drag after their Christian names, his admiration for the “trains” entered in the *Almanach of Gotha* will turn to contempt.

For instance, to take just one, one who happens to be made conspicuous, just now, as a leading defendant in the suit brought by the United States against the Steel Trust:—

J. Pierpont Morgan’s name trails this string of titles behind it:

Head of the banking firm of J.P. Morgan & Co., a director in the Etna Insurance Company of Hartford, Conn., Carthage and Adirondack Railroad Company, Carthage, Watertown and Sacketts Harbor Railroad, Central New England Railway,

Cleveland, Cincinnati, Chicago and St. Louis Railway, Columbus, Hope and Greenburg Railroad, Dunkirk, Allegheny Valley and Pittsburgh Railroad, Ellenville and Kingston Railroad, First National Bank of New York, First Security Company of the City of New York, Fort Wayne, Cincinnati and Louisville Railroad, Fulton Chain Railway, Fulton Navigation Company, General Electric Company, Harlem River and Portchester Railroad, Hartford and Connecticut Western Railroad, Jersey City and Bayonne Railroad, Lake Erie and Western Railroad, Lake Shore and Michigan Southern Railway, Madison Square Garden Company, Metropolitan Opera and Real Estate Company, Mexican Telegraph Company, Michigan Central Railroad, Mohawk and Malone Railroad, National Bank of Commerce in New York, New England Navigation, New England Railroad, New Jersey Junction Railroad, New Jersey Shore Line Railroad, Newport Trust Company, New York and Harlem River Railroad, New York and Northern Railway, New York and Ottawa Railway, New York and Putnam Railroad, New York Botanical Garden, New York Central and Hudson River Railroad, New York, Chicago and St. Louis Railroad, New York, New Haven and Hartford Railroad, New York, Ontario and Western Railway, New York State Realty and Terminal Company, New York Trade School, Niagara Falls Branch Railroad, Ontario, Carbondale and Scranton Railway, Pittsburgh and Lake Erie Railroad, Port Jervis, Monticello and Summitville Railroad, Poughkeepsie Bridge Railroad, Pullman Company, Racquette Lake Railway, Rhode Island Company (electric line), Rutland Railroad, St. Lawrence and Adirondack Railway, Syracuse, Geneva and Corning Railway, Terminal Railway of Buffalo, United States Steel Corporation, Walkill Valley Railroad, West Shore Railroad, and Western Union Telegraph Company. He is also and of course a trustee of Columbia University.

This is only a sample.

We opine that the old *Almanach of Gotha* will go hide its head in shame, and make room for a new, an up-to-date Almanach with some such name as the “Almanach of Hog.”

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