

in the daily papers. Railroad news must be restricted to reports of such news as will benefit the public. In handling all news the editor must be edited so as to eliminate all favourable mention of the railroad, but, wherever possible, the news must be so written that the public side alone is printed." We are glad to see that a leading newspaper says: "What a confession as to past methods! Have compliments hitherto been apportioned to free rides, and have accidents been hushed up or smoothed down? That is the natural inference from this dispatch. If you do not carry us free, we will give the facts when you have an accident!" It is manifestly an attempt by newspaper men to use the great power of the public press to extort free rides on the railroad for themselves. Hereafter anyone reading an account of a railroad accident will be interested to know whether or not the company on whose line the accident occurred gives free passes to newspaper men.

Another "newspaper conspiracy" appears in a bill to amend the New York libel law so as to give a newspaper a practical immunity for any libel, however atrocious, provided the victim is unable to prove, as he rarely could prove, actual malice. As the writer says: "Reckless publication of anything that would make a sensational news item, however infamous the wrong might be, could be made without any risk. All that would be necessary to exonerate the newspaper would be to publish an explanation or correction. In this way the newspaper would have two interesting items of news, instead of one. It would enjoy a practical license to ruin the character of any person whom sensational gossip might cruelly attack. Retraction of the libel, after it is published, is as efficacious to undo the wrong as would be the extraction of a bullet from the heart of a man who had been shot. Against these pitiful exhibitions of a low order of newspaper trade unionism, it is time for honourable journalists to speak in no uncertain terms, as one of them, above quoted, has already spoken concerning the brazenness of one newspaper association in its fight to preserve the petty graft of free rides on the railroads."