

Agriculture

The Nebraska legislature recently passed a law requiring all applicants for teachers' certificates to pass an examination in the principles of elementary agriculture. This law goes into effect July 1, 1903.

In view of these requirements, the University of Nebraska offers in its summer school, June 12 to July 25, a course in agriculture especially arranged for teachers.

This course includes lectures and recitations upon such subjects as the formation and physical properties of soils, the methods of tillage to conserve moisture in soils, and topics dealing with plant growth with special reference to farm crops. The class work will be illustrated by simple laboratory experiments which can be performed in any school. Attention will also be given to subjects pertaining to the breeds of live stock, animal nutrition, etc.

This course has the indorsement of the state superintendent of public instruction. The county superintendents interviewed express a willingness to accept university credits in agriculture without requiring an examination in that subject when certificates are applied for.

The success of the present movement introducing the elements of agriculture into the common schools will depend upon the fitness of teachers for carrying on the work.

It is hoped the teachers of Nebraska will avail themselves of the opportunities offered by the University at Lincoln this summer. The work will be in charge of Prof. H. R. Smith of the school of agriculture.

The single taxers told their story in the Henry George Edition. The socialists may tell theirs in the Karl Marx Edition, July 23, 1903.

Shakespeare on the Union Pacific

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The superior excellence of the Union Pacific railroad is recognized by the traveling public of the present day, but it was not generally known until recent investigation brought the fact to light, that the advantages of the system were so fully and accurately described by Shakespeare, that, with his unerring foresight, he established a literary and advertising bureau of his own, slightly in advance of the requirements of his day, thus proving, once more, that "he was not for an age, but for all time."

He thus refers to the running order of the road: "Stay not to expostulate, make speed" (Measure for Measure), and showing how the orders were carried out, "Their speed hath been beyond account" (Henry IV.), and, again, answering the inquiry of a round-trip purchaser, he says: "Return thou thither, Ay? with the swiftest wings of speed" (All's Well That Ends Well).

Sherman gravel, that wonderful disintegrated granite is spoken of as "More equal ballasting;" (Cymbeline), and the permanent way is eulogized "At last, with easy roads, he came" (Henry VIII.). And the equipment: "Here an engine fit for my proceeding" (Two Gentlemen of Verona) and, again, "Most delicate carriages and of very liberal conceit" (Hamlet).

The safety of travel by "The Overland Route" is noted in the declaration: "To the coast shall we convey you safe and bring you back" (Henry V.), and, again, in the order to the conductor—"Keep this man safe; give him all kindness" (Julius Caesar).

With prophetic vision Shakespeare refers to the junction of the Union Pacific and Central Pacific railroads at Promontory Utah, in May, 1869, "Like one that stands upon a promontory and spies a far off shore." (3 Henry IV.)

No difference between day and night rides: "We will guard your person while you take your rest, and watch your safety." (Tempest.)

That famous train "The Overland Limited" was anticipated: It will be "a royal train, believe me." (Henry IV.)

The luxury of the appointments, for all classes, is thus described: "What's the comfort? Why, as all comforts are most good, most good indeed" (Measure for Measure), and "My clerk hath some good comforts too for you" (Merchant of Venice).

Freight traffic was in evidence: "And thither bear our treasure and your goods" (Richard III.); "What stuff of mine has thou embarked?" (Comedy of Errors) the answer, "Your household stuff." (Taming of the Shrew.)

The care of baggage was not forgotten: "Send your trunk to me; it shall safe be kept and truly yielded you;" but he tells the passenger in the absence of a porter—"Come bring your luggage nobly on your back;" (Henry IV.), and if preadventure it went astray he tells the owner to ask

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himself: "May I, with right and conscience, make this claim?" (Henry V.)

He called attention to the diversified panorama of "The Overland Route": "Such notable scenes as draw the eye to flow we now present." (Henry VIII.), and, again: "We will, fair queen, up to the mountain's top" (Tempest); further on: "Turf mountains where live nibbling sheep" (Tempest). Then, evidently near the Platte: "Shallow rivers to whose falls melodious birds sing," (Merry Wives of Windsor); then: "This valley fits the purpose passing well" (Titus Andronicus). Crossing the prairie he says: "We run like swallows o'er the plain," (Titus Andronicus); and tells the passenger that "The forest is not three leagues off." (Two Gentlemen of Verona.)

Shakespeare foresaw that the Union Pacific would be the natural route, on which the mighty streams of commerce would be borne: "Have I not brought every country far and near." (Henry VI.)

That there may be no discomfort from soot, he thus directs the fireman: "Burn him up; let your close fire predominate his smoke." (Timon of Athens), as "Our swift scene flies in motion of no less celerity." (Henry V.)

The board of directors consisted of "Men of sound direction," (Richard III.) the chairman of the board is asked to "Hold that chair," (King Lear). The president is "An officer of great worth." (Two Gentlemen of Verona) and the general manager was in Shakespeare's mind when he spoke of "Business which none without authority can sufficiently manage," (A Winter's Tale). The traffic director had to organize his forces to secure business: "I'll first direct my men what they shall do." (Merry Wives of Windsor.)

The duties of an auditor were thus defined: "A kind of auditor, one that hath abundance of charge," (Henry IV.). An aspiring accountant declares, "I'll be an auditor," (Midsummer Nights Dream); that some of the agents had to reckon with these officials is apparent: "Call me before the exactest auditors and set me on the proof," (Timon of Athens); the treasurer filled a responsible position: "This is my treasurer: let him speak," (Anthony and Cleopatra). Attorneys, however, do not seem to have been very popular: "The first thing we do, lets kill all the lawyers." (2 Henry VI.)

Strikes appear to have been in vogue, "Shall I strike?" (The Gentlemen of Verona); "No, first lets reason," said the employe (Richard III.); but the union all powerful then as now commands, "Strike fellows strike!" (Tros and Cres); "Do his bidding, strike!" (Cymbeline). Instructions promptly obeyed: "I'll strike and cry, take all," (Anthony and Cleopatra); strikes were oft ill timed; "As men in rage strike those that wish them best." (King Lear.)

The status of "security companies" was clearly set forth, for there was "Security enough to make fellows accurate," (Measure for Measure). The organizations of these companies was perfect: "Tis done like Hector, but securely done, (Trois and Cres), and adverse legislation was but little feared: "Think you but that I know our state secure, I would be so triumphant," (Richard III.)

The ticket agent, Shakespeare knew well, for he says, "Fellows, stand fast,

I see a passenger." (Two Gentlemen of Verona); and the conductor, for he asks: "Who is conductor of his people?" (King Lear).

The trainboy flourished in Shakespeare's day, for he declares: "The boy need never to understand anything," (Merchant of Venice), and the needs of travelers: "You have not the book of riddles, have you?" (Merry Wives of Windsor); and he gives a word of warning: "Forbear, I say, he dies that touches any of the fruit." (As You Like It)

The railroad reporter made his daily rounds at that time, for Shakespeare makes an officer of the road say: "Signify this loving interview to the expectors," (Merry Wives of Windsor); and, again, "This news is old enough, yet it is every day's news." (Measure for Measure.)

Politeness, then as now, was essential, as his instructions prove: "Use all the observance of civility like one well-studied," (Merchant of Venice); and, again, "Go give him courteous conduct to this place." (Merchant of Venice.)

The dining car comes in for considerable attention. "Now can I break my fast, dine, sup, and sleep," (Two Gentlemen of Verona); and "Go bid the servants spread for dinner." (Comedy of Errors.)

The breakfast was ample: "Eight wild boars roasted whole for breakfast," (Anthony and Cleopatra). The prices were reasonable, as this from the bill of fare will show: "Item, anchovies and sack after supper, 2s and 6d." (Henry IV.)

The firm sway of the Pullman porter is not forgotten: "Will it please your mightiness to wash your hands?" (Taming of the Shrew); and, again, "My will is even this: that you lie you to bed." (Two Gentlemen of Verona.)

The final smoke before bedtime was in favor: "Faith, we may put up our pipes and be gone," (Romeo and Juliet); and the last words of the porter: "There let him sleep till day." (Henry IV.)

A reduced fare is described as an "O'er-prized all popular rate" (Tempest) sanctioned by "Law and process," (Winter's Tale).

Fares were collected in Shakespeare's day, for he says: "Never welcome to a place till some certain shot be paid," (Two Gentlemen of Verona). They were not exorbitant, for he says: "They were but light payment," (Henry IV.)

Passes were, however, not unknown, for the holder of one said to the conductor: "Your grace hath looked upon my passes," (Measure for Measure); but a dissatisfied inspector asked: "How came these things to pass." (Midsummer Nights-Dream); and made no distinction in favor of ladies, for he continued: "You never did lack advice so much as letting her pass," (All's Well That Ends Well).

Finally, Shakespeare echoes the sentiments of all railroad men by saying: "And nothing pleaseth but rare accidents." (Henry IV.)

Populism vs. Socialism

C. B. Sprague in the Blair (Neb.) Republican quotes Former Senator William V. Allen, in an interview at the Paxton hotel, Omaha, while en route home from a business trip east, as follows:

"I have faith in the populist party. I believe that two years hence it will

rise up and be stronger than it was two years ago, or four years ago. I have never doubted its principles, or its successful future."

"The socialist party will never grow to be a national party," he said when asked about its future in the political world. "It may grow to be a party of importance in the large cities where local issues, such as municipal ownership, are of importance, but to the farmer who owns his own water supply and his own oil lamp, the party will not appeal. The trouble with socialism is that it is 1,000 years in advance of the human race. It is an ideal condition to which we cannot hope to attain. We must deal with men as we find them, not as we would like to find them. When we get to owning everything in common, I fear that you would find that the hat is being filled by a comparatively small number, while there would be a large number to take out of it. If all men were like Clark or Ecllamy, then it would be all right, but they are not.

"I have never been a believer in collectivism. I believe in the individuality in this life, but I believe that every individual should be given a fair chance. I believe that the course for each man should be made clear of obstructions, and then he be given a chance to travel that course for himself."

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