

SPORTS OF THE DAY

WOLGAST TO MAKE FORTUNE

STAGE OFFERS GALORE REACH NEW LIGHTWEIGHT CHAMP.

NELSON IS OUT WITH A DEFINITIVE

Dane Offers to Bet Money in Three Different Ways That He Can Beat the Conqueror—Wolcast Won't Do More Than Ten Weeks' "Stunt."

San Francisco, Feb. 26.—Deluged with offers from theatrical promoters for Wolcast to go on the road, Tom Jones, his manager, has not made up his mind which of the propositions to accept. Wolcast will not take on more than a ten weeks' engagement at present, after which he will take a rest.

It is also announced that while Wolcast will be perfectly willing to defend his title against all comers, he will refuse to consider a date for the next three months. There is some talk of a match between Wolcast and Freddie Welsh, the English champion, but as Wolcast wants \$20,000 for his end there is little chance of any one taking up the fight.

The shifting of the lightweight title has caused quite a shakeup. Whereas, there were not more than two men outside of Wolcast considered to have a chance with the Dane, there is now a large field to choose from. Welsh is the shining star, but Owen Moran has friends who think he would stand a good chance.

Thompson Wants a Chance.
"Cyclone Johnny" Thompson is another possibility and George Memsick and Lew Powell will endeavor to press their claims, and, finally, Battling Nelson wants another chance.

The Dane, accompanied by his manager, Jack Robinson, and his brother, Arthur, left for Chicago. In spite of his defeat he will open a theatrical engagement in Chicago tomorrow, but he says he will not play more than three weeks. He plans to go to his ranch in New Mexico for a rest, and will be ready to fight in April.

Negotiations are now under way for a forty-five round fight here between Nelson and "Cyclone Johnny" Thompson before Louis Blot's club. Blot has offered Nelson \$10,500 for his end, and the Dane is willing to accept. The only hitch is about the permit. Blot has a March permit, but if he can trade with Jim Griffin, who has the April permit, he will stage the fight.

Nelson Makes a Proposition.
Nelson looked woebegone, but he was full of fighting spirit. He wants to fight Wolcast again and made this proposition:

"I will bet Wolcast \$5,000 even on the result. He ought to be favorite, but I don't care. I will also bet him \$1,000 to \$5,000 that I stop him in twenty rounds and \$5,000 to \$10,000 that he doesn't stop me."

According to the moving picture men the films of the fight are good and the figures of the two men remarkably large. It is probable the interested parties will sell their rights. Nelson says he has been offered \$15,000 for his 35 per cent interest and Hester has received an offer of \$20,000 for his end.

KETCHEL SIGNS ARTICLES.

Champion Will Fight Caponi Before Michigan Athletic Club.

Chicago, Feb. 26.—Articles were signed yesterday by Middleweight Champion Stanley Ketchel and Tony Caponi of Chicago for their fight at Kalamazoo, Mich. The contest is to take place on the night of March 16, and both men are to weigh in at 160 pounds at 3 o'clock in the afternoon. The bout will be staged by the Randall Athletic club in the Michigan town.

COLUMBUS MAY GET IN.

Town Wanted to Complete Circuit Finds Some Cause to Hope.

Columbus, Neb., Feb. 26.—Columbus may decide to enter the state baseball league the coming season. President Henry Stevers of the recently organized state baseball league was in the city this week and interviewed some of the local fans, and they have taken up the question, with the result that an organized effort will be made to secure money enough to make the team a go, if possible. On account of its desirable location, Columbus is easily reached from anywhere in the central part of the state, and this is a strong point in favor of this city being a member of the league. And then, besides the local attendance, the Union Pacific branches out of the city would furnish a fair percentage of attendance.

JEFFRIES A CURIOSITY.

Big Crowd Assembles to See Boiler-maker Cash Check. Stop Traffic.

Los Angeles, Feb. 26.—Jim Jeffries nearly caused a run on one of the biggest banks here today when he entered to have a check cashed. The crowd saw Jeffries go in, and all, eager to get a better view of the big fellow, lined up in front to see him come out.

The crowd increased until traffic was blocked and depositors of the

bank, thinking a run was in progress, joined the throng. When Jeffries emerged he was compelled to all but fight his way through the mob and, retreating to his cafe, locked himself in his private office.

His fellow townsmen have made Jeffries a popular idol and he hardly dares show himself on the street, as his appearance is the signal for hundreds to make a rush to get a close sight of him.

The Bowling Scores.

Strengthened by a week's hard practice the first team of the banker's bowling club retaliated Tuesday evening by taking two. The second team made a good showing and won the first game, but fell off in the second and in the third game showed a still weaker game falling lower than their second game. Following is the individual scores and total pins made Tuesday evening:

| First Team. | | | |
|--------------|-----|-----|----------|
| Lederer | 145 | 109 | 127 381 |
| Delaney | 85 | 156 | 116 357 |
| Hulac | 108 | 156 | 97 358 |
| Hauptli | 111 | 174 | 182 467 |
| Total | 446 | 595 | 522 1563 |
| Second Team. | | | |
| Hase | 91 | 121 | 77 289 |
| Zuelow | 164 | 141 | 114 419 |
| Stafford | 128 | 130 | 111 369 |
| Asmus | 130 | 138 | 129 407 |
| Total | 513 | 530 | 441 1484 |
| Won | | | |
| First | 2 | 1 | |
| Second | 1 | 2 | |

NITROGEN THE SOIL'S NEED.

Missouri Lecturers Are Telling Farmers How to Get It.

Kansas City, Feb. 25.—Every farmer can't go to school and learn the secrets of scientific farming hence the Missouri state board of agriculture has started an agricultural university extension course. S. M. Jordan, director of institutes, working under the board and in conjunction with the State Agricultural college, was in Kansas City yesterday. He is touring the state giving lectures for farmers and was on his way to Columbia.

"We are holding meetings of from one to six days in each place," Mr. Jordan said, "and the talks cover all phases of farm work. Some of the lectures are on domestic science for the benefit of farmers' wives and daughters. At only one point in the last two weeks was the hall large enough to accommodate the attendance. At Appleton City, where a week's session closed Saturday, two overflow meetings were required to accommodate the crowd. One of the pleasing features of the work in Appleton City as well as in Clinton, was the large attendance of farmers' children. C. M. Long and Professor Chandler gave lectures on the general feeding and care of live stock, with special reference to the dairy and the work of horticulture in its various forms. Professor Trowbridge discussed live stock breeding, feeding and care of stock.

"My work treated of the methods of increasing the fertility of our soil, and discussions of the various causes for the comparatively low yields of corn in the state, and endeavoring to show that practically every one of the causes for low yields is largely within the control of the farmer himself. Corn improvement work is discussed in all its phases; the selection of the seed and its testing, methods of planting and cultivation, and the use of catch crops for building up the soil.

"A catch crop is any crop that is grown with or after any regular crop, such as cowpeas, following wheat or oats the same season, or being planted with the corn; or where wheat, rye or clover is planted in the corn to grow at the same time, for the purpose of affording pasture and preventing the erosion of the soil and to add to its fertility.

"It is a fact that all our soils, especially those that have been growing continuously several years, are absolutely famishing for nitrogen. No plant nor animal can exist without nitrogen. Our soils have been depleted of that great element, yet in the air above every acre of Missouri soil there is approximately ten million dollars' worth of nitrogen. Such plants as corn, wheat, rye, oats and trees cannot get nitrogen from the air, but must find it in the soil. The other great class of plants, to which alfalfa, clover, beans and peas, and some of the weeds belong, have the power of extracting nitrogen from the air."

The state board of agriculture plans to hold institutes in every county in the state wherever a sufficient local interest can be aroused to warrant sending representatives of the board to instruct the people. Mr. Jordan, next week, is going to southeastern Missouri. He will hold institutes in Campbell, Caruth and Caruthersville.

New Wells for West Point.

West Point, Neb., Feb. 26.—The city council at their last meeting took action on the waterworks situation. They ordered the purchase of a new boiler, the construction of a boiler house and the driving of forty new wells. Work on these projects will commence at once. This is the outcome of the agitation for a newer and better system of water supply, the town having outgrown the system installed some twenty-five years ago. The city is one of the wealthiest communities in the state according to its population and the citizens think they are entitled to the best fire protection available.

MORDECAI BROWN SIGNS WITH CUBS

THREE-FINGERED PITCHER SATISFIED WITH THE DEAL.

FIGURES ARE NOT MADE PUBLIC

But the Cub Boss Admits Brown is the Highest Priced Pitcher in Baseball, Not Excepting Christy Mathewson of the Giants.

Chicago, Feb. 26.—Mordecai Brown, who has not been what is vulgarly known as a holdout, but who has had definite ideas of what he considered his services were worth with no misgivings as to President Murphy's intentions in the matter, yesterday attached his signature to a two-year contract in the Cub offices in the Corn Exchange bank building, with President Murphy acting as party of the first part and Frank Chance acting in the dual capacity of manager and witness.

While the figures were not made public or even hinted at, the Cub boss admitted that Brown became the highest priced pitcher in baseball and that the compensation exceeds that paid Christy Mathewson of the Giants, a figure likewise not made public or even hinted at. It is said that aside from the salary clause there is a bonus provision calling for an extra stipend in event Mordecai wins thirty-five games. Brown's friends think Mr. Murphy might as well pay off now.

When the modest Mr. Brown was asked if he received what he wanted he steepled with "Well, I'm satisfied." Asked how long the term of the contract was he replied: "For life, or if a fellow has to be prosy, for two seasons."

Local Pugs Getting in Trim.

Harry Lewis, the Texas fighter who will fight three Norfolk pug four rounds each on the night of March 10 at the skating rink, has resigned his position with a restaurant at the Junction and has been "working out" for a number of weeks. Lewis is said to be in fine shape and will put up a fast fight. On the other hand Lee Root, Claude Housch and Frank Osborn, the three fighters who will meet Lewis, have not been idle, and a constant "work out" has been going on between these featherweights who are in tip top shape. Housch is said to have gone nineteen rounds a few nights ago and made a wonderful showing. Root and Osborn both are said to be down to weight and will give the man from Texas his money's worth. Root is picked out as the man to put Lewis out.

Horse or Deaf?

The first day horse was served out at Kimberley some of it was cooked for the officers' mess at the mounted camp. At the table Peckham said:

"Gentlemen, I am sorry to say that we were unable to get all our ration in beef today and had to take part of it in horse-dish. This which I am carrying is beef; the horse is at the other end, and any one who prefers it can help himself."

Nobody did prefer it, and so they ate beef and made a good dinner. When they had finished Peckham said: "By Jove, gentlemen, I find I have made a mistake in the joints. This is the horse-dish and the other is beef."

It was just a dodge of his to get them started on the horse-dish. —Diary of Dr. Oliver Ashe.

Names in Politics.

"I want to make a name for myself in politics," said the ambitious youth. "Well," answered Senator Sorghum, "it's a noble aim, but a long and difficult enterprise. You'll probably have to put in a considerable share of your time allowing your enemies to call you any names they happen to think of." —Washington Star.

Just U-S. Us.

[The United States is a brigant on the loose.—Professor Goodie of Chicago university.]

Great Scott. When put? We a brigant nation? Come off—You're flagging dirt. Perhaps we're somewhat gaudy, but not enough to hurt. Of course we've got a country. That's a record now to none, and as a fifty people. We rat or take the bun. Old Glory is a banner. That tips all other flags. And as a textile fabric it is the first of rains. On ships of war that crested. This big round globe have set. Some years of navigation. Nobody's followed yet. The steel that's in our railways. Would reach the moon and back. And we've got locomotives. To haul them down the track. Our buildings scrape the heavens. And when the stars get tired. They roost upon their ridgepoles. And shine by being wired. Our farms are so extensive. That one of them alone. Could swallow up a kingdom. And pile its king and throne. On one and only Peary. Through arctic storm and stress. Went for the north pole trophy. And brought it "U-S."

Our brand is big, say. Why not say? Over our natural way? By-ones. If Uncle Sam swipes Everything in sight. Haven't we got a right. To refer in a modest manner. To the star spangled banner? —W. J. Lampton in New York Times.

REASONS FOR PARCELS POST

Would Relieve Merchants, Publishers, Farmers, Consumers and Manufacturers of Incubus of Express Company Domination, Says John Brisben Walker.

By JOHN BRISBEN WALKER.

WHILE the German postal service is carrying packages for one-third of a cent a pound, transporting them, if necessary, from one end of Germany to the farthest town in Austria-Hungary, carrying all sorts of parcels up to a hundred pound trunk, the president of the United States in his message to congress and the postmaster general in his annual report are arousing the attention of the country to a loss of \$8,000,000 per annum incurred in transporting periodicals at 1 cent a pound.

The actual cost of these periodicals has been accurately measured by the postmaster general down to the one-thousandth part of a cent. He says that for each pound of one cent mail carried the government is put to an expense of 9.235 cents.

If any one suggests that Germany and Austria-Hungary and pretty nearly all the countries of Europe are carrying parcels at a fraction of a cent per pound, the United States post-office department retorts that they are all small countries, thickly populated. But Canada is a country as wide as ours and sparsely populated. While we have been losing 8.235 cents per pound on periodical mail Canada found that her profits on such mail at one-half cent a pound were excessive. Accordingly the rate was reduced to one-quarter of a cent per pound, and at this price the government report for

How The United States Government Could Make Better Use of Its System and Change the Big Postal Deficit Into Profit—Canada's Great Surplus Cited as an Example.

completely organized stations. These have their managers and clerks, their rentals, heat and light, their detective and legal services already paid for. To handle parcels would cost nothing additional in tens of thousands of postoffices except the wagon haul in the locality.

Sixth.—Is it possible to conceive of any business men taking part in operating private express companies if the government were to make use of this far-reaching and costly machinery?

Seventh.—The government is spending more than \$22,000,000 annually on a country delivery service which the postmaster general reports as carrying only twenty-five pounds per trip per wagon. Each of these wagons could carry from 500 to 700 pounds per daily trip each way. At 1 cent a pound this service, instead of being conducted at an almost total loss, as now, would be clearing tens of millions.

The wagon that now carries only twenty-five pounds, loaded each way with 500 more pounds at 1 cent a pound, would bring in \$10 a day additional.

Finally, at what price will experts agree to move parcels twenty miles? No, let us make the figure large enough and say 50 miles. With offices and managers and clerks all provided, what would it cost to carry parcels this average distance and then deliver them by carriers or in wagons?

With all the facts and figures before him any able business man who could be put in possession of the vast machinery of the postoffice, with only its present deficiency of \$18,000,000 to make up, would know how to fix a

figure well within a cent a pound at which he would feel certain of profitably handling the average parcel.

In a recent communication to the New York Evening Post Don Seitz, the manager of the New York World

is sufficient. If the government offered a service at a cent a pound for parcels up to 200 pounds it would almost undoubtedly take over the hundreds of millions of parcels sent out by the great dry goods stores, and as the average haul for these is less than five miles it seems not improbable that the average haul for the United States would from this cause be reduced to fifteen or twenty miles.

What would be the cost of delivering parcels with an average haul of but twenty miles? If one had the contract at half a cent a pound, starting with the use of government offices and officials, he could quickly pile up a fortune that would make Harriman's look small.

But the matter need not require discussion. It could quickly be determined by six months' experimental work under the direction of disinterested men of intelligence and integrity. But let us suppose that the average haul, instead of being only twenty miles or fifty miles, should prove to be 500 miles or 1,000 miles. Who would claim that 1 cent a pound would not be ample?

The New York World ships its daily papers to Buffalo at a cost of one-half cent a pound by express. The government rate is so high that the postal service, equipped to do all this business without additional cost, gives it over to the express companies, just as it does seven-tenths of the news company business and all of the book business of the country, the express companies always bidding under the government's price, all this business of millions of dollars lost to a plant equipped to take care of it, with men under pay to do the work, because United States senators devise legislation to give it into the hands of the express companies.

One thing does not require any explanation. We know that more than \$22,000,000 is being expended annually to provide wagons making country deliveries. The postmaster general says they now carry an average of but twenty-five pounds. Each of these could handle 500 pounds and with a second horse, at 50 cents a day, 1,200 pounds.

Big Increase in Deliveries.

The farmers along these country delivery routes suffer the greatest inconvenience and loss because they cannot send into town their butter and eggs and cannot receive back the merchandise which they are constantly needing. If a parcel rate of 1 cent a pound were established these country delivery wagons would be loaded to the limit. Immediately, instead of twenty-five pounds delivered, there would be 525 pounds carried each way, which would mean \$10 a day additional profit on each for the government.

The only condition comparable to the absurdity of the government operating a \$22,000,000 country delivery service and then making a prohibitory sixteen cent rate for parcels, so that the wagons should travel empty, would be for some big department store to operate a hundred wagons in New York solely for the purpose of delivering kid gloves, whether there are any sales of kid gloves or not, while his deliveries of other merchandise were being held back to his own loss and the public's discomfort.

But by far the most costly part of all this betrayal of the people's interests is not the dividends of the express companies, but in the combinations in restraint of trade made possible by the lack of means for connecting the consumer directly with the producer and the vast loss to commerce by the costly and cumbrous channels into which it is forced.

Why Articles Cost More.

The only cheap transportation today is in bulk. This puts it out of the power of the consumer to secure his food supplies in any way except through combinations formed for the purpose of squeezing the last cent from those compelled to buy. The consumer and the little storekeeper are completely at the mercy of these combinations. As a consequence milk that on the farm fifty miles from New York sells for 3½ cents per quart is given out by the combination, with part of the cream removed, for 9 cents in New York.

A cent a pound rate would breed these combinations in a month. Every man would have it in his power to get into direct touch with the producer, who must now let his fruit and vegetables rot on the ground or accept the cut rate of the combinations.

What is the answer? There is but one. Buy out the express companies at any price. Their most extravagant capitalization in total would not equal the sum which the country loses in a single year by the present vicious system of distribution. Then put the ablest experts in transportation and delivery of merchandise at work to devise a system for handling parcels at the minimum of labor and expense.

To Study Pellagra.

A committee has been formed in England, the membership of which includes the Italian ambassador, the Marquis of San Giuliano; Sir Thomas Clifford Allbutt, regius professor of physics at Cambridge, and a number of prominent scientists and physicians, to promote the investigation and study of the disease pellagra.

SPEECH AND HEARING RESTORED

Cook in Lincoln Restaurant Happy Over Restoration of Lost Senses.

Lincoln, Feb. 25.—An electric shock received while adjusting a light bulb in its socket is declared by E. C. Walker, a cook, to be responsible for the restoration of his ability to talk and to hear. About a month ago Walker obtained a job as cook in Deahl's restaurant. By signs he indicated that he could neither hear nor talk, and all communication with him was by signs or by writing.

About midnight last night he aston-

ished Mr. Deahl by rushing into his office and excitedly exclaiming: "I am the happiest man alive; I can talk again." He explained that a little while before he had received a shock while working on a light. This was followed by an intense pain in the head, but in a few moments he realized that the faculty of speech had been returned to him. He says he lost it over a year ago through illness. His hearing is still affected, but growing better. Today he talked over a telephone for the first time in months.

Walker's story is substantiated by those who have worked with him for a month, they having tested him several times to discover whether he could talk or hear.

CAN'T PAROLE AIRSHIP MAN.

The Governor Cannot Parole W. W. Howard, the Convict Inventor.

Lincoln, Feb. 26.—If W. W. Howard, the convict inventor sent to the penitentiary here from Omaha, succeeds in perfecting his "self balancing" aeroplane, he will have to do so inside the prison walls, as Governor Shallenberger has discovered that under the provisions of the "habitual criminal" law, passed a couple of years ago, he could not parole or pardon this man, did he so desire.

The papers for Howard's parole to an automobile dealer in Omaha were prepared and ready to be signed when the governor happened to think that it might be a good plan to look up the man's record prior to the time of being sent to the Nebraska penitentiary. In doing so he discovered that he had served a term in the Illinois penitentiary, which placed him outside the pale of parole or pardon. However, it is understood here that Omaha capitalists will, with the consent of the state and prison authorities, supply Howard with machinery and material and that he will go on with his work of constructing the aeroplane.

Richards Wins in Convention.

Huron, S. D., Feb. 25.—Following a bitter battle on the floor of the conference lasting until midnight, R. O. Richards was placed in the saddle by the progressives of South Dakota last evening as the chairman of the campaign for Governor Vessey while the Richards resolutions as reported by a minority committee were accepted only in part.

The fight on the floor was spectacular. With the knowledge on the part of many that Richards would be out as a candidate for governor if he lost the fight, as a good to drive them to the last ditch in the attempt to secure harmony, and with bitter personal factions urging the Richards opponents to fight him as a czar, the battle proved a gruelling one. R. L. Semple led the Richards opponents, while C. H. Dillon was leader in the fight for Richards.

The resolutions endorse Taft but take a positive stand against Cannon and Aldrich. They state:

"The dominant issue in the coming campaign is the wresting of control of national legislation from special interests entrenched behind Speaker Cannon of the house and Leader Aldrich of the senate and their supporters. It is not sufficient that a successor be elected who is committed to and is a supporter of progressive principles and pledged to revise the rules which give the speaker his arbitrary power to direct and control all legislation.

"The progressive republicans of South Dakota will support no candidate for congress in the coming primary who does not stand unequivocally on this platform and whose record is not such as to warrant credence in his professions."

PROBE MAIL RATES.

Committee Seeks to Learn Whether Readjustment is Justifiable.

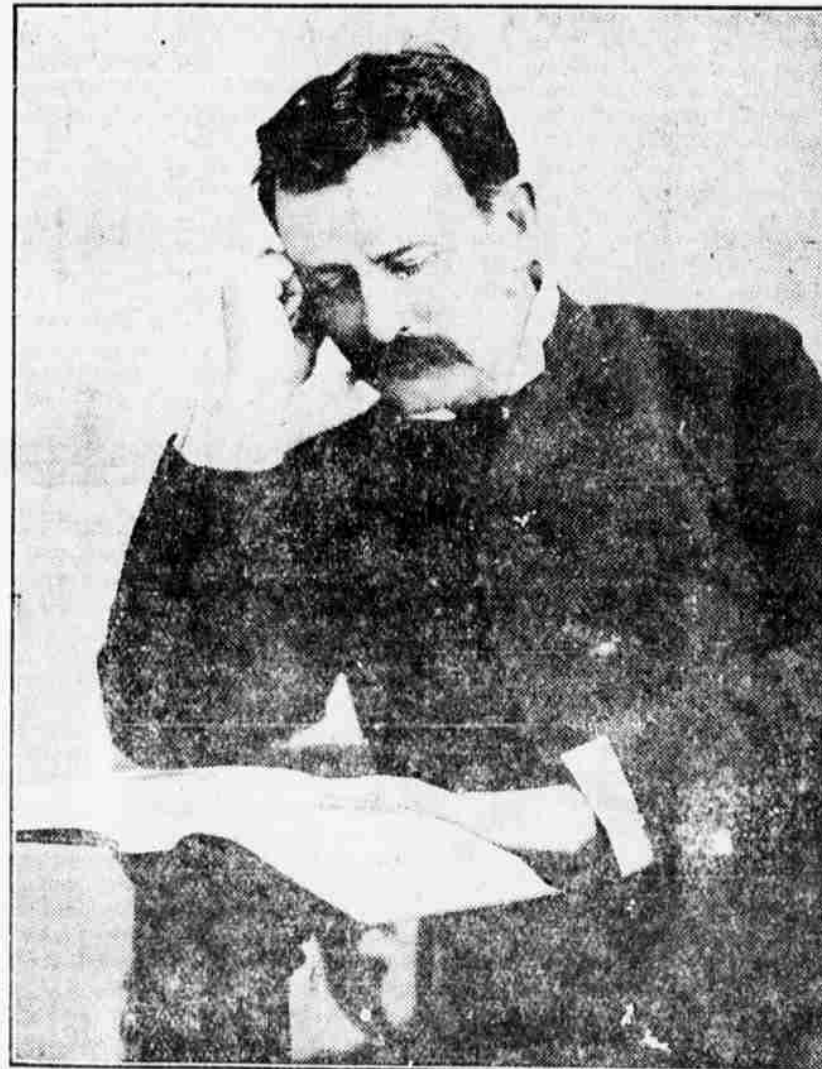
Washington, Feb. 25.—There is to be an investigation of the cost of carrying periodicals and other second class mail material for the purpose of determining whether a readjustment of rates is justifiable.

The house committee on postoffices and post roads will undertake the inquiry next week following the receipt of statements from the postoffice department on the actual cost of handling and transporting second class matter.

Following the reporting of the postoffice appropriation bill to the house a report gained circulation that the committee had decided to do nothing further with the second class mail question at this session of congress. It was stated that too many congressmen appeared to think that this legislative proposition was loaded with dangerous explosives and should be avoided until after the congressional primaries and election.

It transpired today, however, that further inquiry into the question has been agreed upon by the committee. The fact that the postoffice appropriation bill contained no reference to a readjustment of rates on second class matter was responsible for the report that the matter had been dropped. It now appears that it was thought advisable to keep the whole proposition out of the appropriation bill, which, it was feared, might be wrecked by the presence of a Jonah aboard.

The committee decided that it would resume the inquiry upon receipt of a mass of figures Postmaster General Hitchcock is to submit in support of his declarations that carriage of second class matter is responsible for a \$63,000,000 loss to the government. The statement containing these figures is 20,000 words long, and Mr. Hitchcock expects to complete it by the end of this week. A 2,500 word synopsis will be given out for publication February 28.



JOHN BRISBEN WALKER.

the postal year ended March 31, 1909, shows a surplus of \$800,237.53.

Producer and Consumer Kept Apart

I shall undertake to show by a comparison of accepted facts and figures that our whole system is blundering, and worse, and that the suffering caused by our failure to adopt the methods employed by not merely one but by many European countries is a governmental crime of monumental proportions.

Instead of the butter and cheese producer being able to ship directly to the user, as in Germany, in refusing a parcels post we have put the whole army of American consumers into the power of all sorts of combinations that pay the lowest price to the producer and seem to be able to charge any sum to those compelled to buy.

So flagrant has this system become that in the early months of 1910 the high prices of food are ascribed as forcing 3,000 children out of the public schools of Brooklyn to help support their households by child labor.

Fruit in the orchards of New York state has been permitted to rot on the ground because the express charges and the middleman's charges would not leave the cost of packing for the horticulturist.

Cheap Railway Transportation.

Here are a few simple facts to be kept in mind:

First.—In the United States our railways have been able to ship freight for one-fifth of a cent per ton per mile. I believe no European country has been able to equal this cheap rail transportation. As the cost per ton per mile forms the basis for all kinds of freight carried, it would seem that we have a primary advantage.

Second.—The transportation of parcels is like the carrying of letters. It is governed by the law of averages. There are some letters carried by the United States into difficult regions which must cost the government 15 cents. But as the price demanded for hauling letters is regulated by the average haul, so the price for carrying parcels must be based upon the same law.

Third.—The average express haul today is less than thirty-eight miles. This is because trade is largely carried on with those living near by.

Fourth.—If the government carried parcels at even 1 cent a pound it would get the hundreds of millions of packages sent out by the great dry goods houses. This would probably reduce the average haul to twenty miles or less.

Fifth.—The United States government is already equipped with more than 60,000

said:

If congress will repeal its act of monopoly under which the postoffice exercises the right to tax as it pleases I will engage within thirty days to establish a delivery service for mail matter that would put the government out of business by its celebrity and economy.

What, then, is the matter? Why should Canada clear \$800,237.53 a year while carrying periodicals over its vast and sparsely settled territories, while the United States is unable to make a profit even if it charged thirty-two times as much as Canada—so our postmaster general asserts—in fact, has a deficiency of \$18,000,600 while charging upon merchandise sixty-four times as much as Canada charges for periodicals, or 3,000 per cent more than Germany charges for carrying parcels?

More than twelve years ago I called upon Mr. Wanamaker, the then postmaster general, in Washington regarding a postal parcels system. "There are four insuperable obstacles," he said when asked why we could not have what England and Germany had. I looked surprised, and he explained: "The first is the Adams Express company, the second is the American Express company, the third is the Wells Fargo Express company, and the fourth is the United States Express company."

That was a recognition of condition which every citizen must make if he studies the facts.

Millions Lost to the Public.

The Wells Fargo Express company recently declared a 300 per cent dividend. But its stock and that of all the express companies is a small drop in the bucket compared with the losses to the American people through a cumbrous and unscientific system of parcels delivery. My own impression is that \$300,000,000 would not cover the direct loss, while the evils arising from the system cannot be measured.

What price should the government charge for parcels deliveries? I am firmly of the opinion that eventually the government will realize that the rate charged in Germany—one-third of a cent a pound—will be found sufficient. But for the present I would urge the passage of a law making 1 cent a pound the rate for all merchandise, books and periodicals—putting it into one class—and accepting packages up to 200 pounds weight.

A price of 1 cent a pound would