

cause the pungent phrase of Omar sticks in the mind of a commercial traveler, even as in the mind of Lang, who fancies that he likes it because he is Lang, and not because he is human like Omar and the men he addresses.

The Arrow-Head.

The Arrow-Head is an illustrated fortnightly published by students of the university. Mr. Johnson, the illustrator, is an original draughtsman, with a talent for catching a likeness which makes the labels superficial, that all cartoonists tack on their models. This is a busy world, and it takes so little time to get the meaning of a page of pictures, that letter-press is taking a more and more inconspicuous place. The Arrow-Head's models are members of the faculty, doubtless unwillingly, but the students are more interested in them than they are in the president's cabinet, in Bryan, Croker or any other professional model of the minute. Therefore a college magazine illustrator's models are limited to the faculty and his topics to those discussed on the campus. To those who know the university professors and undergraduates, the Arrow-Head is interesting. The effort of the publishers to get out a breezy, pointed periodical is very evident and they demonstrate their success.

A Study of Commerce. The Parcels Post.

I have received a pamphlet containing the two addresses whose titles are printed at the head of this paragraph. "A Study of Commerce" was delivered by Mr. J. C. Stubbs before the National Association of Merchants and Travelers, in Chicago, on August 21, 1900. Mr. Stubbs shows that American enterprise stops short on the coast. We trade with other countries, but foreign ships carry our imports and exports. Americans are keen enough to carry on any business in which there is profit. Only large subsidies from the American people to ship owners can develop United States ship tonnage. Is it worth a subsidy? Under the present conditions the United States is not a rival of England, Germany or France in the ocean freighting business.

In 1807 our foreign commerce was valued at \$246,843,000, ninety-two per cent of which was carried in American vessels. In 1811, through the depredations of British and French cruisers, it had fallen away to \$114,716,800, and the proportion carried in American ships was reduced to eighty eight per cent. In 1814, the last year of the war, the value of our foreign commerce shrank to \$20,000,000 and American ships carried only fifty-four per cent of it. In 1835 our foreign commerce, for the first time, reached the volume of 1807. Since then the tonnage has not equaled the 1807 mark, except for two years. England, which continues the greatest maritime power in the world, developed it, in the first place, by navigation acts, granting subsidies to ship owners. "But, one by one," Mr. Stubbs says, "the protection laws of Great Britain were modified or revoked, in consideration of similar legislation by the United States." Thus England re-established her prestige which the American successes in the war of 1813 had threatened by demonstrating the superior seamanship and marksmanship of the American masters and sailors.

There is no question that the great nations of the past, as Mr. Stubbs says, have commanded the sea. Maritime supremacy was attained by the Babylonians, who were surpassed by

the Phoenicians, whom Carthage rivalled and excelled. After the dark ages, wherein men ceased to travel and trade across seas, Venice and Genoa were the harbors of the Mediterranean. Then Holland, Spain and Portugal controlled the seas. From the middle of the seventeenth century, England has, with occasional threats, done the bulk of the waterway business. Mr. Stubbs believes that the people of the United States should encourage American foreign commerce by passing laws which will entitle the American ship-owner to a subsidy, which will make up to him for going to sea in competition with the English or German sea captains.

If the English can do business at a profit with protected America, there is something deficient in the American captain or ship-owner if he cannot trade, and make money by it, with free-trade England. Subsidies, where the whole people get under one man or corporation and boost, are increasingly repugnant to the American mind. If the ocean carrying business cannot be carried on by Americans, unassisted by their countrymen, as the Englishman is unassisted by his countrymen, I hope the latter will continue to do the business, as he deserves to.

Mr. Lewis B. Boswell of Quincy, Illinois, delivered an address on "The Parcels Post" before this same association. There is no parcels post, proper, in this country, though small bundles, weighing less than four pounds, at rate and of restricted size and content, are carried by the postal service. In England and Germany the rates and admissible packages are as follows:

For parcels not exceeding--		
1 pound in weight.....	6 cents	
2 " " ".....	8 cents	
3 " " ".....	10 cents	
4 " " ".....	12 cents	
5 " " ".....	14 cents	
6 " " ".....	16 cents	
7 " " ".....	18 cents	
8 " " ".....	20 cents	
9 " " ".....	22 cents	
11 " " ".....	24 cents	

In the German Empire the domestic rates and weights applying to Parcels Post are as follows:

For parcels not exceeding 5 kilograms (1 kilogram equals 2 lbs. 3 oz.) or 11 pounds for distances not exceeding 10 geographical miles, 25 pence or.....		6½ cents
Parcels not exceeding 11 pounds in weight, for distances exceeding 10 geographical miles,		12½ cents
Parcels exceeding 11 pounds and not exceeding 110 pounds:		
For the first 11 pounds, 10 miles ...	6½ cents	
For every additional 2 lbs. 3 oz. or fraction not exceeding 10 geographical miles.....	1½ cents	
From 10 to 20 geographical miles.....	3½ cents	
20 to 50 " " ".....	5 cents	
50 to 100 " " ".....	7½ cents	
100 to 150 " " ".....	10 cents	
Over 150 " " ".....	12½ cents	

The prospect of getting and sending bundles from distant parts of the country so cheaply is fascinating. But, after all, we should pay the bill. According to the annual report of the Postmaster-General for 1899, the excess of expenditures over receipts was \$6,610,778. The Parcels Post, therefore, besides bankrupting the express companies, would not pay the government. The small stores in every small town would have to compete still more directly with city department stores.

It is curious that these two addresses should be bound together, the first one advocating subsidies and the second one denouncing a plan which involves the application of the same principle.

The State Federation.

The program of the Federation amounts to a discussion of how to get, and help others get, the most out of

life, by the most practical women of the state—the club women. I look in vain for essays and papers concerning the rise and fall of the Roman Empire, for essays with titles derived from the abstract virtues, for purely literary discussions that are much better left to doctors of literature or to professional essayists. The members of the State Federation are assembling to hear reports of a year's work, and to talk over the prospects and plans of life in Nebraska. An evening is devoted to pottery and to the pictures of the Paris exposition, with illustrations, the latter by Mrs. F. M. Hall, who has just returned from Paris. One afternoon has been divided into musical moments, and talented musicians from Plattsmouth, York, Omaha and Lincoln will demonstrate how they have made life melodious in those cities. On Thursday, the discussions are about woman's work in cooking, home-making, home ethics, and about the school laws of Nebraska. And Miss Alice French's lecture will conclude the Thursday daylight session. On Thursday evening, industrial economics will still be the topic, and on this occasion Mrs Decker of Denver will speak on "Club Revolution."

The good will and sympathy engendered by a state meeting for discussion of ways and means of making life more worth while, and less a drudgery, and in the aesthetic possibilities of music and art in the home is the most important consequence and pleasure of such a gathering. If the papers read and lectures delivered were upon recent discoveries in Pompeii or speculations on the lost arms of the Venus found upon the Island of Milo, the largest part of the value of the meeting would still be preserved. By the perpetual wind that roughens and darkens our skin, by the sun that shines forever in Nebraska, and by the corn that rustles all summer and gives a dash of cribbed lemon yellow to all the stations in Nebraska, we are citizens of the same state. The line is not merely political; sun, wind, prairie, the corn crop, citizenship and membership in the same organization, make Nebraska women members of one family. If they did not meet occasionally, they might forget their essential identity, and Omaha and Lincoln might develop a misunderstanding and antagonisms. Therefore, women of Omaha, Grand Island, York and the other duchies of the state, remember that we meet together in October to recognize our points of contact and to enlarge their number, to deepen our fellowship and strengthen it by new evidence.

Mr. Olney's "Reasons."

Mr. Richard Olney said in a letter to his interested countrymen, explaining why he had made up his mind to vote for Bryan, that "if one citizen may properly withhold his vote, all may, and all the wheels of government be stopped," and that "to decline voting because practically assured that others will vote, is but to give the latter an undue share of political power and to forfeit the right to complain of any abuse." He said, besides, that "The obligations of citizenship are avoided, not performed, by standing neutral in an election," and that "The voting power is a trust which calls for use, and is violated by the neglect to use."

All this sounds very high-minded and patriotic, but just as soon as it was in print, busybodies (there are so many busybodies looking up a man's record about election time) found out that Mr. Richard Olney was not a registered voter from 1896 to 1899, inclusive, and that he had not registered

for this year when he wrote the letter. It is a disappointment to find anyone so sure of himself and his sound and exalted Americanism, so conclusively inconsistent. The party, Mr. Olney says, is worth the immolation, and it is not impossible that the sacrifice may be remembered at an opportune time. A man can do more than die for a cause. He can make himself ridiculous—which is much more than dying, and takes more grit.

The Stotsenburg Fund.

I have received from Mr. Rudge, treasurer of G. A. R. fund, \$36.55, which is the unexpended surplus from the reunion, contributed by Messrs. John B. Wright, O. J. King, Bayard & Guerin, Buckstaff Bros., L. A. Ksenky, H. Wittmann & Co., and Lincoln Drug Co. Contributors by letters are Mr. Charles B. Lewis, late First Lieutenant, First Colorado Volunteers; Mrs O. E. Miller, Lincoln; Laura Carstensen, Leigh, Nebr.; Claude Shankland, Aurora, Nebr., C. A. Phillips, Second Lieutenant, Co. H, Second Regiment, N. N. G., Aurora; Tim F. McCarthy, Aurora; Blanche Marble, Hampton; Kappa Kappa Gamma, Lincoln—\$39.25; total collected, \$936.44.

Correspondents who have received letters concerning this fund are urged to respond immediately. It is only procrastination, and no lack of generosity on the part of Nebraskans, that delays the remittance of a worthy sum to Mrs. Stotsenburg, the widow of the man who made the name of the First Nebraska an inspiration to all soldiers.

A Big Banquet.

President Loubet's banquet to 22,000 mayors of France was a success. Its overseer was a woman. In the land of chefs and caterers, a woman was selected to see that 22,000 men were waited on properly by 20,000 waiters, and that the 4,000 other men, coffee boilers and messengers, responded to the demands of the occasion. Not a French mayor waited for his course, but the eleven miles of guests were served simultaneously, and without an accident or omission, the courses prepared for them by the Republic of France. Behind each table was erected a series of five shelves, and each shelf held a course. Coffee was served hot. Of necessity, everything else was cold. It has long been a reproach, that mankind has not hesitated to address to the sex, that the best dressmakers, the best cooks, the best caterers were men. Surely the president of France resides in the city of most distinguished caterers. Without regard to sex or politics, he selected the individual who could be entrusted with the preparation and serving of a banquet to 22,000 people. This individual chanced to be a woman, and the finish and smoothness of her performance has excited the admiration of at least two continents.

The Absconding Kruger.

Paul Kruger has gone to Europe, taking the money of the Transvaal republic with him. A fugitive is never heroic, but when he flees with money belonging to a bank or to a people, he is inglorious. Quotations from the Psalms can no longer attract sympathy to Kruger. The Boer soldiers, privates and generals, have fought with true patriotism and admirable bravery. But their heroism is not to be confused with Kruger's discretion. Joubert, Cronje and DeWet are heroes. They are great generals whose ability is recognized by soldiers the world over. But this is Kruger's war. If he had not been blind to expediency