

ities intended for export. Authority for it is found in the same Merchant Marine Act of 1920, Section 28. If this be done, we will certainly witness discrimination on foreign railways in favor of goods carried in their own ships. Meantime, what becomes of the principle of equal treatment on railways which we have just insisted China shall mete out to us and others?

We have seen that our State and Federal lawmakers succeeded, on more than one occasion, in ruining many of our railroads and in making most of them unprofitable. They would have brought like disaster to the railroads of the world had their power extended so far.

In the case of shipping, which is between nations, their power does extend beyond our own borders. And for several years Congress has now been engaged in telling other nations that, so far as we can prevent it, they shall neither send their products to us in their own ships nor bring home in their own ships their supply of foodstuffs and other products purchased here.

A greater sense of international decency on the part of our lawmakers, a little more ability to put themselves in the other fellow's shoes, would spare us many mistakes of this kind. For States, as for individuals, enlightened self-interest often resides in the large-natured and generous-minded act, while selfishness defeats itself. And if there be intellectual honesty, which is honesty to ourselves, refusal to allow prejudice or self-seeking to shape our opinions, it is not difficult for the average man to think true when dealing with international questions.

PROGRESS

By CALE YOUNG RICE

Is it a wave we catch at,
To find that it ebbs only to leave
A little foam in the hand,
A little faith, a little dream,
Luring us on to tomorrow?
Or is it a tide that must be taken
To voyage the Universe?

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THE PROBLEM OF THE MAILS

By ALBERT B. ROSSDALE

THE tremendous increase in population of our larger cities presents a difficult problem for the Post Office Department. How to move the ever-increasing volume of mail within the larger cities safely, quickly and at minimum cost is occupying much attention of Uncle Sam's postal officials, for upon the uninterrupted and efficient transmission of mails between the central or main post office and the various branch stations depends the successful operation of the entire postal system.

The railroad and steamship lines carry the mails to and from the large cities and, no matter how great the volume of mail, these carriers operate swiftly and safely. Every large city is a sort of postal clearing house for outside territory; hence, it is just as important to have swift and safe transmission within the cities as beyond. To delay a letter five minutes, if it misses a mail closing or dispatch, may result in a whole day's delay for that particular letter to reach the place to which it is destined. If to Europe, South America or elsewhere, it may result in a week's delay or more.

The problem is most difficult in the densely populated and congested sections where heavy street traffic is an effectual bar to any form or type of mail conveyance. Hauling the mails through the streets was a simple matter in the old horse-and-wagon days; the motor vehicle relegated the horse and wagon to the suburbs and now the motor-vehicle is obsolete for mail transmission. In congested localities there is only one solution and that is sub-surface transportation by pneumatic tubes.