

U. S. MAIL WILL CARRY PARCELS IF NOT TOO BIG

Bourne Law in Effect Jan. 1, 1913, When Department Will Transmit Packages Not Over 11 Pounds.

SIX FEET LIMIT IN LENGTH AND GIRTH

Innovation Requires Postmasters to Purchase New Equipment; Additional Clerks Also Required.

BEGINNING January 1 the United States postoffice department will undertake the delivery of packages weighing not more than eleven pounds and measuring in length and girth combined not more than six feet. This innovation begins with the parcels post law goes into effect on January 1, 1913. Preparations are being made to handle the heavy increase in business which is expected in every postoffice in the country.

Postmaster A. L. Thomas of Salt Lake City has been authorized to add whatever equipment for the handling of the business that he considers necessary. He will increase equipment and extra clerks as rapidly as the increase of business warrants it.

The new system will go into effect all over the country, in every postoffice on every rural city and railway mail transportation route. Every precaution will be taken by the postoffice department to insure no interruption of the usual dispatch of the mails. All postmasters, superintendents, inspectors and other officials have been notified to familiarize themselves with the workings of the system in order that it may be efficient from the very start.

A parcel post guide and a map will be supplied to any one who sends a money order for 75 cents to the chief clerk of the postoffice department, Washington, D. C. With these senders can immediately ascertain the rate between any offices in the United States. However, for those who will have only an occasional package to send the rate can be found by having them weighed at any office or substation.

Get Special Stamps.

For the present, at least, packages for the parcels post will only be accepted either at the main office or the branch stations. They should not be mailed in any of the package mail boxes now in use on the city streets. It is also necessary that they shall have upon them the return address of the sender and that they shall be stamped with the special stamps which will be put on sale for the use of the parcels post. Ordinary postage will not be accepted and if used packages on which they are placed will be "held for postage" just as if there were no stamps upon them.

It is expected by postoffice authorities that these requirements will cause some inconvenience and delay for a time, until the public becomes accustomed to the new system. To avoid delay and disappointment in delivery it will be well for senders to remember these points in mailing fourth-class matter.

In effect the parcels post really means that the government will increase the weight limit on fourth-class matter, include some articles that were not included heretofore and establish a zone rate system for delivery instead of the present flat rate system. The United States has been divided up into 3500 postal units, each of which is thirty miles square, the sides being parallel with the lines of latitude and longitude. Each of these units is the center of eight zones, which cover the entire United States. All postoffices within a given unit will have the same rates to the various zones.

Map Shows Zones.

The accompanying map will best explain the zone system. On it the zones which include all the states west of the Rocky mountains are shown. The rate in the first zone, embracing all territory within fifty miles of Salt Lake, is 5 cents for the first pound and 3 cents for each additional pound.

In addition to this there is a local rate, effective within the limits of the carrier service and rural delivery from the Salt Lake office of 5 cents for the first pound and 1 cent for each additional pound.

This, however, applies only to city delivery and the rural routes from this office.

With the advent of the parcels post the postoffice department, now the largest single business enterprise in the world, with 69,000 postoffices, 285,000 employees, 425,000 miles of rail, boat and star routes, 1,000,000 miles of rural routes, and receipts and expenditures of more than a quarter of a billion dollars a year, is expected to experience a large increase of business.

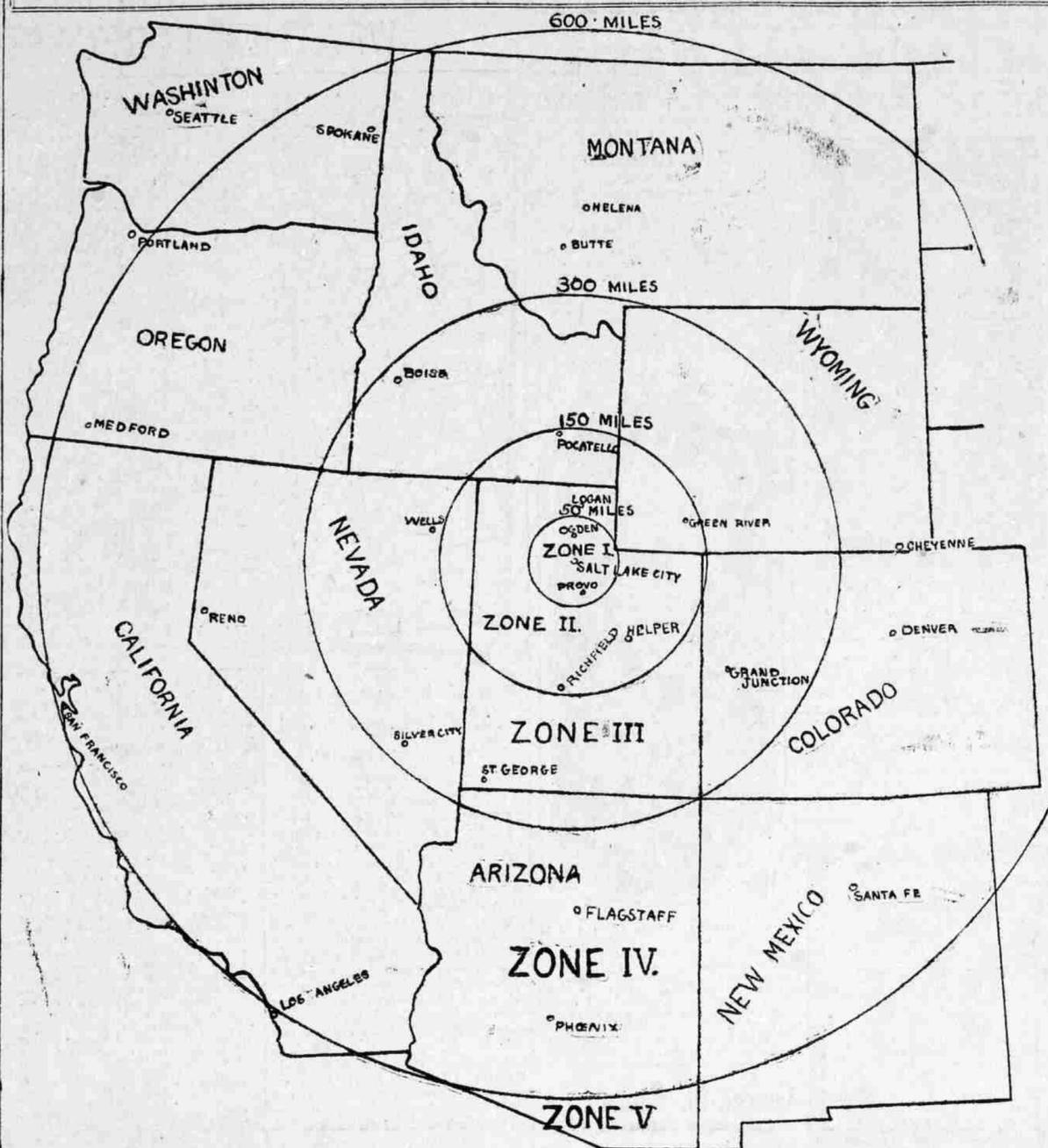
Already express companies have announced that they will compete with parcels post rates, but, according to Senator Jonathan Bourne, Jr., the author of the parcels post law, it is not the intention of the government to underbid the express companies, but to place the rates at such a figure that the postoffice department may "get a considerable share of the business in competition with other means of transportation."

The parcels post is expected to be especially popular in the west. Out here there are many small towns and villages that have postoffices, but which are without express facilities. Through the parcels post they will have the means of transporting and receiving many small articles which were heretofore barred from postal service.

It will mean the establishment of express services for packages up to and including eleven pounds in weight in every city, village and hamlet in the United States that is large enough to have a postoffice.

Furthermore, express companies do not attempt to deliver packages in the rural districts. With the existence at

Zone Map Used to Ascertain Parcels Post Rates



RATES OF POSTAGE

Parcels weighing four ounces or less are mailable at the rate of 1 cent for each ounce or fraction of an ounce, regardless of distance. Parcels weighing more than four ounces are mailable at the pound rate, as shown by the following table, and when mailed at this rate any fraction of a pound is considered a full pound.

Weight	1st Zone		2d Zone	3d Zone	4th Zone	5th Zone	6th Zone	7th Zone	8th Zone
	Local Rate.	Zone Rate.							
1 lb.	\$0.05	\$0.05	\$0.06	\$0.07	\$0.08	\$0.09	\$0.10	\$0.11	\$0.12
2 lbs.	.06	.08	.10	.12	.14	.16	.19	.21	.24
3 lbs.	.07	.11	.14	.17	.20	.23	.28	.31	.36
4 lbs.	.08	.14	.18	.22	.26	.30	.37	.41	.48
5 lbs.	.09	.17	.22	.27	.32	.37	.46	.51	.60
6 lbs.	.10	.20	.26	.32	.38	.44	.55	.61	.72
7 lbs.	.11	.23	.30	.37	.44	.51	.64	.71	.84
8 lbs.	.12	.26	.34	.42	.50	.58	.73	.81	.96
9 lbs.	.13	.29	.38	.47	.56	.65	.82	.91	1.08
10 lbs.	.14	.32	.42	.52	.62	.72	.91	1.01	1.20
11 lbs.	.15	.35	.46	.57	.68	.79	1.00	1.11	1.32

the present time of a comprehensive rural free delivery service it will mean little added effort to the government to provide free delivery service to the farmer who has package mail.

Boon to Farmers.

With the present widespread use of the telephone in the country districts it will be possible for the farmer to telephone to the nearby city in the afternoon for whatever he or his household may need, and when the rural carrier comes around next morning the goods will be brought to his door and he will save the time and expense of a trip to the city. It will be another factor in linking the rural and city life together.

The rate for such service will be very low. It will come under the "local rate," which is 5 cents for the first pound and 1 cent for each additional pound. Thus an eleven-pound package would cost only 15 cents for local mailing, either in the city or on the rural routes.

This innovation is also expected to make a considerable change in the city delivery systems. Where a small merchant now maintains a more or less expensive delivery system he can, under parcels post, turn his delivery service over to the government, and in many instances affect a considerable saving by so doing. Often a concern

has a considerable number of small packages to be delivered in all parts of the city.

Under such conditions the overhead cost of delivering is large and eats up considerable profit. With the entire parcel post service under the control of government facilities for delivery at his disposal for very reasonable rates he can have the goods delivered for small sums ranging from 5 to 15 cents.

When the advocates of a parcels post law became strong there was a national-wide cry from the "small merchant," who declared that the system would cause the ruin of his business. He urged that the big concerns in the centers of trade, with the enormous buying facilities, would underbid his prices and drive him out of business. On the face of it this appeared to be a serious objection. But the law as enacted looks after this feature and undoubtedly will prevent such a monopoly.

Protects Small Dealer.

By dividing the country up into zones, with increasing rates for the distance the goods are hauled, similar to the express company tariffs, the "little fellow" profits more by the parcels post than the big merchant. Let us suppose that someone in Provo receives a ten-pound package from a mail order house in Chicago. Provo

would be in the sixth zone from Chicago. Refer to the rate table and you will see that the mail order house would have to pay 91 cents postage on such a package. For the Salt Lake merchant Provo would be in the first or fifty-mile zone. The postage for the Salt Lake house on the same package would be 32 cents, or a little more than one-third the cost to the Chicago house. In this way the zone feature takes care of the small merchant and prevents a monopoly by mail order stores.

In general those who have studied the parcels post law as enacted are enthusiastic over its possibilities, because it really means the enlargement of the facilities of the world's greatest and most comprehensive delivery system. It will help the farmer, it will help the urbanite, it will help the merchant and further it is expected to bring a neat profit into the coffers of the postoffice department and provide healthful competition with express companies, thereby tending to keep the rates on small packages at equitable figures.

The parcels post is now in successful operation in more than forty countries throughout the world.

The American system is a modification and combination of the best features of each of these, with others especially adaptable to this country.

After it has been given a thorough trial and whatever minor defects it may have are remedied, it will very probably prove an excellent improvement in American transportation facilities.

HOW TO MAKE PARCELS POST MAP

Take any ordinary map of the United States (or, if you prefer, of a group of states within which you live) and locate your home city. With a drawing compass find the fifty-mile distance on the scale which is printed on the map.

Setting the compass at this distance for a radius, with the dot of your town or city as a center, draw a circle. Then you will have the limits of the fifty-mile zone in which you live. By doing the same on the limits of the other zones you will have a complete zone map for use in the territory in which you live.

To use it locate on your map the city or town to which your package is going. Ascertain what zone it comes in. Then consult the "Rates of Postage" table. By weighing your package you can tell what the amount of the required postage is. If the package is to be delivered within your own postoffice limits use the local rate column.

In case you find the city to which you wish to address a parcel is very closely located to one side of the other of one of your zone lines, inquire at the postoffice regarding the rate to that place.

Talleyrand could write a short letter. When a woman writes to inform him of the death of her husband, he simply replied: "Chere marquise, hélas." And among official dispatches there is that of Sir George Walton, who, after an engagement with the Spanish fleet, wrote: "Sir: I have taken or destroyed all the Spanish ships as per margin, Yours, etc." And a later instance was the complaint of Cecil Rhodes that Dr. Jim had upset the apple cart.

Facts About the New Parcels Post

The new parcels post goes into operation January 1, 1913.

Perishable articles such as butter, lard, fruits, berries, and dressed fowls may be sent short distances.

Books and printed matter are included in the first class and may not be sent.

The weight limit will be eleven pounds. To find the size limit, take a piece of string 7 1/2 inches long and wind it once completely around the parcel and then across the top lengthways. If the ends of the string reach the sides of the parcel it comes under the limit.

Fresh meats may be sent only in the first zone (50 miles).

The following may not be sent: Intoxicating liquors, poisons, matches, explosives, firearms and live poultry.

Books and printed matter are included in the first class and may not be sent.

The weight limit will be eleven pounds. To find the size limit, take a piece of string 7 1/2 inches long and wind it once completely around the parcel and then across the top lengthways. If the ends of the string reach the sides of the parcel it comes under the limit.

The country is divided into eight zones and each zone into units. From the Salt Lake unit parcels may be sent to any office in the first zone, or up to fifty miles in any direction, for 5 cents for the first pound and 3 cents for each additional pound up to eleven pounds.

The second zone includes postoffices from 50 to 100 miles from Salt Lake. The rate is 6 cents for the first pound and 4 cents for each additional pound.

The third zone is from 100 to 150 miles; rate, 7 cents and 5 additional.

The fourth zone is from 150 to 200 miles; rate, 8 cents and 6 additional.

The fifth zone is from 200 to 300 miles; rate, 9 cents and 7 additional.

The sixth zone is from 300 to 400 miles; rate, 10 cents and 8 additional.

The seventh zone is from 400 to 500 miles; rate, 11 cents and 9 additional.

The eighth zone is all over 500 miles; rate, 12 cents and 9 cents for every additional pound.

One of the big pieces of construction work accomplished by the Campbell Building company is the Salt Lake county infirmary at La Grande, Or. In all of its undertakings the concern has been highly successful and has given complete satisfaction.

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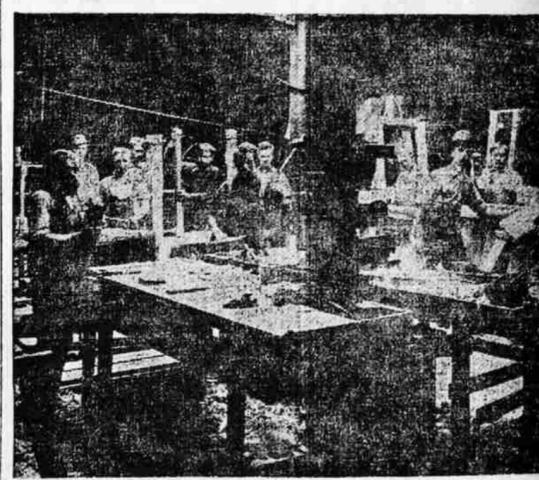
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SALT LAKE CABINET & FIXTURE COMPANY



As attesting the splendid quality of work done by the Salt Lake Cabinet & Fixture company, Kasper J. Fetzer points to construction recently done by his firm for the National City bank, for the dry goods department of the Z. C. M. I. in this city, for the Tree Mountain State bank at Tree Mountain, and for the Richfield Commercial & Savings bank at Richfield.

With office and shop located at 27 Richards street, Salt Lake, and business telephone connection Washburn 3215, the Salt Lake Cabinet & Fixture company is general contractor for and manufacturer of bank, office and store fixtures, wall cases, shelving, counters, showcases, church furniture, mercantile refrigerators and all other such equipment. So rapidly has the business of the company grown that double the number of men were employed during the past year as compared with the number of employees kept at work in 1911. In fact, the present quarters have become altogether too small and early removal to a more commodious location will be absolutely necessary. Mr. Fetzer says that the business has doubled in each succeeding year of the firm's existence. It is one of the special points observed by the company is to pay special attention to plans sent from outside points. Industrial furniture, cabinet work, fixtures and fine hand-carving work. This department a constantly enlarging business is being built up. Mr. Fetzer says the company is especially equipped to figure on jobs of any size, large or small, especially inviting correspondence from those desiring the finest work to be had in its particular line of construction.

The Salt Lake Cabinet & Fixture company is a member of the Manufacturing association of Utah, and is approved that organization as one of the leading and thriving home industry concerns in the state. The company's management thoroughly believes in the support of home industries, not only for its own benefit, but for the benefit of the entire United States. Through having followed a course consistent with this idea, the firm's business is doubling every year, supplying proof that this is the best method to be pursued.

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