

REASONS FOR PARCELS POST

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

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.

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

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 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 \$23,000,000 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.

Finally, at what price will experts agree to move parcels twenty miles? No; let us make the figure large enough and say 500 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

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 all into one class—and accepting packages up to 200 pounds weight.

A price of 1 cent a pound would be 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 a 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 experience. We know that more than \$32,000,000 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 \$32,000,000 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 cumbersome 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 3 1/2 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 break 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 rates 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.

CHARLIE TAFT'S SKILL

President's Youngest Son Enjoys Long Runs on His Snowshoes.

Charlie Taft, the president's youngest son, spends every moment of his spare time outdoors these days, with the result that he is one of the strongest and healthiest looking boys for his age in the country. Charlie is attending his uncle's school at Watertown, Conn., but the president insists that he have plenty of time for outdoor exercise. The boy is extremely fond of all outdoor sports, but especially en-



CHARLIE TAFT ON SNOWSHOES.

joys a long run on snowshoes, and he has become quite an expert in their use.

Almost every day young Taft can be seen on snowshoes taking a run of several miles through the country surrounding the school. He considers this sport even more exhilarating and enjoyable than skating or sleighing.

EQUINES' HARD LOT.

Much Suffering Among Horses in the Cities This Winter.

So far this has been a hard winter for horses in the large cities. In New York alone one day recently after a heavy storm more than a hundred fine animals falling and injuring themselves so that they had to be shot. Let it come good freezing weather after a rainstorm and the asphalt pavements are as slippery as the surface of a skating rink, and even the best shod equines find it impossible to keep their feet at times.

Brutal drivers, who blame their poorly shod animals every time an accident of this kind happens, are being haled to court in large numbers, where they are fined and cautioned, and man's faithful servant is otherwise being protected by pedestrians in the cities this winter. Of course most owners and drivers go to no little expense to make it easier for their horses to navigate on slippery pavements and not only keep them well shod, but use the new devices that are on the market for this purpose. One of these non-



ONE OF THE NON-SLIP DEVICES FOR HORSES.

slip inventions is made of chains and goes over shoe and hoof. It is an idea borrowed from the non-skid tires of the automobile and is said to give the horse a perfect foothold on the most slippery street.

Recently in Pittsburg Mrs. George Westinghouse's sympathy was deeply aroused over the plight of two dead some Percherons hitched to a truck that had fallen on the icy asphalt. She at once purchased several hundred non-slip devices and presented them to every driver who cared to take the trouble to adjust them on the feet of their animals.

The Order Pleased the Cook.

The following story is told on a missionary of the China inland mission, a bachelor keeping house for himself in the southern part of China: One morning in ordering his dinner he wished to tell his cook to buy a chicken. Instead of saying "ye" for chicken he aspirated the word, saying, "Buy me a che." His cook thought that was an eminently proper command and went about his marketing in high good humor. At noon the missionary found no chicken cooked—in fact, no dinner at all, for his cook had not returned. About dark the man came back, saying: "This was not a good day for buying wives, and I have been all day looking for one, but at last I found one for you. She is rather old and not pretty, but you can have her cheap. I have promised \$40 for her."

Browning.

Browning lent Lord Coleridge one of his works to read, and afterward, meeting the poet, the lord chief justice said to him: "What I could understand I heartily admired, and parts ought to be immortal. But as to much of it I really could not tell whether I admired it or not, because for the life of me I could not understand it." Browning replied, "If a reader of your caliber understands 10 per cent of what I write I think I ought to be content."

Exchange of Courtesies.

One of the keenest of journalists and wits, Moritz Gottlieb Saphir, had the better of the irate stranger against whom he ran by accident at the corner of a street in Munich. "Beast!" cried the offended person without waiting for an apology. "Thank you," said the journalist, "and mine is Saphir."

The Thorn.

Caller—How pleased you must be to find that your new cook is a stayer! Hostess—My dear, don't mention it. She's a stayer, all right, but unfortunately she's not a cook.—Boston Transcript.

Cruel.

Jess—He said my face was a poem. Bess—It is—like one of Browning's. Jess—How do you mean? Bess—Some of the lines are so deep.—Cleveland Leader.

Criticism often takes from the tree caterpillars and blossoms together.—Richter.

Sheriff's Sale.

James A. Freeman, plaintiff, vs. Carl Stangne, defendant. To be sold at sheriff's sale, on the 11th day of April, 1910, at 10:30 o'clock a. m., at the premises described in Chouteau county, state of Montana, the following property, to-wit: All the right, title and interest of defendant, Carl Stangne, in and to that certain piece of parcel of land situate in the northerly part of the southwest quarter of the northeast quarter of section twenty-five (25), township twenty-seven (27) north of range sixteen (16) east, in Chouteau county, Montana, marked as follows: Commencing at a monument of stones with post marked C. S. N. W. Cor., thence south forty rods to a monument of stones with post marked C. S. S. W. Cor., thence east forty rods to a monument of stones with post marked C. S. S. E. Cor., then north forty rods to a monument of stones with post marked C. S. N. E. Cor., thence west forty rods to place of beginning, together with all of the improvements thereon or thereunto belonging. GEO. HICKLE, Sheriff. Dated Fort Benton, Mont., March 21, 1910. First publication March 22, 1910.

DEPARTMENT OF THE INTERIOR, GENERAL LAND OFFICE, Washington, D. C., January 18, 1910.—Notice of restoration of public lands to settlement and entry.—Notice is hereby given that the Secretary of the Interior has vacated departmental order of withdrawal in so far as the same affects the withdrawal for irrigation purposes under the act of June 17, 1902 (32 Stat., 388), for use in connection with the Milk River Project, Montana, of the following described lands in the State of Montana, and by his authority such said tracts as have not been heretofore finally restored and are not otherwise withdrawn, reserved or appropriated, will be subject to settlement under the public land laws of the United States on and after April 18, 1910, but shall not be subject to entry, filing, or selection until May 18, 1910, at the United States land office at Great Falls, Montana, where being presently given that no person will be permitted to gain or exercise any right whatever under any settlement or occupation begun after January 4, 1910, and prior to April 18, 1910, all such settlement or occupation being forbidden: Montana Principal Meridian. T. 20 N., R. 1 E., all Secs. 1, 2, 3, 4, 13, 14 to 23 and 25 to 36 incl. T. 20 N., R. 2 E., all Secs. 1 to 12 incl. N. 1/4 Sec. 13; all Secs. 14 to 18 incl., all Secs. 25 to 28 incl., S. 1/4 Sec. 29; S. 1/4 Sec. 30; and all Secs. 31 to 36 incl. T. 20 N., R. 3 E., all Secs. 1 to 12 incl. T. 20 N., R. 4 E., all Secs. 1 to 10 incl., Secs. 12, 13 and 27 to 34 incl. T. 20 N., R. 5 E., all Secs. 5 to 8, 15 to 22 and 25 to 36 incl. T. 20 N., R. 6 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 6 E., all Secs. 1 to 5 and 25 to 36 incl. T. 20 N., R. 6 E., all Secs. 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36 incl. T. 20 N., R. 7 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 8 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 9 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 10 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. 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T. 20 N., R. 157 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 158 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 159 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 160 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 161 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 162 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 163 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 164 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 165 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 166 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 167 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 168 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 169 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 170 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 171 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 172 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 173 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 174 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 175 E., all Secs. 1 to 12 incl., and Secs. 35 and 36. T. 20 N., R. 176 E., all Secs. 1