

**OFFICIAL PARCEL POST MAP.**  
This map is for use only in unit No. 1071, in which the city of Washington is located.  
Numbered squares represent units of area; circles indicate boundaries of zones.

## FIXING RATES UNDER PARCEL POST SYSTEM

Government Goes Into Business of Transmitting Merchandise Through the Mails.

### NEW LAW FULLY EXPLAINED

Country Divided Into Zones and Units for Purpose of Fixing Charges for Carriage—No Package Weighing More Than Eleven Pounds Is Mailable—Anything Properly Wrapped Which Will Not Injure Other Mail May Be Sent.

By EDWARD B. CLARK.

With the coming of the New Year the United States government will enter into a new field of enterprise—the transmittal of merchandise by what is known as the parcel post. For years there has been a demand for such a system of inexpensive transmittal of packages. The camps of favor and disfavor of the parcel post scheme have been about equally divided. Finally at the last session of congress a bill was passed which will put the plan into operation, but only it must be said in little more than an experimental way.

It is the intention of Uncle Sam to move rather slowly in the parcel post matter. He wants to find how popular it will be, how much it will cost the government, and whether there is to be a profit or loss at the end of each year. If it is found that the plan is successful from the point of view of the people, which means the government also, the parcel post will be extended until finally it reaches the proportions which its proponents say they believe it is destined to assume.

**Zone System Explained.**  
It is no exaggeration to say that thousands upon thousands of inquiries have been made of the postmaster general as to just what the parcel post will mean to the people. It was the law of congress establishing the system which made provision for a division of the country into zones and into 35,000 units which are to be used as centers in describing the circles which mark the boundaries of the zones. There has been no clear understanding, apparently, of this zone system, but really it is a very simple matter.

The accompanying map shows the country divided into zones from the unit in which Washington is situated, as the center. Accompanying the map is a table showing the rate of postage per pound for parcels from Washington to places within all the zones.

Each unit contains an area thirty miles square. Now each unit is a center from which the zone is drawn and so every unit in the country no matter where it is situated will have zones drawn from it just exactly as Washington has them drawn from it. For instance, take Keokuk, Ia., which is in a unit in the fifth zone. From that unit are drawn circles exactly as they are drawn from Washington and they will be numbered from Keokuk as number one, just as they are numbered from Washington as number one. Of course, however, zone six will have a different geographical position as related to Keokuk than it has as related to Washington, but as the radius of the circles drawn from Keokuk is the same length as the radius of the circles drawn from Washington, Keokuk's zone six will be just as far from its center as Washington's zone six is.

**How Rates Are Fixed.**  
It can be seen from this readily enough that the postal rates from Washington to its particular zone will be the same as the postal rates from Keokuk to its particular zones. Each unit being about thirty miles square will of course contain in most cases a number of postoffices, but each office in the same unit is considered as being the center of the circles from

**RATES OF POSTAGE**  
Parcels weighing four ounces or less are mailable at the rate of one 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.

Wt. Lbs.	1st zone	2d zone	3d zone	4th zone	5th zone	6th zone	7th zone	8th zone
1---	\$.05	\$.05	\$.06	\$.07	\$.08	\$.09	\$.10	\$.12
2---	.06	.08	.10	.12	.14	.16	.19	.24
3---	.07	.11	.14	.17	.20	.23	.28	.36
4---	.08	.14	.18	.22	.26	.30	.37	.48
5---	.09	.17	.22	.27	.32	.37	.46	.60
6---	.10	.20	.26	.32	.38	.44	.55	.72
7---	.11	.23	.30	.37	.44	.51	.64	.84
8---	.12	.26	.34	.42	.50	.58	.73	.96
9---	.13	.29	.38	.47	.56	.65	.82	1.08
10---	.14	.32	.42	.52	.62	.72	.91	1.20
11---	.15	.35	.46	.57	.68	.79	1.00	1.32

\*For a full explanation of the rates of postage in the First Zone see the Parcel Post Guide.

which the zones are drawn. The rates of postage are fixed from the unit in which the sending postoffice is situated, but the price to every place in any zone is just the same. To illustrate, it will cost exactly the same amount to send a parcel from Washington to Erie, Pa., that it costs to send it to Atlanta, Ga., because Erie and Atlanta with reference to Washington are situated in the fourth zone. The rates therefore are fixed from the unit in which the postoffice is located, but they are the same from that office to any point in any one zone.

It will be seen by reference to the table of rates of postage that it will cost more per pound to send a package a long distance than it does to send it a short distance. The rate increases for a package weighing one pound at the rate of one cent for each zone. No package weighing more than 11 pounds can be sent under the new parcel post law. It should be said right here that on the long hauls the parcel post may not be able to compete with the express companies, but that on shorter hauls it can so compete. It was the expressed desire of the legislators and of the postoffice officials that the parcel post system should be made of particular use to persons having farms and factory products to transmit to customers. It is probable that producers must study the rates of postage and the convenience of transmittal and compare them with the cost and convenience under present methods before individually a man can determine whether he is to profit or not by the change. Then there is another thing to be considered and which only can be known definitely when fuller regulations have been made to specify exactly what kind of things can be sent by parcel post. It can be said in a general way that anything can be sent which is properly wrapped and which will not injure other mail matter with which it may come in contact.

**Copy Foreign Countries.**  
It is probable that the government will adopt a means of transportation for certain kinds of its merchandise much like those which have been adopted in parcel post countries abroad. What the English call hamper, basket-like arrangements, probably will be adopted, and as these can be kept separate from the ordinary mail matter it is believed that the regulations as finally adopted will allow the sending of eggs, butter, dressed poultry, live poultry, honey, fruit, and other products of the country.

The 11-pound limit for a single package may work at first against any very extended use of the parcel post for some of the articles which have been named. Of course, more weight can be sent if it is sent in different parcels, but the cost in that case would be heavier because the increase per pound on a single package is not great up to 11 pounds, and probably it would increase at no greater rate if the government were to raise the limit of weight which is now fixed. To make it simpler, it will be fixed. To make it simpler, it will be fixed. To make it simpler, it will be fixed.

er single package to be carried and should charge in proportion just what it does now for one package of 11 pounds weight.

Every postmaster in the United States will have a parcel post map like the one which is here reproduced except that the zone lines will be shown with the unit of his postoffice as a center. All that a postmaster will have to do when a parcel is presented for transportation is to find out in what zone the destination of the package lies. His table will show him instantly the rate per pound from the unit in which his postoffice lies to the zone of the package's destination, the price as has been explained before, to every postoffice in any one zone being the same. The parcel post will take nothing but fourth-class matter. Printed matter is still in the third-class designation. Therefore books cannot be sent by the parcel post system. This the postoffice authorities seem to think is in a way unjust and may work a hardship. It may be that in the future the law will be changed so as to include all printed matter. It seems to be certain that an attempt will be made to bring about this change as speedily as possible.

**Must Bear Stamp.**  
Postmaster General Hitchcock has ordered that parcel post packages cannot be accepted for mailing unless they bear a distinctive parcel post stamp and have attached to them the return card of the sender. A series of distinctive stamps is now in course of preparation for this class of mail as required by the law creating the parcel post system. Consignments of these stamps will be ready for shipment to all postoffices in ample time for the establishment of the new system on New Year's day.

The postoffice department has given instruction to every postmaster in the country to enlighten his patrons as much as possible on the general subject of the parcel post and especially on the use of the special stamps and the necessary attachment of the return card. The law mailed after January 1, 1913, without parcel post stamps attached shall be treated as "held for postage" matter. Parcel post packages will be mailable only at postoffices, branch postoffices, lettered and local named stations, and such numbered stations as may be designated by the postmasters.

It has been announced by Postmaster General Hitchcock that nearly 70,000 scales will be required for use in the parcel post system which is to go into effect January 1st. He has accordingly authorized the issuance of bids for that number. Two hundred of the largest postoffices and their branches will be supplied with automatic springless scales. The next class of offices, numbering about 10,000, will be given high grade beam scales, while the four class offices, numbering about 55,000, will be furnished with the best spring balances obtainable, each having a capacity for twenty pounds. These scales will be used by postmasters to determine the amount of postage required on parcel post packages. The fact that many of the postoffices of the country are

now furnished with scales of a limited capacity makes it necessary for the postmaster general to make this very large purchase of scales capable of taking care of the parcel post business. It is understood that this will be the largest single order ever placed for scales.

**Rate on Seeds Not Affected.**  
It should be said that the act of congress which puts a parcel post plan into operation does not in any way affect the postage rate on seeds, cuttings, bulbs, roots, scions and plants as fixed by section 482 of the postal laws and regulations.

The classification of articles mailable as well as the weight limit, the rates of postage, zone or zones and other conditions of mailability under the act of congress, if the postmaster general shall find on experience "that they or any of them are such as to prevent the shipment of articles desirable, or shall permanently render the cost of the service greater than the receipts of the revenue therefrom, he is hereby authorized, subject to the consent of the interstate commerce commission after investigation, to reform from time to time such classification, weight limit, rates, zone or zones or conditions, in order to promote the service to the public or to insure the receipt of revenue from such service adequate to pay the cost thereof."

Through many years different members of the house and senate have been interested in promoting parcel post legislation. Among the men most active in securing the legislation which soon is to go into effect as law are Senator Jonathan Bourne of Oregon, Representatives David J. Lewis of Maryland and William Sulzer of New York, who has just been elected governor of that state.

To ascertain conditions surrounding the establishment of the parcel post system in places differing widely in size, climate and industries, Postmaster General Hitchcock recently summoned to Washington, to confer with the special parcel post committee, the postmasters of five typical offices. They are William H. Davis, Pittsburg, Pa.; Daniel T. Gerow, Jacksonville, Fla.; M. H. Joster, Wilmington, Del.; E. M. C. Quimby, Suffolk, Va., and Henry N. Bradley, Charlestown, W. Va.

**Confer With Postmasters.**  
The postmasters of the five largest offices in the country have already appeared before the committee, so Pittsburg was represented as being a large first class office, though smaller than any of the greater five, and as being the center of a tremendous manufacturing area. The postmaster of Pittsburg reported that the board of trade of that city has a special parcel post committee, working toward bringing the consumer and producer nearer to each other by the new system. He also said that many of the merchants are planning to have their city deliveries made by parcel post.

Wilmington, Del., represented a large farming and manufacturing district, with its mail connections close with Philadelphia, one of the largest offices. Jacksonville is the largest office in Florida, and the outlet for all the mail of the state. It is peculiar in having a special increase of force in winter, the tourist season, and the postmaster said that it was expected that travelers would use the parcel post extensively in sending home five and ten-pound packages of fruit.

Suffolk, Va., and Charlestown, W. Va., are both very small second class offices, one in the tide-water district, with large truck interests; the other far inland in an orchard country, with diversified farm products. The postmasters of both offices reported great interest in the parcel post, and said that they had continual inquiries regarding its scope.

From these postmasters the committee was able to glean a great amount of valuable information, which, added to that gained from the recent hearings in Maryland, puts it in a position to plan the details of the service to the greatest advantage of the producing farmer.

**Give Him Time.**  
"You're a pretty old man to be beginnin'," said the lady to the man at the back door.  
"Yes, ma'am," replied the man with his hat in his hand.  
"Have you been beggins all your life?"  
"Not yet, ma'am."

## LIVE STOCK



### ESSENTIAL FOR DRAFT HORSE

Important That Animal Should Walk Four Miles an Hour With Load and Without Tiring.

A draft horse does most of his hard work at the walking gait. It is therefore important that he should be able to walk fast without tiring. He should be able to walk four miles an hour with a load. If his feet are deformed in any way, whether it be by disease or hereditary, he cannot do his best work.

The soles of the feet should turn up and show the shoes plainly as the horse moves away from the observer.



Feet of Draft Horses.

No. 1. Hoof showing prominent "frog," uncut "bars," strong walls and cupped sole.

No. 2. Distortion of hoof caused by acute founder.

The feet should be lifted quickly and evenly, and be set down squarely and firmly.  
The hoofs should be ample in size, sound, smooth and symmetrical in shape. The hoof is a continuation of the skin of the parts above. The color of the skin decides the color of the hoof. Color counts for little, however, if the hoofs are of poor shape and texture. The horn should be slightly cupped, not flat or bulging; the frog large, elastic, healthy and without a deep cleft; the bars prominent. Poor fore feet are one of the commonest and most serious faults in draft horses.

### PURE BREDS VERSUS SCRUBS

Mongrel Is Excellent Hunter, but Will Not and Cannot Make Money for its Owner.

The pure-bred animal is not one that will make good on poor feed and care. The scrub will beat the pure bred every time when it comes to "rustling" its own way. But the scrub will not and cannot make money for its owner. And right here is where the pure bred excels itself.

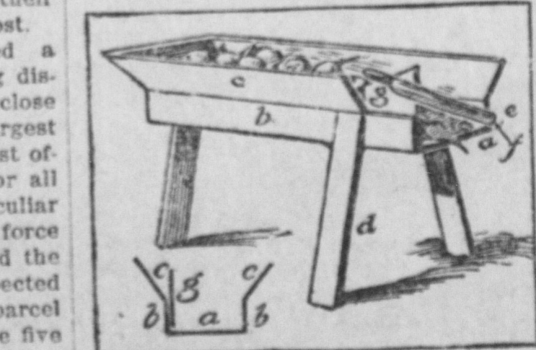
He has the capacity which the scrub has not. Give the pure-bred animal good feed and care, and he will make money, and do it quickly. At least three crops of pure-bred beef animals can be turned out ready for market to every two crops of scrubs or grades.

Grades make money for their owners sometimes, but the amount and the quickness with which results are obtained are in direct proportion to the infusion of pure blood, which makes the grades and better than scrubs.

### ROOT CUTTER IS ESSENTIAL

Implement Shown in Illustration Found Satisfactory in Preparing Food for Live Stock.

Having several tons of carrots and beets to feed to stock, I found it quite a job to cut them with a knife, so I made a root cutter as illustrated, which has given much satisfaction. I made a box, with three sides, of inch boards, three feet long. The bottom board, a, is eight inches wide and the side boards, b, which rest on it, are four inches wide. The top boards, c,



Home-Made Root Cutter.

six inches wide, are fastened at an angle to the side boards, writes Anton Mielich of Union county, Ore., in the Farm and Home. Three legs, d, are fastened to the box. The knife, e, is fastened with a screw, f, to the middle of the side board and a triangular piece of board, g, is fastened even with end of one side board so that the knife can be raised high when cutting large beets.

**Prime Bacon.**  
Prime bacon is really more credit to the producer than is lard alone. It is also true that the best bacon brings good prices, costs less to bring to fitness, and can be made a great staple if we work for it.

**Cost of Foundation.**  
It costs more to procure the foundation stock of pure-bred animals, but it costs no more after that to raise them.

### BONEMEAL GOOD FOR SWINE

Good Results Obtained at Missouri Station by Feeding Each Animal Ounce Each Day.

All kinds of bonemeal are used in the manufacture of fertilizers, but not all kinds are suitable as feed for swine. Bonemeal from a glue factory which has gone through the process in which acid was used is not suitable feed. But any bonemeal, especially green bone, that is ground finely enough, may be fed. Steamed bonemeal is good.

At the Missouri station bonemeal was fed with very good results. About an ounce of meal was fed to each hog per day.

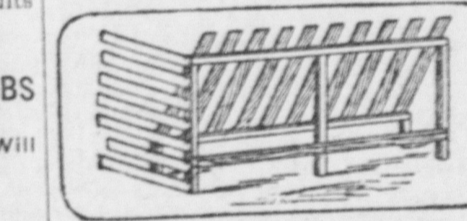
At the Nebraska station four lots of pigs were fed to determine the value of wheat shorts, tankage and steamed ground bone as supplemental to cornmeal. These hogs were pastured on alfalfa, and for this reason the lot fed on corn alone made about as satisfactory gain as any, although the lot which was fed on bonemeal in addition to the corn had the strongest bone.

Shorts strengthen the bone some, and tankage with corn produced much stronger bone than corn alone. Where mixed grain rations are given, or skim milk or good pasture, all of which supply ash material, it is doubtful that bonemeal is of much value other than for the purpose of strengthening the bones.

### RACK FOR OPEN CATTLE YARD

Device, Found to Be Entirely Satisfactory, May Be Made by Use of Eleven-Foot Poles.

A very satisfactory open yard cattle rack may be made by the use of eleven-foot poles, eight feet apart and two feet in the ground. To the outside nail 2x6's two and one-half feet from the ground for the top of the manger, says the Iowa Homestead. Cut the poles off level six feet above the 2x6's and nail pole on top. Now set a six-foot post one foot inside of the other posts and cut off level so the top will be one foot above the 2x6's, nail pole on top and nail 1x6's, five and a quarter feet long, from pole to pole five inches apart. For the end use 1x6's eight feet long and six feet wide on the outside. The material used for the rack is as follows:



Open Yard Cattle Rack.

lows: Four poles sixteen feet long, six poles eleven feet long for posts, six poles six feet long for posts, four poles four feet long for posts, two 2x6's sixteen feet long for manger, four 2x6's six feet long for ends, twenty-two 1x6's sixteen feet long for all, two and a half pounds of thirty-penny nails, two pounds of eight-penny fencing nails, and one pound of ten-penny fencing nails for ends.

### Quickest Gains When Young.

In a well-bred hog that is growing and feeding right there is no time when it will make more pork for the food consumed than from ten weeks to six months of age, but as a rule will vary somewhat with different males.

## LIVE STOCK NOTES

Hogs will not lie in dirt unless compelled to do so.

Pack off every old sheep before solid winter sets in.

Clean troughs and mangers are essential to health and profit.

Powdered charcoal fed in slop to hogs is a good cure for scours.

Superannuated and otherwise undesirable ewes should be gotten rid of.

After the pigs are two months old they can eat most anything in the grain line.

At weaning time colts should be taken away entirely out of sight of the mothers.

Talk is cheap, but it takes money to buy a pure bred sire. It will pay, nevertheless.

Castrate every male lamb that will be an eyesore to yourself or do mischief to any purchaser.

Take every precaution to gain the confidence of the ewes after they are put in the barn for the winter.

Sheep dogs in England, Scotland and France are the most serious of animals, and are hard-working.

The better your sire the better your lambs, and so the more money you will get from your flock next year.

Unless the fattening steer has all the pure water he can drink at all time he will not lay up fat quickly.

The pedigreed sire has been the power in building up size and draft form in our American stock of horses.

Many farmers will let the steer trample \$100 worth of feed into the mud rather than spend \$25 for a feed rack.

Small potatoes, turnips and other vegetables cooked in a large kettle or in a feed cooker make good food for young pigs.

A good pasture is the foundation stone of successful hog raising, and it is as a pasture for swine that alfalfa is utilized to the best advantage.

A flock of sheep will waste more than hay enough to pay for the lumber to build a good rack in a single winter. If you feed them out on the ground.