PARCEL POST TO BE INAUGURATED NEW YEAR'S

New System to Permit Sending of Packages Up to _ Pounds Weight.

Two weeks from next Wednesday the parcel post will go into effect in every postoffice in the United States. Following years of discussion, the last Congress worked out a plan that will be placed in operation with a fund of $750,000 for equipment. Contrary to the system of postal savings banks, which were introduced gradually, only a few depositories being established at a time, the parcel post from the beginning will be in general use throughout the United States.

Ever since Congress adjourned last Summer, the postoffice department, from Postmaster-General Hitchcock to the remotest rural carrier has been striving to arrange affairs so as to insure the inauguration of the service without confusion or congestion.

Briefly, the parcel post means that you may send almost any article through the mails from a package of pins, a dozen eggs or a roll of butter, to a threshing machine; that is to say a threshing machine can be sent via parcel post provided it can be "knocked down" into sections weighting not to exceed 11 pounds a section. In handling packages by parcel post, the Government imposes two conditions: The package must not weigh more than 11 pounds nor be greater in size than 72 inches in length and girth combined.

Prices Are Low.

With the parcel post, the Irvington housewife can telephone a farmer anywhere within the particular district of which Portland will be the central point and have delivered at her door an 11-pound turkey at a cost of 5 cents for the first pound and one cent additional for each additional pound, or a total charge of 15 cents. By the same agency, she can order a six-pound chicken from a Washington County farmer and have it delivered at her home for only 10 cents. A two-pound consignment of produce, direct from the farmer's dairy, will be accessible to the Willamette Heights housewife at a postage charge of only seven cents. In all three cases, the delicacies mentioned will be mailable on any rural delivery route entering Portland for delivery on any of the city delivery routes operated in Portland.

But the advantages of the parcel post are not available alone to the people of the cities. Its benefits and conveniences may be shared by the farmer, the city and the country merchant alike. The farmer may order from the city grocer or his nearest country merchant a suit of clothes or **other merchandise** or other article not exceeding 11 pounds in weight, and have it delivered on the next visit of the rural carrier.

In the opinion of Acting Postmaster Williamson, the parcel post will operate to the protection of the home merchant as against the more distant mail order houses. For instance, the Multnomah County farmer, cited Mr. Williamson, orders a meat grinder weighing 10 pounds packed, from a Chicago mail order house. The postage on the package amounts to $1.20.

Home Merchant Benefited.

Assuming that this farmer lives on a rural route 10 miles from Hillsboro, he could have the same package delivered from his home merchant at Hillsboro for only 14 cents, or if the local dealer could not supply him, he could have the grinder forwarded from the Portland marchant and the total cost of postage would be only 23 cents. Mr. Williamson contends that the parcel post in its operation will protect home business and give the consumer the entire benefit in the way of cheap delivery.

The benefits which may be expected to follow the introduction of the parcel post will not be confined to any particular section of the country nor to any particular class of the population. The rates will be uniform and accessible to every person desiring to send a parcel. These rates as to a great majority of parcels will be appreciably lower than the lowest rate now charged by the express companies for similar service. By reason of this fact it would appear difficult to place any limit on the possibilities that have been opened up by this important departure in the mail service.

The Interstate Commerce Commission recently prescribed a schedule of rates to be charged by express companies for the delivery of packages. A comparison of those rates with the ones specified in the parcel post bill shows that for distances of about 500 miles, it will be cheaper to send any package up to seven pounds in weight by the parcel post.

Parcel Post Rate Lower.

The same comparison shows that for long distances, not exceeding 1500 miles, the parcel post rate will be lower on packages up to two pounds in weight; that in other cases the newly-prescribed express rates will be slightly lower than those of the parcel post.

Before the parcel post law was enacted, mailable matter was divided into four classes under postal regulations. The first-class includes letters and other matter written by hand or on a typewriter; the second-class, newspapers and periodicals; the third-class, books and printed matter other than newspapers and periodicals; and the fourth-class, a great variety of things, not included in the other three classes.

Introduction of the parcel post will affect only matter mailable in the fourth-class. In this connection, patrons of the parcel post must remember that it does not include the transmission of books which must continue to be handled as third-class matter and subject to third-class postage rates.

Law Is Liberal.

The definition of what may be handled through the parcel post is broad. It includes everything which is not now embraced in the first, second and third classes. The parcel post law specifically provides that all farm products will be accepted which neither in form nor kind are likely to injure the person of any postal employe or to damage the mail equipment or other mail matter, and which are not of a character perishable within a period reasonably required for transportation and delivery.

Practice alone will determine what materials come within the restrictions named. Two other restrictions are imposed. One is that no package shall weigh more than 11 pounds; the other that the bulk of the parcel shall not exceed in size 72 inches in length and girth combined. In other words, if a parcel is two feet long, it may measure one foot in girth, or if it is a square package a side must not be longer than 18 inches.

Special Stamps Provided.

A distinctive series of stamps has been provided by the Government for mailing parcel post packages and no other stamps will be accepted in payment of transportation. These stamps have been provided for the purpose of enabling the department at Washington to determine if the rates prescribed are sufficient to meet the actual cost of the delivery of different articles.

The rates that have been named are experimental, and only experience will determine if they are adequate to make the parcel post self-supporting, which is the intention of Postmaster-General Hitchcock. If it is discovered that the rate charged on any particular article or for any particular distance is inadequate, the Postmaster-General is empowered, with the consent of the Interstate Commerce Commission, to so amend the charge as to cover the full cost of transportation.

A supply of these stamps has not been received by Acting Postmaster Williamson in this city, but he is confidently expecting to be supplied with stamps as well as other equipment, including scales, zone maps, rate cards, etc., so as to be in a position promptly to inaugurate the service at the local Postoffice January 1, according with the plans of the Postmaster-General.

The charges prescribed in the parcel post law are to be made on the following plan. The whole of the territory under the jurisdiction of the United States, with the exception of the Philippine Islands, is divided into units of approximately 30 miles square, each unit containing about 900 square miles. The territory is then divided into zones by means of circles drawn with a point in one of the units as a center.

Zones Are Established.

The first circle has a radius of 50 miles; that is to say, the first zone includes all places within about 50 miles of the place at which a packet is mailed. The second zone covers places up to about 150 miles of the place of mailing; the third zone places up to 300 miles; the fourth zone places up to 600 miles; the fifth zone places up to 1000 miles; the sixth zone places up to 1400 miles; the seventh zone places up to 1800 miles, and the eighth zone all places more than 1800 miles from the place of mailing.

The cost of sending a package by parcel post will depend upon the weight of the package and the number of the zone to which it is to be sent. If a parcel is to be sent only within the postal district in which it is posted—for instance, to be posted anywhere in Portland, and to be delivered to any point within the district of which Portland may be the computing point, possibly a distance of 50 miles—the charge will be 5 cents for the first pound and 1 cent a pound additional for each additional pound to the limit of 11 pounds, for which the total charge will be 15 cents.

Table Shows Charges.

For a package to be delivered outside the postal district, but not outside the parcel post zone in which it is mailed, the charge will be 5 cents for the first pound and 3 cents for each additional pound up to the limit of 11 pounds, or a total postage charge of 35 cents.

The charge increases with the number of zones the parcel has to cross in reaching its destination. A general idea of the charge of any package weighing from 1 to 11 pounds mailed to either of the eight zones is shown in the following table:

WEIGHT.	1st Zone		Second zone, 50 to 150 miles	Third zone, 150 to 300 miles	Fourth zone, 300 to 600 miles	Fifth zone, 600 to 1000 miles	Sixth zone, 1000 to 1400 miles	Seventh zone, 1400 to 1800 miles	Eighth zone, all over 1800 miles
	Local rate.	Zone rate, 50 miles.							
1 pound	$0.05	$0.05	$0.06	$0.07	$0.08	$0.09	$0.10	$0.11	$0.12
2 pounds	.06	.08	.10	.12	.14	.16	.18	.21	.24
3 pounds	.07	.11	.14	.17	.20	.23	.28	.31	.36
4 pounds	.08	.14	.18	.22	.26	.30	.37	.41	.48
5 pounds	.09	.17	.22	.27	.32	.37	.46	.51	.60
6 pounds	.10	.20	.26	.32	.38	.44	.55	.61	.72
7 pounds	.11	.23	.30	.37	.44	.51	.64	.71	.84
8 pounds	.12	.26	.34	.42	.50	.58	.73	.81	.96
9 pounds	.13	.29	.38	.47	.56	.65	.82	.91	1.08
10 pounds	.14	.32	.42	.52	.62	.72	.91	1.01	1.20
11 pounds	.15	.35	.46	.57	.68	.79	1.00	1.11	1.32

The local rate is applicable to parcels intended for delivery at the office of mailing or on a rural route starting therefrom.

It will be observed that the rates of postage are largely reduced and that the limit of weight is increased from four to eleven pounds. Parcels will be delivered at all free-delivery offices and to patrons residing on rural and star routes; they may be registered and may be accorded special delivery service on payment on the usual fees and they may be insured against loss in an amount equivalent to their actual value, but not to exceed $25, upon payment of a fee of 5 cents. Parcels may be mailed in quantities of not less than 2000 identical pieces without stamps affixed, the postage being paid in money.

All the rates quoted above apply to all territory under the jurisdiction of the United States, except the Philippine Islands, for which the rates will be 12 cents for the first pound, and 12 cents for each additional pound, which is the same as the rate charged for the eighth zone.

The object of the zone is to protect the country merchant. Already the great mail order houses do a mammoth business in the country districts. Farmers living miles from town write to the city for merchandise. They buy a money order from the rural carrier and have the goods sent by express. If they could have the delivery by parcels post at the same expense as from their home town, it would mean a yet larger volume of this away-from-home trading. The country merchant resents this mail order business bitterly, and has reason to do so. It is all a cash business, while his own customers are frequently asking for credit, and he loses the interest on the money needed to carry the accounts.

The parcel post stamps are considerably larger than the stamps now used by the Postoffice Department. The color is red for all denominations and the stamps measure 1 by 1½ inches between perforation lines. Ariangular ornaments occupy both upper corners, and the subjects for the different between perforation lines. Triangular Clerk"; 2-cent, "City Carrier"; 3-cent, "Railway Postal Clerk"; 4-cent, "Rural Carrier"; 5-cent, "Mail Train"; 10-cent, "Steamship and Mail Tender"; 15-cent, "Automobile Service"; 20-cent, "Aeroplane Carrying Mail"; 25-cent, "Manufacturing"; 50-cent, "Dairying"; 75-cent, "Harvesting"; $1, "Fruit-growing."

Packets for the parcel post in Portland can be mailed only at the main Postoffice building, Sixth and Morrison streets, and at 19 of the 35 substations in the city. The 19 sub-stations and their locations follow:

Station.	Location.
3	282 Oak street
15	401 Third street
16	86 Killingsworth avenue
18	120 East Twenty-eighth street North
23	750 Washington street
A	116 Union avenue
B	588 Russel street
C	1163 Belmont street
D	593 Milwaukie street
E	289 Gilsan street
F	1148 Union avenue North
Arleta	4638 Sixty-fifth street Southeast
Kenton	1734 Derby street North
Montavilla	2002 East Stark street
Rose City	Sandy road and Fifty-seventh St.
St. Johns	414 North Jersey street
Sellwood	1685 East Thirteenth street
University	806 Lombard street
Woodstock	4610 Sixtieth avenue Southeast

Acting Postmaster Williamson desires to inform the Porland public that parcel post packages deposited in any of the package boxes distributed throughout the city or at any other point than the 19 stations indicated above, will not be collected. In order to guard against probable mistakes in posting packages for delivery under the parcel post service, Mr. Williamson has arranged to have printed notices that will be posted on each of the package mailing boxes. These notices will inform the public the closest sub-station in the vicinity of the package box at which parcel post packages will be received.

Country Merchant Not Affected.

Arguing that the parcel post will not operate so as to favor the mail order house at the expense of the country merchant, an official of the Postoffice Department recently, in an interview, said:

"Rural telephones have practically spread over the entire country, and they will be used in conjunction with the parcel post to the advantage of both the farmer and the country merchant. The housewife, for instance, finds that she is out of sugar. She steps to the phone and orders it sent by parcel post. She will not order it from a city when the nearest country merchant can send it more quickly. If the farmer breaks a harrow or a part of some farm equipment it will not be necessary for him to hitch up and drive to town; he will merely step to his phone and order the new part sent by 'P. P.' The time saved will more than compensate him for his outlay of stamps. I expect to see the country merchants advertising free delivery in the local papers, just as their city brothers do. They will use the parcel post as their delivery wagons.

"Stamps will be carried by the mail carriers to affix to the parcels to be transported. They will also be provided with a map and a pair of scales, and will collect the right amount of postage upon receiving the package. The stamps will be canceled at the next office visited. And right here an excellent example of the tremendous difficulties to be overcome in installing the new system can be seen.

System Entails Much Work.

"Each postoffice and mail carrier must be provided with a pair of scales that will weigh from four ounces to 11 pounds. This means that between 100,000 and 125,000 of them must be ready for use by the first of the year. Right now there are not more than 500 such scales in the whole department. And I doubt very much, indeed, if even though all the scale manufacturers in the country were given orders for scales, they could supply us with a sufficient number in the allotted time."

There are about 62,000 postoffices in the United States. Each one of these must be equipped with a specially prepared map made up so as to show each individual postoffice in the United States as a center, with zones radiating therefrom. In addition, each new postoffice must be furnished with a new parcel post guide giving the name of every postoffice in the United States and its territories, regulations of the new system, and all information necessary to tell the public just what may be sent by parcel post.

New Scales Important Item.

All the old scales were built to weigh only four pounds. Because of the change in the limit of weight new scales will have to be purchased that will register a weight of 11 pounds or more. Then comes individual instruction of every postmaster throughout the country. This will be followed by the making of contracts for delivery of packages within towns and cities not having rural carrier service, the appointment of thousands of drivers for the new wagons, designing and printing of distinctive parcel post stamps, and many other things of like character. All of this had to be accomplished and the system in full operation within the space of three months. From this may be gathered some idea of the magnitude of the task undertaken by Uncle Sam to provide his people with an up-to-date system of parcel post delivery.

The first consignment of these weighing machines cost $77,300. This is understood to be the largest single order for scales ever placed in the United States.

"I first became interested in the parcel post while abroad," said Postmaster-General Hitchcock, in an interview in the Postmasters' Advocate. "I have made several trips to Europe since to investigate the matter. I saw the system in operation there and the great advantage it afforded the people. Then I decided we should adopt it here. It has proven of inestimable service to European countries and the people have taken advantage of the cheap rates of transportation almost universally.

"I consider the best feature of the system the immense convenience it will afford those living in rural communities where the express companies do not go. By it, we will have more than 1,000,000 miles of rural delivery system where no express company operates Formerly, the farmer had to drive to the nearest town large enough to support an express office in order to secure his packages. Now they will be delivered at his door. Our system will reach every postoffice in the United States.

"The law goes into effect January 1, 1913, and I expect and intend that it shall be put into operation in every postoffice simultaneously, for we hope to be prepared by that time. The system will not be introduced piecemeal. The plans to be worked out by the committee are numerous—stupendous when you consider the short time allowed for preparation. For example, wagons must be provided for the delivery of the goods. The ones now in use on the rural routes are usually two-wheeled 'jumpers,' which will not be large enough to carry the increased mail. Hampers must be provided. We expect to use motor cars as extensively as possible in the system.

Safe Delivery to Be Insured.

"Methods of handling the parcels must be considered and the requirements of packing so as to insure safe delivery fixed. Terms of indemnification for lost packages must be arranged and, probably, an insurance system will be adopted to protect the Government from loss.

"No, I do not anticipate that the system will be a money-making enterprise, nor do I desire it to be, but I do intend that it shall be self-supporting. Under the law as passed, latitude is given the Postmaster-General, with the consent of the Interstate Commerce Commission, to so fix rates as to render it self-supporting. If we find that the transportation of certain articles costs more than the postage, the rates will be raised in order to cover the deficit. This is a huge mathematical problem and it must be figured out. Accurate figures as to the cost of carrying certain classes of mail will be kept and the rates regulated accordingly. I intend, however, to keep rates as low as is consistent with the proposition that the system must defray expenses and each separate article the cost of its own transportation. Naturally the cost of delivery cannot be determined by the first few months of its operation, but these matters will adjust themselves.

"The zone system is utilized for the protection of the small merchant. He will come within a closer zone than the mail-order house. Consequently his postage will be less. This will enable him to meet competition from the cities. I believe that the parcel post will work to the great advantage of both the rural merchant and his customer, the farmer."

Portland Merchants Favor System.

When the parcel post became an established fact, Acting Postmaster Williamson, complying with a request from the Postoffice Department which was desirous of obtaining a general idea of the extent to which the new service would be taken advantage of by Portland merchants, communicated with them. Accompanying a circular letter, Mr. Williamson sent a blank containing a number of questions with the request that they be answered and returned.

The list of questions included the following: What is the number of fourth class parcels now mailed by you daily? What will be the average number mailed by you when this law becomes effective? Their average weight? Their average size? What proportion of the entire number will be for local delivery? Will your parcels be mailed in large quantities at stated intervals or will there be a regular daily mailing? What percentage of parcels will be insured? Registered? Perishable? Fragile? When the C. O. D. feature is placed in operation what percentage of your parcels will be sent C. O. D.?

Mr. Williamson's letter to the merchants consisted chiefly of a digest of the provisions of the parcels post, including a schedule of the charges provided for packages destined for the different zones. The response to the letters proved a surprise to him. They indicated that the parcel post will very generally be taken advantage of by the local business man. There is more than a probability that the Portland office will be swamped with this increased business for a few days until the system has been fully established and in thorough operation.

Automobiles to Be Utilized.

Although the rates prescribed by the parcel post are slightly higher than the average cost to business concerns having a large delivery business, it is to be expected the smaller merchants with a limited delivery business will generally use the parcels post which, in most cases, will be cheaper than for them to maintain their present delivery system. The large department stores undoubtedly will use the parcel post for the delivery of packages to the remote sections of the city, particularly in those districts where streets have not been improved and where only occasional deliveries are required.

The city letter carriers here will not have their labors increased as a result of parcel post but the rural carriers will have additional burdens. In Portland all deliveries will be made by automobile, that is packages of any weight and bulk. Mr. Williamson has closed a contract for two automobiles for delivery purposes and has instructions from the Postoffice Department to employ others as the demands of the service require.

With their present equipment, rural carriers today on the average are carrying only about 16 per cent of their maximum capacity of 150 pounds. There are 40,000 rural routes in operation, all fully equipped. Without overloading these carriers or exceeding their capacity, it is apparent that the Government figures it can handle this increased business through its rural carriers for the present, at least, without entailing much expense as to delivery.

Local Rates Not Yet Fixed.

The regulations, so far as they have been received at the Portland postoffice, require that all packages mailed in any city or town be brought to a postoffice or regular mailing station. This evidently is deemed advisable by the postoffice officials that the required postage may be ascertained and affixed to packages. Later, when the people become familiar with the system and the rates of postage, it is probable this rule will be recalled and patrons of the service allowed to mail all packages direct from their homes through either the city or rural carriers.

Although instructions have not been received on this particular point, Mr. Williamson expects that the rural carrier will be authorized to receive packages for mailing. In that event he will be provided with stamps and the necessary scales for weighing all packages offered. At the present time, the rural carrier is empowered to register letters and packages, sell stamps and issue money orders—in fact, he is a traveling postoffice.

Until rate cards have been received, Mr. Williamson says it will be impossible to determine Portland's exact location within the eighth zone and the surrounding quadrangles. For the same reason, it will be impossible to ascertain rates of postage on packages mailed in Portland and vicinity for delivery in any other part of the eighth zone or to any point in either of the other seven zones.

High Cost of Living Factor.

A branch of the parcel post system which is in force in several countries, but which is not to be introduced at present in the United States, is a cash on delivery service. Its operation is very simple and it brings in a moderate surplus to the Government. What takes place is this: A man in Calcutta, for example, sees a price list or an advertisement of a watchmaker in Bombay. He writes to him, ordering a particular watch to be sent by parcel post C. O. D. The merchant delivers the watch at the postoffice in Bombay, together with a bill showing the price charged. Upon the arrival of the parcel in Calcutta it is delivered at the house of the purchaser and the postman collects the price, which is remitted by money order to the Bombay merchant. For this service the government charges 1 per cent of the value of the article in addition to the ordinary postal charge.

Every investigation which has been undertaken for the purpose of discovering the causes of the high cost of living has reached a similar conclusion on one point at least—namely, that a heavy, and in many cases an exorbitant, toll has been levied on the consumer through the lack of proper means for bringing him into direct touch with the producer, and of thus eliminating at least some of the middlemen who intervene in almost every transaction between the two parties whose interests are chiefly concerned.

Once the people get used to ordering their vegetables, their chickens, their butter and other household supplies that are produced within a radius of 50 miles of any city by personal arrangement with the producer, and find that by means of the parcel post they can depend upon a regular, cheap and punctual supply, there should be a great cutting down of intermediate profits.

Country Divided Into Units.

The text of the parcel post law as enacted by Congress follows:

"That hereafter fourth-class mail matter, including farm and factory products, not now embraced by law in either the first, second or third class, not exceeding 11 pounds in weight, nor greater in size than 72 inches in length and girth combined, nor in form or kind likely to injure the person of any postal employe or damage the mail equipment or other mail matter and not of a character perishable within a period reasonably required for transportation and delivery.

"That for the purposes of this section the United States and its several territories and possessions, excepting the Philippine Islands, shall be divided into units of area 30 miles square, identical with a quarter of the area formed by the intersecting parallels of latitude and meridians of longitude, represented on appropriate postal maps or plans, and such units of area shall be the basis of eight postal zones, as follows:

"The first zone shall include all territory within such quadrangle, in conjunction with every contiguous quadrangle, representing an area having a mean radical distance of approximately 50 miles from the center of any given unit of area.

"The second zone shall include all units of area outside the first zone lying in whole or in part within a radius of approximately 150 miles from the center of a given unit of area.

Various Zones Outlined.

"The third zone shall include all units of area outside the second zone lying in whole or in part within a radius of approximately 300 miles from the center of a given unit of area.

"The fourth zone shall include all units of area outside the third zone lying in whole or in part within a radius of approximately 600 miles from the center of a given unit of area.

"The fifth zone shall include all units of area outside the fourth zone lying in whole or in part within a radius of approximately 1000 miles from the center of a given unit of area.

"The sixth zone shall include all units of area outside the fifth zone lying in whole or in part within a radius of approximately 1400 miles from the center of a given unit of area.

"The seventh zone shall include all units of area outside the sixth zone lying in whole or in part within a radius of approximately 1800 miles from the center of a given unit of area.

"The eighth zone shall include all units of area outside the seventh zone.

Rate Gauged By Pound.

"That the rate of postage on fourth-class matter weighing not more than four ounces shall be 1 cent for each ounce or fraction of an ounce; and on such matter in excess of four ounces in weight the rate shall be by the pound, as hereinafter provided, the postage in all cases to be prepaid by distinctive postage stamps affixed.

"That except as provided in the next preceding paragraph postage on matter of the fourth class shall be prepaid at the following rates:

"On all matter mailed at the postoffice from which a rural route starts, for delivery on such route, or mailed at any point on such route for delivery at any other point thereon, or at the office from which the route starts, or any rural route starting therefrom, and on all matter mailed at a city carrier office, or at any point within its delivery limits, for delivery by carriers from that office, or at any office for local delivery, 5 cents for the first pound or fraction of a pound and 1 cent for each additional pound or fraction of a pound.

"For delivery within the first zone, except as provided in the next preceding paragraph, 5 cents for the first pound or fraction of a pound and 3 cents for each additional pound or fraction of a pound.

"For delivery within the second zone except as provided in the next preceding paragraph, 6 cents for the first pound or fraction of a pound and 4 cents for each additional pound or fraction of a pound.

"For delivery within the third zone, 7 cents for the first pound or fraction of a pound and 5 cents for each additional pound or fraction of a pound.

"For delivery within the fourth zone, 8 cents for the first pound or fraction of a pound and 6 cents for each additional pound or fraction of a pound.

Distance Governs Cost.

"For delivery within the fifth zone, 9 cents, for the first pound or fraction of a pound and 7 cents for each additional pound or fraction of a pound.

"For delivery within the sixth zone, 10 cents for the first pound or fraction of a pound and 9 cents for each additional pound or fraction of a pound.

"For delivery within the seventh zone, 11 cents for the first pound or fraction of a pound and 10 cents for each additional pound or fraction of a pound.

"For delivery within the eighth zone and between the Philippine Islands and any portion of the United States, including the District of Columbia and the several territories and possessions, 12 cents for the first pound or fraction of a pound and 12 cents for each additional pound or fraction of a pound.

"That the Postmaster-General shall provide such special equipment, maps, stamps, directories and printed instructions as may be necessary for the administration of this section; and for the purpose of this section, and to supplement existing appropriations, including the hiring of teams and drivers, there is hereby appropriated out of any money in the treasury not otherwise appropriated, the sum of $750,000.

"The classification of articles mailable as well as the weight limit, the rates of postage, zone or zones and other conditions of mailability under this act, if the Postmaster-General shall find on experience that they or any of them are such as to prevent the shipment of articles desired, or to 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, rate, zone or zones or conditions, or either, 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.

Shipper May Be Indemnified.

"The Postmaster-General shall make provisions by regulation for the indemnification of shippers, and, when desired, for the collection on delivery of the postage and price of the article shipped, fixing such charge as may be necessary to pay the cost of such additional services.

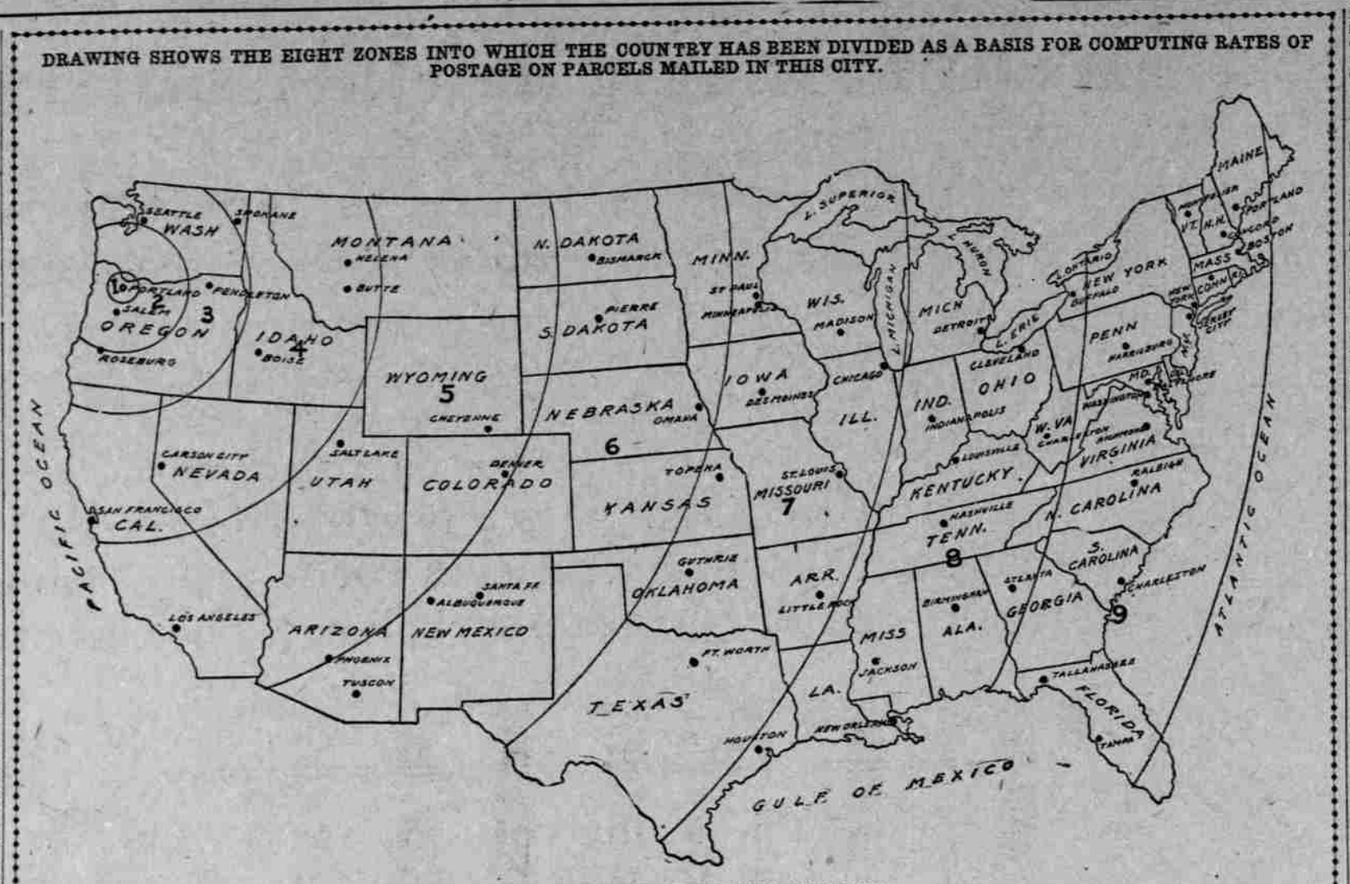
"The Postmaster-General may adjust the compensation of star route and screen wagon contractors, if it should appear as a result of the parcel post system the weight of the mails handled by them has been materially increased. Before such readjustment, however, a detailed account must be kept as to the amount of business handled by such star route or screen wagon contractors before and after this section became effective for such a period as to clearly demonstrate the amount of the increase in the weight of the mails was due to the adoption of the parcel post system.

Some Exceptions Noted.

"That the establishment of zones and postage rates of this section shall go into effect January 1, 1913.

"That this act shall not in any way affect the postage rates on seeds, cuttings, bulbs, roots, scions, and plants, as fixed by Section 482 of the Postal Laws and Regulations.

"For the purpose of further inquiry into the subject of the general parcel post and all related subjects, a joint committee of six persons (members of Congress), three of whom shall be appointed by the President of the Senate and three by the Speaker of the House, is constituted, with full power to appoint clerks, stenographers, and experts to assist them in this work. That the Postmaster-General and the Interstate Commerce Commission shall furnish such data and otherwise render such assistance to the said committee as may be desired or available. For the purpose of defraying the expenses of this committee the sum of $25,000 is hereby appropriated out of the moneys in the Treasury not otherwise appropriated. The committee shall report fully to Congress at the earliest date possible."



OFFICIAL PARCEL POST MAP FOR PORTLAND.

DRAWING SHOWS THE EIGHT ZONES INTO WHICH THE COUNTRY HAS BEEN DIVIDED AS A BASIS FOR COMPUTING RATES OF POSTAGE ON PARCELS MAILED IN THIS CITY.

HUBBARD COUPLE WHO CELEBRATE THEIR GOLDEN WEDDING

Mr. And Mrs. John Wachtman

HUBBARD, Or., Dec. 14.—(Special.)—At their farm home three miles east of Hubbard, Mr. and Mrs. John Wachtman celebrated their 50th wedding anniversary.

Mr. Wachtman was born in Nev Sittin, Germany, May 15, 1840, and is a veteran of the Franco-Prussian and Austria-Prussian wars. Mrs. Wachtman was born in the same place February 24, 1841.

They were married December 5, 1862, and came to the United States in 1871, settling in Illinois, where they resided until 1879, when they moved to their farm, which has been their home since. Seven children were born to them, only three of whom are living. They were present at the reunion.

One daughter, Mrs. H. Baumann, and a son, J. F. Wachtman, reside in Portland, and the other son, George Wachtman, lives at home. The other immediate relatives present were Mrs. H. Baumann, Mrs. J. F. Wachtman and two granddaughters, Miss Hannah Baumann and Miss Mabel Wachtman. There was also a large gathering of friends and neighbors.

GIRL CONVICTS FATHER

Arthur Wallen, 50 Years Old, Found Guilty of Attacking Daughter.

KLAMATH FALLS, Or., Dec. 14.—(Special.)—In the case of Arthur Wallen, charged with attacking his young daughter, the remaining jurors were obtained from the second venire and the trial proceeded at once. The case was given to the jurors and they were out just long enough to choose a foreman and take one ballot and returned with a verdict of guilty as charged.

As the least penalty under the law is 20 years' imprisonment, this will be equivalent to a life sentence, as the man is past 50 years of age.

The testimony of the girl and her married sister, to whom she told the story a short time after the occurrence, could not be shaken. Wallen took the stand in his own behalf, but failed to help his own case.

Survey of Damaged Bark Made.

ASTORIA, Or., Dec. 14.—(Special.)—A survey was made today of the British bark Metropolis, which was caught in the ice off Cape Horn during her recent trip from Buenos Ayres. The survey was made by Captain Vesey, Lloyd's surveyor, and Captain Mann, of the British colony. They found that the vessel's hull was not injured, but she lost the greater portion of sails, her steering gear was badly damaged, some of her rigging will have to be replaced and she sustained some other damages of a minor nature.