Parcel Post Is Unit System

Any One Can Learn Postage Rates by Figuring Out Distance From Postoffice.

BEGINNING New Year's day at 6 a. m. the new parcel post law permits any inhabitant of the United States to send through the mail merchandise of all descriptions, provided it does not weigh more than eleven pounds and is not more than six feet in combined length and girth. One point the postmaster general wishes emphasized and that is that all packages have to be taken to the postoffice by the sender, and this doesn't mean the numbered substations ordinarily found in drug stores, but the regular postoffice stations.

The packages will be delivered at their destination in wagons, the deliveries being as regular as the present letter service.

At present the number of men in the postal service has not been increased. Such a step is considered unnecessary at present. The postoffice department has been working overtime since last July, when congress passed the law, preparing for the inauguration of the new service. Twenty thousand of the most delicate and intricate scales have been ordered for delivery before Jan. 1.

A most elaborate system of maps has been completed, inaugurating a zone system. There are eight different zones. Upon the maps are depicted various units in each zone. Every town is situated in a numbered unit, shown upon the map. The first zone is any distance within fifty miles. The second zone is a greater distance, and so on until the last zone, which takes in Alaska and the Hawaiian Islands, but not the Philippines.

For instance, the map with its numbered units printed on it shows that New York city is in unit 717, which, of course, is in the first zone. Each locality makes its own first zone, so it was necessary for the postoffice department to have printed separate maps for each locality. Suppose you are in unit 717 in the first zone and you want to send a package to Buffalo, which is approximately in unit 1,162, which is in the second zone. You take the package to the postoffice, and the postoffice clerk will place it on the newly constructed scales, first designating on the scales that the package is to go to the second zone. When it is weighed the scale will give exactly the amount necessary to carry the package to its destination.

The first zone of fifty miles includes what is called the local zone. The maximum charge for the local zone is 5 cents for the first pound and 1 cent for each additional pound.

After that there is a graduated increase, the second zone having a radius of 150 miles, the third 300 miles, etc., until the eighth zone, which includes every town over 1,800 miles. Separate provision is made for all packages that weigh four ounces or less. Like the present system of fourth class matter, there will be a flat rate of a cent an ounce. If a package weighs over four ounces it goes under the pound rate.

Every postmaster and postoffice clerk handling parcel post has a map and a guidebook which holds the key to the numbered units on the map. If you want to send a package to Buffalo his guidebook will show him which unit Buffalo is in, and then the map will designate the zone. All he has to do is to mark his scale with the zone indicator and the machine will show the amount of postage.

The postoffice department has issued a guide book and map that can be purchased for 75 cents. There is also an insurance against loss of all packages not over $50.

Among the things that will not be accepted for delivery are intoxicants, explosives, inflammable liquids, live or dead animals, firearms, disease germs, books or printed matter.

A special series of stamps has been engraved for the service.

The greatest advantage of the parcel post is to the farmer who wants to sell his products direct to the consumer. A postal card for a dozen or more fresh eggs can be sent on one day and the eggs received the next. All kinds of produce will be acceptable. Eggs can be packed separately in cotton and placed in corrugated pasteboard boxes so they can be shipped with entire safety. All packages containing eggs must be marked "eggs."

All fragile articles, such as millinery, toys, musical instruments, glassware, etc., must be marked "fragile."

It is expected that the parcel post will hurt the express companies' business, particularly in short deliveries, on account of the cheap rates of the parcel post. The suburban poultry and produce markets will be accessible to thousands of town buyers.

The parcel post stamps measure 1 by 1½ inches between perforated lines. The color is red for all denominations. In a curved panel across the top, supported by a paneled perpendicular column at each end.

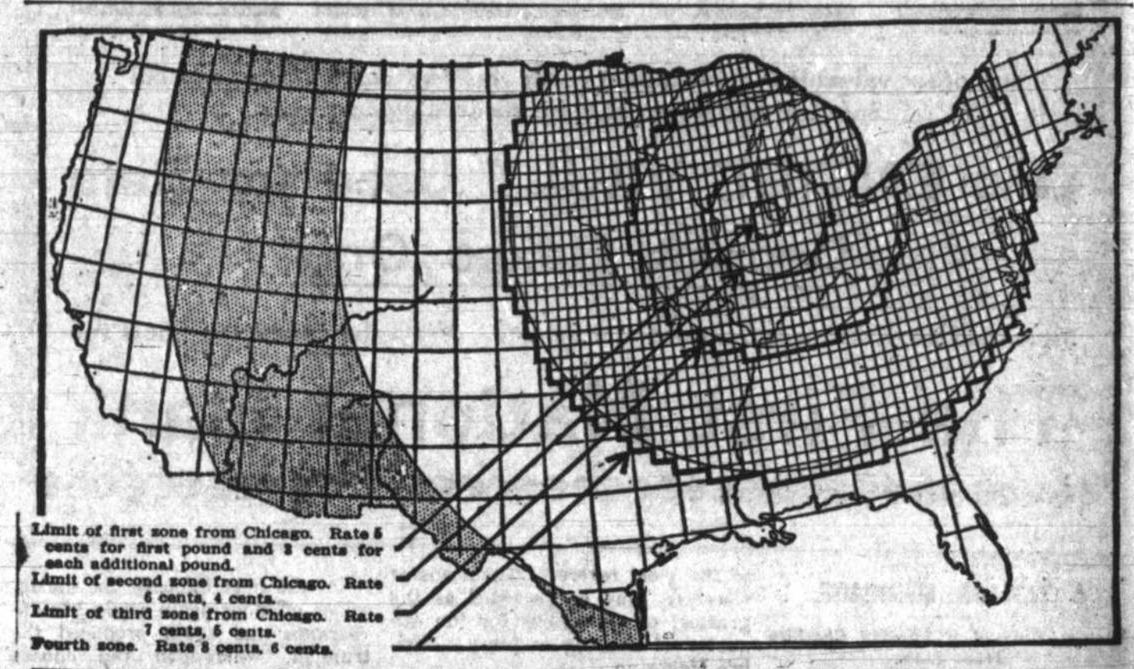
Triangular ornaments occupy both upper corners. The denomination in large numerals is in each lower corner, with the title of the subject and the word "cents" or "dollars" between.

The designs on the several denominations are as follows:

1 cent—Postoffice clerk.
2 cents—City carrier.
3 cents—Railway postal clerk.
4 cents—Rural carrier.
5 cents—Mail train.
10 cents—Steamship and mail tender.
15 cents—Automobile service.
20 cents—Aeroplane carrying mail.
25 cents—Manufacturing.
50 cents—Dairying.
75 cents—Harvesting.
$1—Fruit growing.

Operated On With 8 Zones

Country Is Mapped Out With 3,500 Units—Government Sells Guides Cheaply.



TYPICAL DIAGRAM INDICATING PARCEL POST ZONES FROM CHICAGO AND SHOWING HOW TO COMPUTE POSTAGE ON PACKAGES.

This map, made with Chicago as a base, shows how the zone system will be used in arranging rates for the parcel post service which will be inaugurated Jan. 1.

Establishing zones by drawing circles of different diameters, with each postoffice as a center, would mean an impracticable amount of figuring. Instead of using townships and counties as units or starting points it was decided to divide the whole country into blocks or units, each block being half a degree in latitude in north-south extension and half a degree of longitude east and west. There are 3,500 of these units in the country.

An example of how to get the first zone is as follows:

Find the center of the unit in which your postoffice is located. Draw a circle of fifty miles radius around that center. Every unit which lies wholly within that circle or more than half of which is within that circle is included in the first zone from any postoffice, and the postage rate is 5 cents for the first pound and 1 cents for each additional pound.

The second zone is determined by drawing with the same center a circle of 150 miles radius. Every unit which lies within it, but outside of the first zone, is in the second zone, and the rate is 6 cents for the first pound and 4 cents for each additional pound.

The method by which the second zone is determined is used for all other zones, their radii and rate of postage for the first and additional pounds respectively being as follows: Third zone, 300 miles, 7 cents, 5 cents; fourth zone, 600 miles, 8 cents, 6 cents; fifth zone, 1,000 miles, 9 cents, 7 cents; sixth zone, 1,400 miles, 10 cents, 9 cents; seventh zone, 1,800 miles, 11 cents, 10 cents; eighth zone and all territory farther away, including the Philippines and island possessions, 12 cents flat.

For the purpose of carrying this law into effect the United States is divided into zones, with different rates of postage applicable to each, as follows:

Weight.	1st zone. Local rate.	1st zone. Zone rate, 50 miles.	2nd zone, 50 to 150 miles. Rate.	3d zone, 150 to 300 miles. Rate.	4th zone, 300 to 600 miles. Rate.	5th zone, 600 to 1,000 miles. Rate.	6th zone, 1,000 to 1,400 miles. Rate.	7th zone, 1,400 to 1,800 miles. Rate.	8th zone, all over 1,800 miles. Rate.
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	.19	.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

WIRELESS PHONE A SUCCESS.

Harvard Professor Sends Sound of Voice Thirty-five Miles.

Assistant Professor G. W. Pierce of the department of physics at Harvard has devised a new wireless telephone instrument which may eventually revolutionize the methods of long distance communication. The new instrument has already received the hearty indorsement of John Hays Hammond, Jr.

Professor Pierce was the guest of Mr. Hammond at his Gloucester laboratory at Fresh Water Cove recently, where a series of experiments was conducted with the new apparatus.

The wireless power was concentrated about fifty feet above sea level. By means of the new instrument Professor Pierce got into communication with the Harvard Wireless club, thirty-five miles away, and talked with several of the club members for a space covering fifteen minutes.

AT 80 GIVES HEALTH RULES.

Enjoy Yourself and Ignore Diet Tables, Says Sir George Birdwood.

Sir George Birdwood, officer of the Legion of Honor, laureate of the French academy and formerly professor of anatomy and physiology at Bombay, has contributed at the age of eighty his views on how to reach a ripe old age. His maxims are:

Don't think about your health.
Enjoy yourself as much as possible.
Ignore dietary tables.
Eat whenever you feel inclined.
Look on the bright side of things.

Sir George is particularly scornful about the diet on which another contributor to the discussion thrives—namely, two meals of eggs, bread and butter daily.

"Such a life," he says, "would not be worth living. The great question is not how to live long, but how to live well."

RUSSIA'S BIGGEST FORGERY.

Gang Turned Out Millions of Counterfeit Notes.

Russia's secret police are busy tracing the producers of millions of counterfeit notes that have been passed into circulation in Russia and on Russian financial houses abroad. It is the biggest and most perplexing forgery case they have ever tackled.

Four of the men concerned in the traffic—a commercial drummer named Dunaievsky, a merchant named Semonev and two others named Liebenthal and Rochlin—have been captured with skillfully forged notes to the face value of nearly a quarter of a million rubles in their possession. They have been subjected to the Russian variety of the third degree examination, but have revealed nothing leading to the discovery of the forgers factory.

Two men suspected of complicity were traced in vain to France.

RAILWAY MARVELS.

Feats of Engineering That Were Once Considered Impossible.

Some remarkable feats in railway construction have been accomplished in the Rocky mountain states. Passes that a few years ago were deemed insurmountable have been scaled, seemingly impassable canyons have been threaded, and mountains have been tunneled to cut down heavy grades until the barrier of the Rockies has become no barrier at all.

But a generation ago engineers pronounced Colorado hopeless from a railway viewpoint. Yet today there are several railways making daily climbs of the main range in Colorado, and a road built not so long ago from Denver toward Salt Lake climbs the barrier at a point where twenty years ago engineers said no roadbed could be successfully made.

This road—the Denver, Northwestern and Pacific—crosses the main range at an altitude of 11,660 feet. This impressive climb is effected only by the most tortuous windings and numerous tunnels. At one point—Bow Knot—the train plunges through a tunnel, makes a sharp turn to the right and returns over the very tunnel it entered a few minutes before.

At another point the train "loops the lake." It swings around a tiny body of water called Yankee Doodle lake, and in so doing it describes a complete circle. It then climbs up and up and makes another curve and climbs again, enabling one to stand at the lake and count three tiers of track above him.

When the Denver and Rio Grande company prepared to build through the Rockies engineers contended that the canyon of the Arkansas could never be penetrated its entire length. There was one spot in this awe inspiring chasm where there was not room for a roadbed on either side of the stream. The walls of the canyon came down to the swift current of the Arkansas without foothold for a man on either side.

But an engineer suggested a hanging bridge suspended between the walls of the canyon. The bridge was built with supports imbedded in the solid rock, and across it the heavy transcontinental trains now flit daily with nothing but the slender ironwork between the river and the top of the canyon, 2,600 feet above. Great iron braces, which in the vastness of the canyon appear spiderlike in their proportions, were thrown across the gorge and anchored securely in the sheer sides. Huge cables depend from these braces, holding a long iron bridge, which extends not across but parallel with the course of the river.—Harper's Weekly.

England's "Fiery Dragons."

In the year 1532 various parts of Great Britain were visited by a remarkable meteorological phenomenon, which the old authors refer to as "the visitation of the fire drakes or dragons." The author of "Contemplation of Mysteries" says, "In ye letter parte of ye yeare (1532) ye fieri dragons appeared flying by flocks or companies in ye ayre, having swines' snowtes, and sometimes were they seene foure hundred flying togither." In speaking of the fire dragons in another portion of his work he says, "Common people thinke fire drakes to be spirits which watch over hidden treasure, but the philosophers affirm them to be ye result of poisonous vapors which are spontaneously lighted in ye ayre."

Advice For the Minister.

In preaching the minister had been rather long winded when the young bride remembered that she had left the dinner in the gas range without regulating the flame. She hastily wrote a note and slipped it to her husband, who was an usher. He, thinking it was intended for the minister, calmly walked up and laid it on the pulpit.

The minister paused in the midst of his sermon and took the note with a smile which changed into a terrific frown as he read:

"Please hurry home and shut off the gas."

About the Way.

A young man about to get married asked his father how he got on so well with his wife. The old man considered for a moment or two, and then he said:

"It's like this, John. If your wife is a good woman let her have her own way, and if she's a bad one she'll take it."—London Telegraph.

One Way.

"Will you have the kindness to take my overcoat to town in your automobile?" inquired Mr. Dalton of his more prosperous suburban neighbor one cool morning.

"Certainly," was the response, "but how will you get it again?"

"Very easily; I shall remain in it."

REPAID THE LOAN.

At Least That Was What the Old Time Highwayman Called It.

The fourth Earl Stanhope when on his way homeward late one dark night was held up by the most gentlemanly of highwaymen, who preferred his request for money or the nobleman's life in quite the nicest way. It happened that Lord Stanhope had not any money with him and was disinclined to yield the alternative.

"Your watch, then," suggested the gentleman at the opposite end of the pistol. The watch, the earl explained, was dear to him. He valued it at 100 guineas and would not surrender it. "What I will do," he said, "is to bring and deposit in this tree the worth of the watch in money, and you can call and get it tomorrow night."

"Done, m' lord," said the highwayman.

The law knew nothing about this arrangement, and the earl did as he had promised. He placed the 100 guineas where the highwayman might at his leisure collect it. And there, so far as he knew, the matter ended.

Years afterward he attended a great banquet in the city and found himself pleasantly entertained by an extremely well known man whose signature was good for a sum in several figures. Next day came to Lord Stanhope a letter inclosing the sum of 100 guineas. Accompanying it was a note begging his acceptance of a loan granted some years previously to the man who now forwarded it.

That loan, said the letter, had enabled the sender to gain a new start in life, to make a fortune and to renew acquaintance at dinner on the previous night with his lordship. The city magnate and the highwayman of earlier days were one and the same.—London Standard.

A Plant That Coughs.

All have read of carnivorous plants, of laughing plants and of plants that weep, but who has heard of a plant that coughs? There is the authority of a French botanist, however, for the statement that a plant in various tropical regions actually possesses the power to cough in the most approved manner. The fruit of this plant resembles the common broad bean. It appears that the coughing plant is something of a crank, that it easily works itself into a rage and that it has a curious horror of all dust. As soon as a few grains of dust are deposited on its leaves the air chambers that cover their faces and are the respiratory organs of the plant become filled with gas, swell and end by driving out the gas with a slight explosion and a sound that resembles so much the cough of a child suffering from a cold as to carry a most uncanny sensation to the one beholding the phenomenon.—Chicago Record-Herald.

Origin of "Firewater."

The first whisky or intoxicant of inferior quality was distilled in England and brought to America in large barrels, but in transporting it overland it was found more convenient to divide it into small kegs. The traders soon became aware of the fact that by diluting the whisky with water more furs could be obtained. This was practiced for some time, but the Indians learned that good whisky poured on a fire would cause it to flame up, whereas had the whisky been diluted the fire would be quenched. It was by this simple experiment that the term "firewater" became a common word among the Indians. A chief who had experienced the bad effects of whisky among his people said it was most certainly distilled from the hearts of wildcats and the tongues of women from the effects it produced.

Cheeky, Indeed.

"I hear," said Lou to his friend Dick, whom he happened to meet one morning, "that Maude has broken her engagement with you."

"Yes," answered Dick; "it's true."

"Well, I'm sorry, old man. Why did she break it?"

"Why, merely because I stole a kiss," said Dick.

"What!" cried Lou. "Why, she must be crazy to object to having her fiance steal a kiss from her."

"Well," explained Dick, "the trouble was I didn't steal it from her."—Lippincott's.

Metaphysics.

Oliver Wendell Holmes was a classmate of Dr. Clarke at Harvard, and, according to the reminiscences of the latter, the Autocrat of the Breakfast Table was as witty then as later. One day the two were talking of metaphysics, when the bright tongued little great man exclaimed: "I'll tell you, James, what I think metaphysics is like. It is like a man splitting a log. When it is done he has two more to split!"

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