

THE PARCELS POST LAW IS COMING

How It Will Benefit Both the Farmer And the Country Merchant, If Hon. J. Bryan Grimes' Version Of It Prevails.

Whereas, a Parcels Post would greatly encourage industry, increase commerce and prove most convenient to the manufacturer, merchant, farmer and citizen in every walk of life; and

Whereas, it is a commercial necessity that would save many millions of dollars a year to the people of this country and at the same time be profitable to the Government; and

Whereas, the experience of European nations has proved that a Parcels Post is a practical and profitable branch of government enterprise—Germany, for instance, carrying packages weighing not over 110 pounds to all parts of the Empire for thirty cents, or about one-fourth of a cent a pound, and making a profit thereon; and

Whereas, the fourth-class matter now carried by post is limited to parcels weighing not more than four pounds, at a charge of one cent an ounce, or sixty-four cents a package, which is equivalent to nullifying the carrying of parcels at all:

Therefore, be it Resolved—

1. That the Farmers' National Congress urge upon the Congress of the United States the immediate establishment of a Parcel Post whereby packages weighing not more than twenty-five pounds can be delivered at any postoffice in any part of the United States at the lowest possible rate.

2. That members of the various State delegations in this Congress request the Congressmen from their States to urge upon the Congress of the United States the establishment of a Parcels Post, and that the Secretary of this Congress be and he is hereby instructed to mail to each Senator and Representatives in the United States Congress a copy of this resolution.

Replying to your request for an article upon the Parcels Post, I regret that I cannot at this time write an extended argument upon its merits, but submit to your readers (1) the foregoing resolution, introduced by the writer and adopted by the National Farmers' Congress in 1905; and (2) a part of the last report of the Postmaster General upon this question. From these papers can be gathered a correct understanding of the advantages of a Parcels Post. The rural routes are the greatest help that the Federal Government is to-day extending to the country people of America and the establishment of a Parcels Post would multiply the benefits of the rural routes many times over.

Under the present United States Postal Laws you can send a package weighing four pounds from Raleigh to Durham for 64 cents, while you can send same package from Raleigh via Durham, via New York to Berlin or Vienna for 48 cents, or you could send one weighing eleven pounds from Raleigh to Berlin for \$1.31.

Our people want this relief and it is sure to come. The great problem is how to give the benefits of a parcels post to the country and at the same time protect the local merchants from the mail order houses. That is now a problem that I believe is about to be solved.

REPORTS OF THE POSTMASTER GENERAL ON EXTENSION OF THE PARCELS POST.

The country is gradually awakening to the necessity of a parcels post and the Postmaster General in his last report makes the following recommendation:

"Previous to the year 1863 the weight limit of a parcel for transmission through the mails was three pounds. That year the weight limit was made four pounds for deliveries in the

United States. No increase has been made since that time except on parcels destined to foreign countries. We have now conventions with 33 foreign countries. With 9 countries the limit of weight is four pounds, 6 ounces; while with 24 it is 11 pounds. The postage in all but four cases—Chile, Peru, Ecuador, and Bolivia—is 12 cents per pound.

To illustrate the inconsistencies in connection with the parcel-post service, attention is drawn to the following conditions: An individual entering any postoffice in the United States with two parcels weighing 4 pounds each will be obliged to pay 64 cents on the one addressed to New York city, for example, while on the one destined to a foreign country, although it usually passes through New York city, the charge is but 48 cents. Should the weight be 4 pounds 6 ounces the package addressed to a resident of New York city will be denied admission to the mails by the postmaster, while the package intended for the resident in a foreign land will be accepted and forwarded, probably via New York, at the rate of 12 cents a pound. The parcel for the foreign country would be received, in most instances, up to 11 pounds. In other words, our own people must pay 4 cents a pound more for the privilege of dispatching packages to each other than when destined to residents of a foreign country.

"I therefore urge a rate of 12 cents a pound for packages forwarded through the mails to postoffices in the United States and its possessions, subject to the same regulations as exist at the present time, with the exception of increasing the weight limit to 11 pounds. The following rates on packages weighing less than 1 pound are recommended:

	Cents.
One ounce	1
Over 1 oz. and not exceeding 3 oz.	2
Over 3 oz. and not exceeding 4 oz.	3
Over 4 oz. and not exceeding 5 oz.	4
Over 5 oz. and not exceeding 6 oz.	5
Over 6 oz. and not exceeding 8 oz.	6
Over 8 oz. and not exceeding 12 oz.	9
Over 12 oz. and not exceeding 16 oz.	12

SPECIAL PARCEL POST ON RURAL DELIVERY ROUTES.

"I recommended the establishment of a special parcel-post system on rural delivery routes for packages originating on a rural route or at the distributing post-office for delivery by rural carriers to patrons thereof at a rate of 5 cents for the first pound and 2 cents for each additional pound or fractional part of an additional pound up to 11 pounds; for two ounces or less, 1 cent; over 2 ounces and up to 4 ounces, 2 cents; over 4 ounces and up to 8 ounces, 3 cents; over 8 ounces and up to 12 ounces, 4 cents; over 12 ounces and up to 1 pound, 5 cents.

"This will be a great boon to the farmers who have not the convenience of obtaining the necessities of life such as residents in the cities enjoy.

"A more extensive use of the rural routes by extending the parcel-post privilege will not only lead to an increased consumption, but a consequent larger trade, due to the facility with which the rural patrons may obtain their requirements. It means also a great saving to the farmer during the planting season and the period of harvesting his crops, as it will enable him to devote himself to his work and procure his small supplies without loss of time.

"The retail merchants in cities have found that they increase their trade by delivering goods to their customers. The parcel-post on rural routes will enable the local country merchants to deliver goods to his buyers at an average cost of about 2 cents a pound, or 25 cents for eleven pounds, while the wholesale merchants, in order to reach these consumers by mail, will be compelled to pay 12 cents a pound, \$1.32 for 11 pounds. Therefore, to gain the benefit of the special rates on rural routes, they would find it necessary to ship by freight to the point of the rural routes, and be obliged to establish many thousands of agencies and depots for handling. It is of incalculable importance that the country merchant should exist and prosper."

It is to be hoped that the present or the next Congress will pass a parcels post law that will give the country the mail facilities they are entitled to and at the same time protect the local merchants from the great department stores.—Hon. J. Bryan Grimes, in Progressive Farmer.

Mr. J. E. Fulk For Prohibition.

Walnut Cove, April 6. Mr. Editor:

As I like to read so many good pieces on prohibition, please allow me a small space in your valuable columns. I think our last Legislature did a great thing for us when it passed the prohibition act. While I have practiced prohibition for a good many years, I have had much better health, and I feel it my duty to help those who can't help themselves, and I think every intelligent man who can see it in the true light, will do the same. I think this is a fine opportunity for all intelligent thinking people to work in the harvest for the welfare of our own country at large. If we will look around us we can find something to do to advance this great cause. We can see large numbers on the chain gangs, in jails, asylums, county homes, and other like places, and if we look into the matter, we can find nine-tenths of them are victims of strong drink. I think we all ought to go May 26 and help to drive out the greatest evil of our State. Many ignorant people argue that strong drink will not harm us if we let it alone. That is a mistake. Where there is strong drink we cannot rest at night in safety. I say again all thinking people let's go May 26 to the ballot box and vote like men for prohibition. To those holding between two opinions, get on the right side of the church, Sunday Schools and peace and happiness, on the other, barrooms, hell, tears, heart aches and pain. J. E. FULK.

Prohibition Strong In the Hardbank Country.

Hardbank, April 6.—We are having fine weather for plowing and fixing for another tobacco crop. Some complaint of flies eating tobacco plants. It would be a good thing if the flies would eat up about half of the crop so there would not be so much made, and farmers would get just as much for it as if a full crop was made. Brother farmer, make more corn, more meat and don't depend on the western smoke house, and you will come out the best.

Prohibition law is coming along all O.K. I think the most of our good citizens of Hardbank will vote to wipe the thing you call liquor out of the State of North Carolina, and oh, what a blessing it would be for the people of our country.

HE GOT WHAT HE NEEDED.

"Nine years ago it looked as if my time had come," says Mr. C. Farthing, of Mill Creek, Ind. Ter. "I was so run down that life hung on a very slender thread. It was then my druggist recommended Electric Bitters. I bought a bottle and I got what I needed—strength. I had one foot in the grave, but Electric Bitters put it back on the turf again, and I've been well ever since." Sold under guarantee at all Druggists.

SECTION FOR TOBACCO GROWERS

The Competition Plan Combined is Earnestly Advocated By Mr. Gravelly.

Messrs. Editors: I have read Mr. C. Gordon's article, which appeared in your paper, with much interest and amusement. Admitting, as he does, that my plan will raise the price of tobacco two dollars per hundred pounds is interesting to me, and his statement that the advance would be absorbed by warehouse charges is the amusing part of his letter.

Surely the brother is not posted, or he would not make such a ridiculous statement. The laws of North Carolina prescribe the maximum charge for selling tobacco in this State, which is not to exceed fifty cents per hundred pounds, or only one-fourth of the two dollars per hundred which he says my plan will add to the price.

Those familiar with the conditions and circumstances in the various localities know best what will give relief. The storage plan cannot be used in this section, even by those farmers who are able to use it. The competition plan can be used, profitably to the growers, anywhere and everywhere. And, instead of being complicated as Mr. Gordon intimates, it is simplified; any child can understand its workings. Strong competition always means satisfactory prices for tobacco. One dollar per hundred pounds on the tobacco raised in Virginia and North Carolina will create such competition and give the farmers at least one hundred per cent dividend before their subscriptions are paid.

My plan, in reality, embraces the storage system, after all, from the fact that what tobacco the corporation bought would be re-dried and stored; but the farmers would get full pay for their tobacco when it was sold, instead of one-half of its appraised value and waiting an indefinite length of time for the remainder, and that, too without any guarantee that there would be any remainder. Any plan which has not for its prime aim and purpose the helping of those who are unable to help themselves, is not worth the attention and support of right thinking and sympathetic citizens.

Now, in consideration of the sad fact that there are thousands of good, honest, hardworking men and women who have been battered and bruised by trust oppression until they are unable to take fifty per cent of the market value of their tobacco and wait for the remainder until the tobacco can be re-dried, stored and sold, would it not be the proper thing to wipe out our differences, bury all prejudice, and strike a happy medium by working both plans together, thus giving uniform protection? Re-dry and store for those who are able and wish their tobacco handled in that manner; protect the weaker brethren by competition on the market that will guarantee profitable prices. J. O. W. Gravelly, in Progressive Farmer.

BEWARE OF OINTMENTS FOR CATARRH THAT CONTAIN MERCURY.

As mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surface. Such articles should never be used except on prescriptions from reputable physician, as the damage they will do is ten fold to the good you can possibly derive from them. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, O., contains no mercury, and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally and made in Toledo, Ohio, by F. J. Cheney & Co. Testimonials free. Sold by Druggists. Price, 75c. per bottle. Take Hall's Family Pills for consumption.

A TRIP THROUGH THE MOUNTAINS

Miss Melissa Lasley, the Editor of the Woman's Department of the Reporter, Who Has Gone To Kentucky to Teach, Writes of the Beautiful Scenery Along the Route—Miss Lasley Will Continue to Write For the Reporter.

Dear Friends:

I will try to tell you something of my trip to Kentucky, but I feel that I cannot do it justice. I left home March 26, arrived at Greensboro and spent two nights and one day with friends. Thursday morning at 6:30 I started west by way of Asheville, N. C. The first of the ride was somewhat monotonous, with tedious stops, but as we neared Asheville the mountains began to appear, first at a distance and then lost from sight again and again, but soon the full beauty and grandeur of Western North Carolina began to burst upon our view. The train was drawn by two snorting "iron horses," as the track to Biltmore is up grade. The mountains east of Asheville are close and covered with forest. Many cuts and tunnels making necessary to use artificial light. We passed Catawba and Greene Rivers. The Catawba is very much like the Dan, but deeper. We always loved mountains and rivers and our delight was intense as the lovely scenes came in view. Near the Biltmore mansion, the grade began to decline, and so one engine was left behind here. We saw Biltmore at a distance. It is a grand castle-like building on a high elevation. Soon we stopped at the grand depot of Asheville. Judging from the crowd it is a very central place. We could not see the main part of town from the car. We felt like we would like to stop there and see the city. The scenery was wild and grand, but as we left Asheville behind and struck the great French Broad River, it seemed that our love for mountains and rivers would be satisfied at last. The train ran parallel with this beautiful stream for over a hundred miles, it ran in only a few feet of its banks. This river is broad and not very deep. Its bed is covered with rocks and the bright sparkling water dashes along like mad. In our imagination there seemed to be a race between the river and the train. The train was circling along and bending to the track while on each side rose mountains after mountains. We can never describe the grandeur and loveliness of it all. Every bend brought new scenes and new beauties. Rocks piled like great

castles, rills and cataracts dashing down apparently from over head as we looked from the car window. We cannot describe it, but we can never forget it. As we got into Tennessee the scenery became more open and beautifully softened by distance. The river here was lined on both sides by broad fertile valleys, and pretty little villages, with here and there a beautiful lane on a distant elevation.

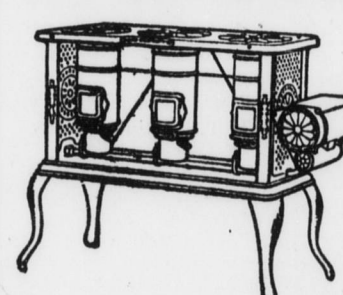
Newport in this valley is the loveliest town we ever saw. The sun was sinking and cast a mellow light over all. Such green fields, such beauty of location and arrangements. Sometimes we would think we had left the river and mountains when a curve would show a still grander and lovelier view. We looked and looked and enjoyed to our fullest capacity these scenes of nature. Our mountains in Stokes seemed like little hills compared with them. We arrived at Knoxville, Tenn., at 11:45 a. m. This is a great city but we saw none of it but the depot which is very grand. Our stop was half an hour here, when we board the fast train for the west, and stopped at Oakdale, Tenn., where we spent the remainder of the night at a nice hotel near the station. Next morning we continued our journey taking the 8 o'clock local. This would be about 7 o'clock by our eastern time. We thought when we looked from our window at the hotel to see the town next morning but behold more mountains and a deep green looking river. We learned on enquiry that it is called the Green River.

We saw mountains, rivers, cascades, falls, dripping rocks and rills, again by the morning light. We passed tunnel after tunnel, but the scenery was more grand and beautiful after every dark place reminding us of the journey of life. After every dark time if our faith holds out our life is higher and richer for our dark experience. These towering rocks seemed to have a language of their own. We constantly thought of the many times in God's word where he is called a rock. "Neither is there any rock like our God." 1. Sam. 22.

"The Lord is my rock." 2. Sam.

(Continued on 6th page.)

You Will Need an Oil Stove



When warm days and the kitchen fire make cooking a burden—then is the time to try a New Perfection Wick Blue Flame Oil Cook-Stove.

Marvelous how this stove does away with kitchen discomforts—how cool it keeps the room in comparison with conditions when the coal

fire was burning. The quick concentrated heat of the

NEW PERFECTION Wick Blue Flame Oil Cook-Stove

goes directly to boil the kettle or bake the bread, and none is diffused about the room to overheat it. Thus using the "New Perfection" is real kitchen comfort. Made in three sizes and fully warranted. If not with your dealer, write our nearest agency.



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