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THIS WEEK'S MOTTO:

Live and let live.

Advertisers and Subscribers may have their correspondence addressed to the care of any of our offices and they are invited to use them at any time. At the Head office, Toronto, a place is set apart where they can see all the latest newspapers and the latest issues of trade papers from all parts of the world, where they can do their correspondence or obtain any information. Parcels may also be directed to the Head office.

It is probable that it will not be very long until letters will be carried for one cent from any point to any other point in the United States. That low rate of postage is being agitated, and the idea is of course popular. Two cents has been the rate for several years in the United States, and a penny has been the rate in England since the days of Sir Rowland Hill. Why is it that letters are taxed three cents in Canada? For a long time an agitation was kept up by Canadian newsdealers and booksellers to get the postage on periodicals reduced from 4c. to 1c. per lb., the latter being the price in the United States and that concession was granted the other day. But the reason that was made most of by the Post-office department during the time it contained that rate, was the necessity to make all the revenue it could from the carriage of such matter, to offset in some degree the heavy expense of carrying newspapers ever since they have been handled free of charge by the postal service of the country. Probably that

reason would be advanced in support of a 3c. postage on letters. The postage account of any house that does a considerable business is a very considerable item in the year's expenditure, and would mean in many cases the saving of hundreds of dollars. It would take a very considerable burden off business if all the letters sent from both ends of the trade connections were sent at a third less than they now cost. The saving for the year ending the 30th June 1891, would have been \$705,628, if all letters carried during that year for three cents had paid but 2c. The bulk of this would have been divided among a comparatively few, as the mass of the people do not send a very large number of letters; hence business correspondence would have felt the benefit very perceptibly. As to post cards, nobody uses them for any purpose that information is necessary to. The net revenue from the Post Office Department last fiscal year was \$2,515,823.44. It would have been still close to two millions if there had been no more letters carried and the rate had been 2c. instead of 3c. on letters. It is probable that the revenue would have been increased, however, as the result of such a change, owing to the impulse given to corresponding by the reduction in the postage.

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The postal service in some countries, notably in England and Germany, is an important distributing system. The parcel post of the latter country is both cheap and efficient, and bulky packages which would be considered out of all reason as postal parcels in this country are carried all over the land at a trifling cost. Delivery vans are provided by the Government in Germany for the purpose of carrying the goods right to the house of the buyer. Of course this is an extension of the postal system that is scarcely possible in a country where express companies exist and are willing to do business on a reasonable margin. And perhaps it is not desir-

able that postal carriage should thus compete with private carriers. Such a development of our parcel postage system would aggravate a result that the railways have already brought about to a considerable extent—namely, the concentration of trade at leading centres of commerce, and tend still further to draw business away from interior points. But a more liberal parcel post than we have would facilitate and cheapen the transportation of small parcels that the trader has now to pay full charges on. Many times in the year a retailer would send in for some little article if it could be forwarded at a reasonable rate by mail: whereas now he waits till he wants something else, or pays the express charges on the single article.

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The member for East York, J. F. McLean, proposes an amendment to the Midland Railway Bill, defining the maximum passenger rate on that branch of the G. T. R. at 2c. a mile. Mr. McLean thus aims to get the thin end of the wedge inserted, and if successful in effecting the change on that line, he will follow up the advantage by moving that the amendment shall apply to every railway bill that comes before the House. He aims also to have the same clause incorporated in the bill now before the House for the amendment of the General Railway Act. Mr. McLean in his speech upon the 2c. postage question cites the experience of New York State and of England, and of course has a powerful argument in the record of the New York Central. It is undoubted that a reduction to a 2c. maximum rate would give an immense impulse to railway travelling and would benefit business. There would be much more going to and fro between country and city on the part of retailers, if the 2c. rate were generally adopted, and every trader knows it pays him well to visit the market frequently. Freights have fallen remarkably during the last score of years, and the result