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The Guide is the only paper in Canada that is absolutely owned and controlled by the organized farmers. It is entirely independent, and not one dollar of politi-cal, capitalistic or Special Interest money is invested in it. All opinions expressed in The Guide are with the aim to make Canada a better country and to bring forward the day when "Equal Eights to All and Special Privileges to None" shall prevail.

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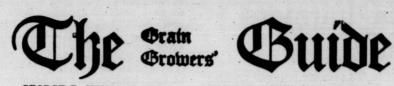
CANADA LAST United States Victorious

The people of the United States have at last overcome the four arguments which John Wanamaker, when he was their Postmaster General, told them were the real hindrances to the attainwere the real hindrances to the attain-ment of a cheap parcel post,—the American Express Company, the Wells Fargo Express Company, the United States Express Company, and the Adams Express Company. At last the farmers, whose organs have never ceas-ed to wage a compaign for a percel ed to wage a campaign for a parcel post, find themselves victorious. This victory leaves Canada as the only remaining civilized country which has not a cheap parcel post. True, if a person resides in Great, Britain he can send a parcel to any part of Canada for from six and a half to eight cents a pound. True, too, that a person living in Canada can send a parcel to England or to any part of Mexico for twelve cents a pound, but if a Canadian living in Canada wants to post a parcel to another Canadian living in Canada, even in his own county or town, he must pay the exorbitant price of sixteen cents a pound, more than twice the rate that it costs to send a parcel from Great Britain to the farthest confines of Russia, by rail across Germany, and over the broad plains down to the Caspian Sea. The sixteen cents that we have to pay is not the cost, but a direct tax levied on the carriage of mail, to protect the express companies, and to prevent free trade within the country. How long are we to maintain our proud position of last of the civilized races to break down this obstruction to commerce, friendship and the convenience of life in rural districts?

Flat Rate Impossible

In the United States one of the great difficulties that had to be overcome was not only the political cpposition of the express companies, but the struggle that the post office has long had to wage against express competition, and the danger of having to meet this in a greatly aggravated form. The post of-fice custom has been to charge a flat rate for carrying letters, papers, maga-zines, or parcels from any part of the country to any other part, as from New York to the most remote town in California, perhaps a hundred miles from a railway. To keep up the thirty-six thousand fourth class post offices, and all the little used minor routes leading to them, the post office has to charge a rate that is high for short distances. On this account it is possible for the express companies to carry all large parcels for short distances cheaper than the post office can. This has always been a destructive competition, and would have continued had the post office clung to a flat rate for parcels throughout the country. The idea of a flat rate was a hard one to get away

THE GRAIN GROWERS' GUIDE



GEORGE F. CHIPMAN, Editor. JOHN W. WARD, Associate Editor.

GEOEGE F. CHIPMAN, Editor. JOHN W. WARD, Associate Editor. Published under the auspices and employed as the Official Organ of the Manitoba Grain Growers' Association, the Saskatchewan Grain Growers' Association, and the United Farmers of Alberta. The Guide is designed to give uncolored news from the world of thought and action and honest opinions thereon, with the object of aiding our people to form correct views upon economic, social and moral questions, so that the growth of society may continually be in the direction of more equitable, kinder and wiser relations between its members, resulting in the widest possible increase and diffusion of material pros-perity, intellectual development, right living, health and happiness. Published every Wednesday at Winnipeg, Canada. Authorized by the Postmaster-General, Ottawa, Canada, for transmission as second class mail matter.



HERE IS A GOOD GRADE HARNESS AT A PRICE THAT WILL SURPRISE YOU. You will wonder how it is possible for us to supply a harness of this kind at this very low figure. It can only be done by buying them in large quantities and reducing the factory cost to a minimum; our first class association with the

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Change of advertising copy and new matter must reach us seven days in ad-vance of publication to ensure insertion.

pounds, which, as in Europe, is the lim-iting weight on all parcels. The second rate is that of five cents for the first pound and three cents for each addi-tional pound. For this rate a parcel will be carried anywhere within any of the thirty-mile squares that touch the square within which the sender resides. The next rate is that of six cents a pound and four cents for each additional pound. For this rate the zone is anywhere within a radius of a hundred and fifty miles from the centre of the square in which the sender mails the parcel. Put in tabular form the zones and prices are as follows:-

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3)	300	mile	circle			7c	and	5e	
4)	600	mile	circle			8c	and	6c	
5)	1,000	mile	circle			9e	and	70	
6)	1,400	mile	circle			10e	and	90	
7)	1,800	mile	circle			11e	and	10e	
8)	Thro	ughou	it the	co	un-		1		

try..... 12c and 12c

Lower Yet

While these prices will average less than a half of the prices at present prevailing they are not by any means what might fairly be asked for, or as low as would have certainly proved profitable. The United States Government having found that the cent a pound rate which it charges periodicals was not profitable, set a comission, of which Mr. Justice Hughes was chairman, to investigate the cost of carrying weeklies and magazines. They came to the conclusion that if the whole cost of service were charged on these, that is to say, if no allowance were to be made for the fact that every post office and mail route would have to be kept open for the forwarding of first class for the forwarding of first-class mail matter, the charge should be six cents a pound. If, under such a system of ac-counting, mail matter divided into such small pieces as periodicals, runnin, perhaps two or three to the pound, could be distributed for six cents, it is very evident@that parcels weighing one or more pounds could be carried at the six-cent rate for general delivery throughout the country were it not that on such a system the express companies taking all the short-haul matter would get the cream and leave the government to do only the long-haul business. It is also, however, evident that with the introduction of the zone system the government could take a cent or two off all the above quoted rates and still do the business at a profit. This step will undoubtedly come in the very near fu-ture, though it will probably be pre-ceded by a rise in the price of mail rate on newspapers and periodicals, at least on that portion of them that is advertising matter. -Montreal Witness, Oct. 8, 1912. ESTABLISH MUNICIPAL FOUNDRY Calgary, Alta., April 25—Calgary will probably establish a municipal foun-dry, on account of the excessive price that the city is compelled to pay for castings and iron work. The under-taking was favorably considered by the new industries committee of the city council today.

from. Anything else was thought to be so clumsy as to be unworkable by the mass of the people, who are not given to thinking.

The Zone System

Congress has, however, taken on itself to be wiser than the people, and adopt a zone system. On that plan the mail can enter into a fair rivalry with the express company. The plan is to di-vide the country into squares of thirty miles by thirty miles. Maps will be issued with these squares printed on them. The cheapest class of parcel post is to be from any point in one of these squares to any other point in the same square. For this the rate is to be five cents for the first pound, and one cent for each additional pound up to eleven

and reducing the factory cost to a minimum; our first class association with the manufacturer of our harness gives us a decided advantage over the methods adopted by others in the sale of harness. WE ABSOLUTELY GUARANTEE THIS HARNESS, OR WILL REFUND THE PURCHASE PRICE, as well as freight charges; we sell it on 30 days' trial and use good quality material in its construction.
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The only true and logical way of stopping war and the utterly insame folly of maintaining armies and navies is to abolish them. While nations possess them they are a menace to each other, and the real and only enemies to peace.— Mr. E. S. May.