

The Carleton Sentinel.

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WOODSTOCK, N. B. FRIDAY, FEBRUARY 13 1914

WHOLE No 3377

Black Front Jewelry Store

Bring Us Your Kodak Films

Our Finishing Department will get the most from every exposure and our experts will gladly assist you to still better future results

Kodaks, Brownies, Premoes

Don't forget we always have a full line of Cut Glass, Silverware, and Optical Goods

EYES TESTED FREE.

Give us a call

Watch, Clock and Jewelry Repairing a Specialty

Mail Orders Promptly Attended to

Marriage Licenses and Wedding Rings

H. V. DALLING
WOODSTOCK, N. B.

Eyes Tested Free



Satisfaction, Promptness and High Quality are the features of our

Custom Tailoring

Many a large and assorted stock of Woollens and Serges to select from, and our Trimmings are the best procurable.

The best test of our efficiency is that Our Customers Come Back Again.

The lowest possible prices in Ready-to-Wear Suits, Pants and General Furnishings. A trial solicited.

Custom Tailoring

R. B. JONES CO., Ltd

Buttons Covered

"Manchester House"

BETTER THAN EVER

22 lbs Finest Granulated Sugar for \$1.00

Canned Peas, 9 cents a can

" Corn, 9 " "

" Tomatoes 10 " "

This Sale lasts for One Week only.

At A. E. BURDEN'S Grocery

PARCEL POST SYSTEM WENT INTO EFFECT TUESDAY

Details of the Plan and the Rates for the Maritime Provinces—Twenty Mile Limit Has Been Fixed

The rates on the new parcel post system went into effect Tuesday at 12 o'clock midnight. In Ontario and the Maritime Provinces there is a twenty-mile zone and then everything else in Canada comes in.

In the Maritime Provinces the rates on a parcel sent up to twenty miles are: one pound, five cents; two pounds, six cents; three pounds, seven cents; four pounds, eight cents; five pounds, ten cents; six pounds, twelve cents; seven pounds, fourteen cents; eight pounds, sixteen cents; nine pounds, eighteen cents; ten pounds, twenty cents; eleven pounds, twenty-two cents.

Eleven pounds is the weight limit on all parcels within the Maritime Provinces, but beyond the twenty-mile radius the rates are from one to eleven pounds as follows: 10c., 14c., 18c., 22c., 26c., 30c., 34c., 38c., 42c., 46c., 50c.

A parcel may be mailed from the Maritime Provinces to any office in Quebec at the following rates, running in order from one to eleven pounds: 10c., 16c., 22c., 28c., 34c., 40c., 46c., 52c., 58c., 64c., 70c.

The rates on a parcel mailed from the Maritime Provinces to any part of Ontario are: 12c., 20c., 28c., 36c., 44c., 52c., 60c., 68c., 76c.

To Manitoba the rates for the Maritime Provinces are 12c., 24c., 34c., 44c., 54c., 64c., 74c., 84c., 94c., \$1.04, \$1.14.

To any office in Saskatchewan, Alberta and British Columbia the rates are: 12c., 24c., 36c., 48c., 60c., 72c., 84c., 96c., \$1.08, \$1.20, \$1.32.

DETAILS OF SYSTEM.

The system of rates is most simple and it will be possible to tell by a glance at the rate card, which will be issued to every postmaster, exactly what the postage will be on a parcel mailed to any place in Canada.

The maximum charge on any parcel will not exceed one cent an ounce. During the organization period, covering the months of February, March and April, an additional fee of five cents, to be prepaid on postage stamps, will be charged on each parcel mailed for local delivery in places where the letter carrier system is in force. This same plan was adopted in the United States at the inauguration of the system there in order to prevent the department being swamped.

During the first three months also, for the same reason, no packet will be accepted for transmission by parcel post weighing more than six pounds. After that date the maximum will be eleven pounds.

The regulations issued give detailed information of methods of transmission through the mails. Particular instructions are given regarding the packing of eggs, and other food-stuffs with a view to encouraging direct trade between consumers and producers.

THE SIZE LIMIT.

The limit of size of a parcel is 30 inches in length by one foot in width and depth. But parcels will be accepted up to three feet six inches in length, provided that the combined length and girth do not exceed six feet.

A parcel post packet may be insured within Canada up to an amount of \$25, or the actual value of the contents when less than that amount upon prepayment of a fee of five cents in postage stamps, and up to \$50 on a payment of ten cents.

Franking of parcel post packets is expressly forbidden. Parcels containing eggs, fish, meats, fruit vegetables or articles of an exceptionally

fragile nature, cannot be insured. Parcels must be prepared for mailing in such a way that the contents can be easily examined.

WORKING OF THE SYSTEM.

The following memorandum, explaining fully the new system, has been issued by the Postmaster-General:

After considering carefully every phase of the parcel post question, the Postmaster General has decided to adopt the zone system in fixing rates, on account of the great area over which distribution has to be made in Canada, and the comparatively sparse population of the Dominion.

If a flat rate were fixed that would not entail too great a loss to the Departments in carrying parcels from one end of the Dominion to the other, or from the central Provinces to the extreme west or east, the rate would be too high for comparatively short distances or between points within the same Province, and the only practical plan appeared to be the zone system, under which the rates are graduated, according to the distance a parcel will have to be carried.

On account of the geographical position of the Provinces of Canada, and their being approximately the same size when the three Maritime Provinces are considered out, it was found that the Provincial boundaries would be the limit of the zones, and consequently the rates were fixed by Provinces. This makes the system a very simple one, much easier to follow than the zone system based upon mileage alone.

FIVE CENTS A POUND

The first rate is five cents for the first pound and one cent for each additional pound, or fraction thereof, up to four pounds, within a radius of twenty miles from the place of boundaries.

This is to give local merchants an advantage within their own neighborhood and also farmers and gardeners who can use the mails for sending produce to their local market at low rate.

A parcel of eleven pounds can be sent twenty miles for two cents a pound and this should give the farmers a decided advantage in marketing eggs and other perishable matter.

It will also give a decided advantage to the country merchant over the departmental stores. The former can send out goods in parcels up to eleven pounds to his customers at two cents a pound, while if the same goods were ordered from a departmental store or any other business concern more than twenty miles distant, it would cost about five cents a pound for postage.

HOW TO FIND RATE.

The next rate is fixed for the Province in which an article is posted, the first pound to be ten cents, and each additional pound four cents. The cost of handling a one-pound parcel is approximately the same as that of two or three pounds, and consequently it was necessary to fix a minimum rate for the additional pounds included in the weight of a parcel.

For an adjacent Province the rate of ten cents for the first pound will apply but for each additional pound an extra charge of two cents will be imposed for each Province that has to be crossed to the destination of the parcel, up to a maximum charge of twelve cents a pound.

The method of finding the rate on

(Continued on page four)

A PROPER TOWN MANAGEMENT GOVERNMENT

The Commission Determines the Policy and the Manager Carries It Out—Plan Has Approval of Students of Municipal Affairs

Concentration of Power the Surest Way to Efficiency

In the advertisement by which the city of Sumter, S. C., secured its manager appeared the following statements:

"The city manager will hold office so long as he gives satisfaction to the commission."

"He will have complete administrative control of the city, subject to the approval of three elected commissioners."

"Local citizenship is not a necessity."

"An engineer of standing and ability would be preferred."

"There will be no politics in the job."

From these statements one may build up a proper city, or town, manager government. There is nothing complicated in it. Indeed, it is its businesslike simplicity that commends it. The Suburban Life says, "It is simply an application to the public corporation—the municipal government—of the form of management common to all private corporations. Under it the administration of the town has two component parts—the commission and the manager. The voters at the polls elect the members of a small commission, in whom are vested the power, the authority, and the responsibility. The commission, in turn, appoints a manager, an expert administrator, who does the work. To him, of course, the commission delegates whatever of the power and the authority is necessary to enable him to do the work. The manager is responsible to the commission, the commissioners are responsible to the voters. The commission corresponds to the board of directors of a corporation. The manager corresponds to the corporations general manager. The commission determines in broad outlines. The policy on which the town's affairs shall be run. The manager carries out the policy and runs the affairs."

This is a simple and direct statement of the plan which has the approval of all students of municipal affairs. It promises to bring municipal government to a higher plane and to eliminate inefficiency, extravagance, local and partisan favoritism. The plan involves non-partisan government. It takes no account of the political views that may be prevalent. It seeks at efficiency, and, having attained this, it has done its work. It considers running local affairs on national party lines as absurd, costly, and deplorable.

Of this feature The Suburban Life says: "The non-partisan principle which the city-manager plan in common with city government introduces into municipal elections is essential to effective municipal government. 'The city-manager plan, like the commission plan, involves the unification of powers. The unification of powers,' says the leading authority on the subject, 'is essential in order to avoid confusion of responsibility. There should be no other elected officers in the city government. Every power of the city should be possessed by the council. This makes it impossible for the council to lay the blame on any other officer if things go wrong. If there is no one who can hinder the council in its work, the council is robbed of every possible excuse, and is obliged to 'face the music' in times of public criticism."

"The town-manager plan also has advantages peculiar to itself. 'It delegates expert work to an expert. 'It relieves the administrative officer from the necessity of doing anything but administering the affairs of the town. He has no need to play politics, to 'keep his ear to the ground.' His opinions are no longer important, for it is the opinions of the commission which count. His job is to carry out policies, not frame them."

"It has long been an axiom of municipal government among those whose desire is primarily for efficient government rather than for personally profitable government—that the concentration of power and responsibility is the surest way to efficiency. But it is contended, with considerable force, on the other hand, that the concentration of power in the hands of a single man, uncontrolled, is dangerous."

"The town-manager plan secures the advantages of concentration of power without incurring its dangers. It gives the stability of the combined judgment of many men on matters of policy, but leaves execution to a single-headed controlled executive establishment. "In the town-manager plan lies the best solution which we have yet discovered for our vexed problem of municipal government. It is logical; it works to perfection in Germany; it is directed precisely at some of the most flagrant evils prevalent in the administration of our cities; it is eminently sensible. And the professional politicians do not like it."

THE MACHINE SHOPS

H. F. McLeod, M. P., made the following statement in Fredericton Tuesday night at a provincial government party rally:—

"I am in a position to say that Fredericton is as sure of getting the St. John Valley Railway shops as we can be sure of anything without having the agreement actually signed and sealed," said Hon. H. F. McLeod, M. P., at the opening rally of the Provincial Government party's campaign in the interests of the candidate of Mr. Percy A. Guthrie, the party's regularly nominated candidate last evening.

"No other place has a 100 to 1 chance against Fredericton. I have talked with Hon. Frank Cochrane, Minister of Railways, and with Mr. Guthrie, the general manager of the Intercolonial Railway, regarding the matter. The question will be decided on its merits and Fredericton is acknowledged to have the geographical situation and the other merits."

Mrs. E. A. Smith returned this morning from Andover, where she had delivered her illustrated address "Through Canada with the Camera". The address was given under the auspices of the Culture Club, an organization of ladies who are doing much for the benefit of the literary and social atmosphere of the place. Mrs. Smith's address was delivered in the new Opera House, which was crowded with an appreciative audience. Sheriff and Mrs. Tibbitts held a reception for Mrs. Smith, and enabled her to make the acquaintance of many of the people. She found much interest there in the playground work that has been carried on in St. John during the last few years.—St. John Times.