

SPEED IS SLOGAN FOR CANADA'S POST OFFICE

Volume, Revenue, Employees and Equipment Have Improved in Large Measure in Past 25 Years—Part that Airways and Fast Steamships Play Stressed — Railway Post Office Facilities Improved Constantly to Cope with Situation.

(By Viola Mary Cameron)

One hundred years ago, when Britain directed our postal show, mail was being delivered in Canada by canoe, dog sled and on trails blazed through the woods.

In the meantime, the history that has been made in the last century within our borders in the matter of land settlement, mineral development, and inter-provincial trade is so closely postal system that it is no exaggeration to say one could not have existed without the other.

Our frontiers, began expanding westward to the Pacific and into the North-West territories, as soon as pioneers knew they would be followed by a regular mail service.

Mail ships ploughing across the Atlantic have gradually transformed a three months' passage into a four-day speedway. And the Old World is harnessed to the New World riding the seas 3,000 miles away.

\$39,000,000 a Year
Our seven year old air mail service to the North country has already been instrumental in developing the mineral resources twenty years ahead of time.

The tremendous growth of this child of the Government is best measured in terms of revenue. At Confederation the two thousand odd post offices scattered in Upper and Lower Canada were returning \$1,023,711. Today, the 12,000 postal stations that make up the national network show an annual turnover of \$39,276,247.

This jump in revenue is not only the result of increased population, but due to the fact that we write more letters per capita than our ancestors did. For instance, in 1867, a Canadian spent twenty-seven cents on stamps annually. His modern grandchild today spends \$3.80.

Letter delivery of course was the first function of the first post office. Men kept posted on events at home and abroad by means of their correspondence. Then another need, parcel post, reared its head and the post office opened a new department where for thirty cents you could send two pounds of prepaid parcel. Next the money order department opened up for business in 1868. By this means city cousins did the shopping for the farm hands. The same year the Post Office Savings Bank was established, and the family sock was ravaged until today the Post Office Bank takes care

of twenty-three million dollars for Canadians.

Travelling salesmen who found letter writing a bore first dropped a card to the folks at home on a stamped postal, in 1871. And the belles of 1898 had the thrill of their first special delivery letter.

Rural Mail in 1908

But the mail service made its big appeal in 1908 when rural mail was introduced, which meant that mail was brought to and picked up at the garden gate from an official box purchased for a lifetime for five dollars. Parcel post insurance followed the popular C. O. D. service, and grade got an impetus it had never had before.

His Majesty's mail showed itself willing to go as far away as people themselves cared to settle. For, if as few as ten families got together anywhere in the Dominion, the post office would give them a regular mail delivery. And if caterpillar tractors or dog sled in winter and boat service in summer could not accomplish the journey with the mail, then the aeroplane was used.

City delivery has its romance, too, even though it has become such a matter of fact performance—arriving as regularly as our morning cereal.

The citizens of Canada began to drop their letters in street collection boxes in 1859. In cities the size of Montreal or Toronto, there are over 500 carriers. Each man has an average of 300 homes to contact, and sometimes 600, according to the density of population in each territory. It is said that Montreal postmen have the most difficult job of any postmen in the world, because of the architectural problem of outside stairs. These are a hot climb in summer and slippery in winter. A postman of course is paid very little but has the compensation of superannuation at sixty-five.

35,000 Letters a Night

City distribution has resulted in a tremendously important railway mail system. The position of railway mail clerk was created in 1854, and his job is to sort and distribute mails between cities while the railway mail car sways over switches or roars through tunnels. The mail car is about 72 feet in length and we may see three men engaged in sorting the mails to carriers' walks and postal stations in order that the letter mails may be delivered for the first carriers' delivery the next morning. Mail is taken on at various points along the

way. By morning the final tasks are completed and mail is ready for its destination or connection at the city depot. About 35,000 letters are sorted on such trips as well as 25,000 miscellaneous pieces. This volume is doubled and even trebled on Christmas trips.

The clerks are required to take annual tests to keep up their high standard of efficiency. Their rate of sorting is about fifty letters a minute.

The boat mails are a burden for the railway mail clerks. On one occasion a steamer arrived from England, carrying a shipment of mails which filled ten cars, and so necessitated the running of a special mail train from Halifax to Montreal. Thirteen hundred mail clerks comprise the personnel for this work.

Boat Mail Services

The Christmas boat mail is evidence alone of what strong ties bind Canada to Great Britain. But one startling fact that comes out of postal statistics is that ninety-nine per cent of the boat mail is for the English and nationalities other than French. Less than one per cent goes to the French who comprise one-third of our entire population. Is, then, New France, the most firmly rooted element in our national population?

There is a romance about the boat mail which somehow bears the flavor of Viking adventure. For when the sea displays her temperament, and boats are late in docking we hear the roar of special mail trains speeding across Canada to keep faith with the British post office department in the matter of connections.

We must visualize Canada as a kind of postal depot between the Atlantic and Pacific oceans, for English mails to the East and Oriental mails to Europe. At one time of course, mail for Canada came by way of United States steamships because their fleet was the fastest mode of transport on the ocean but now that the Empress of Britain is here, Canadian boats have the bulk of the mail contracts once more.

Records in Speed

The Britain, it will be remembered, arranged a record mail delivery, with the aid of the Airways, during the summer the Imperial Conference met in Canada. Twenty-four hours were cut off the regular boat mail by transferring mail to a tender of the Royal Canadian Navy at Red Bay in the Straits of Belle Isle, and from there to a fast seaplane which flew up the St. Lawrence, following the North Shore to Eskimo Point. Here another large plane took the delivery to Rimouski. A land plane at Rimouski continued the journey to St. Hubert airport, Montreal, and from here the mail for the United States connects with the airway to Albany, New York. The result was that mail posted in London was delivered in Montreal in three days and 22 hours; at Ottawa in four days and five hours; at New York four days six hours, Los Angeles in five days six hours; and Vancouver in six days three hours. If a letter posted in Cologne, Germany, embarked with the Empress at Cherbourg, it reached Seattle in just over five days by this means.

This stunt was first tried on the journey with the delegates themselves. The result was that the photographs of the delegates taken on board faced them in the newspapers when they docked in Quebec.

In ordinary times of course the Britain's mail is picked up by tender at Father Point and flown to Montreal. This gives a five-day delivery schedule for special air mail.

We know that Britain can send mail to the Orient three ways, but she continuously favors the trans-Canada route, which drops mail at Shanghai twenty-three days out of Southampton.

Australia sends her Canadian mail direct to Vancouver, but Canada route, which drops mail at Shanghai twenty-three days out of Southampton.

Australia sends her Canadians mail makes use of either the American line direct to Vancouver, but Canada from Los Angeles, or her own, from Vancouver, depending on connections. Speed, rather than patriotism is the motto of the Post Office everywhere. However, only about one fifth of the mail to the Orient is carried by U. S. boats.

The heaviest Christmas mails in Canadian history were the five million letters and parcels carried by the Montrose last December.

Air-Mail Expansion

Air mail delivery is the youngest child of the Postal family. But it undoubtedly has the greatest future.

The post office chartered its first plane in 1923 and in seven years has made unbelievable strides in opening up the mining country in the North. For instance, a group of Mounties stationed in the wilds of the North-west discover the aeroplane landing at their back door with letters from home. Service to the MacKenzie River district is performed by this method.

A look at a map of Canada will better illustrate why we can credit the air mail pilot with developing the resources of our mineral-rich North twenty years ahead of time. A glance will show us that the railway ends at Fort McMurray. Now the only feasible route is by the MacKenzie River, which unfortunately is closed to transportation ten months of the year.

But the aeroplane comes in here as a miracle, carrying workmen, tools, food and letters to lonely outposts. Return trips are made by executives. Time, strength, life is conserved in this way, and man is enabled to push confidently ahead, developing the mineral resources with a speed and efficiency that would have been out of the question without transportation by air.

In 1931, air express was carried to these outlying points totalling 784,000 pounds. In 1934 this amount was raised to 13,000,000 pounds. In addition to this about 21,000,000 letters were carried during this year by air.

Mail to the U. S. A.

Coming down into civilization we must not forget the Montreal to Albany route which has been in operation for six and a half years. Planes take off daily from St. Hubert airport carrying mail a distance of 200 miles in one hour and fifteen minutes. When we study the history of Cana-

RAYON BRINGING NEW LIFE TO COTTON INDUSTRY

Cotton production in Manchester, England, is today little more than half what it was in pre-war years. On the other hand, the production of rayon in the north of England has an encouraging future, particularly since the development of a new artificial yarn. This yarn can be mixed with both cotton and wool and it is said there is practically no end to the combinations that can be made. The new yarn will go a long way to employing the larger number of idle spindles in Lancashire, since ordinary spinning machinery can be used for its manufacture. The rayon yarn industry in the north in England has grown within the past five years 274 per cent and an immense rayon factory is about to be constructed at Preston. There is increasing demand for Nottingham lace in the United States. During the first four months of this year exporters of cotton net increased by nearly 2,500,000 yards as compared with the same period last year, a considerable portion going to United States.

MOUNTIE HEAD TO ACT AS JUDGE

NEW YORK, Sept. 2—Major-General J. H. MacBrien, head of the Royal Canadian Mounted Police, will be one of the judges of the Army jumping teams of half a dozen countries at the National Horse Show here November 6-12.

Major-General Leon B. Kromer, Washington, D. C., and Brigadier-General Guy V. Henry, Fort Riley, Kas., will act in the same capacity. They also will judge the interstate military jumping contests.

Captain Bertram W. Mills, London, will pick the leading harness horses and ponies.

Forest Fires Problem

Periodically, New Brunswick, in common with other parts of the Dominion, suffers heavy loss from devastating forest fires. The scourge, which has been sweeping various sections of the province, as well as Nova Scotia during the past two weeks, has been one of the most serious and destructive experienced for some years. A prolonged drought, coupled with a record-breaking heat wave, has greatly aggravated the situation and left the firefighters almost impotent to stay the ravages of our summer season's enemy number one.

Governments in recent years, realizing the importance of protecting our valuable forest wealth from the fire menace, have organized to cope with outbreaks and no doubt the forest fire preventive service has been the means of suppressing many fires in the incipient stages and thus saved from destruction much standing timber as well as preventing the spread of flames to isolated settlers and settlements adjacent to heavily wooded areas.

It is possible, however, that something more might be done to avert such calamitous fires as have been sweeping through sections of the Maritimes of late, leaving in their wake great destruction, not only to timber areas, but wiping out the homes of colonizers and even a number of the smaller settlements. Employment of a larger force of fire wardens in dry season to patrol the forests would be a means of keeping a closer check on fires originating in the more hazardous sections. But apart from those specially employed to guard against forest fires, every citizen should regard it as a personal responsibility to be vigilant in the cause of protecting the province from the outbreaks of fires which annually take their heavy toll in trees and other property.

During the present season, as in past years, the charge has been made that some of the forest fires which have caused an immense amount of damage, have been deliberately set. Most of the conflagrations, however, have been undoubtedly due to other causes—carelessness of woods travellers, it is feared in many cases. But whatever the cause of origin of woods fires, there should be a tightening up of forest fires preventive regulations—or even enactment of more drastic restrictive measures—in a determined effort to reduce to the minimum our annual losses from forest fires.—Moncton Times.

dian Air Mail, we discover the interesting fact that more people per thousand population travel by air in Canada than in any other country in the world.

Besides this, there are a few vivid signs on our aviation horizon, which lead us to hope for a development of transportation which may, comparatively speaking, surpass other nations. Although the depression forced the Government to suspend the line between Montreal and Toronto temporarily, landing fields are at present under construction for a trans-Canada service. This is going forward under the direction of the Department of Labor, under the re-employment relief plan.

Another notable sign was the recent inauguration of the fastest international air service in the world, between Montreal and Albany, with the new Vultee low wing monoplane brought to Canada for operation six days a week by Canadian Colonial Airways.

As Capt. H. O. Young, responsible for the scheduled performance of this speedway, pointed out in referring to

"APPLE TIME" is here again !

with varieties to suit all tastes

We offer CRIMSON BEAUTY, MELBA, DUDLEY, DUCHESS and ASTRACHAN from the Best Orchards, assuring our customers of high standard of quality.

HAWKINS FRUIT & PRODUCE Co.

LIMITED

North Devon, N. B.

"LIME"

The Well Known "SNOWFLAKE" Brand
\$3.25 per cask \$2.00 per bbl.

Devon Lumber Co., Ltd.

Phone 316

South Devon Fuel and Tugboat Co., Ltd.

— Dealers in —

COAL and WOOD

LUMBER FREIGHTERS and TUGBOAT OWNERS

Office: Gibson Street, South Devon, N. B.
Telephone 456

DANCE

Every Saturday Night

Grand Lake Casino

Overlooking the placid beauty of Grand Lake, the Casino affords the most beautiful place to stop and lunch, afternoon or evening. FREE DANCING every evening except Saturday.

EVERY THURSDAY NIGHT

DON MESSER'S RADIO ORCHESTRA

14 MILES SOUTH OF MINTO NEAR PRINCESS PARK

Miramichi Lumber Co., Limited

COAL

CAR LOT SHIPMENTS
All Grades

Prices on Application

MINTO, N. B.

the inauguration of the world air-mail service, at present under discussion: "Out of the ashes of the last war soared the airplane. Perhaps by linking up the empires of the world in an international air service, it will become the bird of peace".

Incidentally the Post of the world already has a peace motive. The Universal Postal Union inaugurated in 1875 was called the First League of Nations. Every five years, eighty-sev-

en countries sit around the table as they decide on fees of transit, special international services, fees for tracing missing mail and postal agreements between countries. The International Air Mail service will probably be settled at this table.

Canada votes now as an independent postal administration at the Congress . . . a culmination of vigorous postal history completely related to our nationhood.



It's Here!
New 1936 PHILCO
Tune-in the world with this new Philco 5630X—a genuine Inclined Sounding Board model. Important "balanced" features give tone, power and foreign reception that reach new heights! Beautiful hand-rubbed cabinet.
\$129.
(With Philco All-wave Aerial \$135)
Liberal Trade-in Allowance—EASY TERMS
16
New 1936
PHILCOS
RYAN'S ELECTRICAL DEPT.
55 CARLETON STREET

Harvey Creamery Harvey Station, N.B.

(The Home of the Pure Bred Jersey Herds)

Butter being our only product, we specialize in the manufacture of the highest quality possible.

During June and July we manufactured 80,000 lbs. of butter and we did not have sufficient to fill our orders.

Quality counts — and when you buy Harvey Butter you are sure of getting a fine quality product.