

in the sale of any particular box, or acting directly or indirectly as agents for any box manufacturer or agent, but postmasters are permitted to order, for present or prospective patrons, any approved box selected by the patron upon the patron's request, but must not receive any compensation or profit for such accommodation.

Such boxes are by law afforded the same protection from injury and depredation as any other regulation mail box, and are regarded as United States mail boxes and should be used for no other purpose.

Persons neglecting or refusing to comply with these conditions will be regarded as not desiring rural delivery and the carrier will be directed not to serve them.

Patrons are expected to afford the carriers every facility in the performance of their duties, by keeping the roads open after heavy snowfalls, and by using their influence with the proper authorities, to maintain them in good repair.

What the Carrier Does

Rural carriers are required to deliver to the box of a patron all mail addressed to his family, and collect all mail deposited in the box for dispatch. Registered matter and pension letters which must be delivered in person to the addressee, and special-delivery letters, the carrier is required to deliver in person at the patron's door, if within one mile of the route.

They are required to carry sufficient supply of stamps, stamped envelopes, postal cards and news-paper wrappers. They are empowered to receive matter for registration, giving proper receipt for same. Also to accept money for the purchase of money orders, for which receipt must be given to the patron.

Rural carriers may carry packages of merchandise for hire from a patron, on request of the patron, provided the same are not mailable. They are not permitted to receive orders or solicit business for any person, firm or corporation.

Rates of Postage

The establishment of rural delivery at any post-office does not change in any particular the rate of postage on any class of mail matter received or delivered from that office except that the one cent rate on drop letters does not apply when such letters are collected or delivered by rural carriers. Drop letters so collected or delivered must be prepaid at the rate of two cents for each ounce or fraction thereof.

Rural Delivery Service Regulations

When the Roads are Bad.

1. The department looks to patrons and road officials to see that highways covered by rural routes are maintained in such condition that they can be traveled at all seasons. Indifference and neglect in this matter will be considered a sufficient cause for the withdrawal of rural service from a community.

2. A rural carrier is not expected to seriously imperil his life or his animals, nor to endanger the U. S. mails or his equipment, in an attempt to serve his route under extraordinary conditions of weather.

3. At such times the carrier must report at the post-office at the regular hour and make reasonable effort to serve the route. If some portions of the same are found to be absolutely impassable, carrier is allowed to deviate from the official route to such extent as may be necessary to reach all patrons by other roads, provided only a partial service could be given were no deviation made.

4. When the roads covered by a rural route are temporarily impassable for wheeled vehicles, owing to storms or floods, in order that a regular and complete service of the route may be maintained, trips may, at the discretion of the initial postmaster, be made by carrier on

horseback; but all mail matter, official equipment, and supplies must be as fully protected as when the regular conveyance is used.

5. Each day the carrier does not completely cover his entire route the fact should be reported to the postmaster of the initial office with a definite statement as to what portion was not served, stating reasons therefor, and the postmaster should make a complete report to the department.

6. Postmasters must keep a strict account of the number of days carriers entirely fail to perform service, and report such failures to the paying postmasters at the end of the month.

7. For all days when service on a route is totally suspended, no pay will be allowed the carrier.

8. The cause of total suspension of service on a route for one or more days must be entered on the carrier's trip report (Form 5502) under the head of "Remarks". Explanation should be made for those days when only a partial service of routes is given, the cause being specified. These entries should be properly and correctly made on the trip reports before postmasters certify to their correctness.

STREET PAVING

The paving of city and town streets is not a matter of serious difficulty if it is to be solved, as some municipalities have done in the past, by merely scraping mud to the centre in the summer, in order that there may be more mud in the fall and spring. Fortunately that stage is rapidly passing away, and for some years there has been steady progress in this important department of municipal management. At the present time municipalities from the smallest to the largest are turning to street improvement as a work which they can no longer afford to neglect. The question of materials has thus received much study and attention, but is urgently demanding increased consideration. Numerous materials have been used under varying circumstances of traffic and climate and the results carefully observed. No one material has been found to serve all conditions. All have merits and all have defects.

An ideal pavement, even for one set of ordinary conditions has not yet entered the field. We can only select the material for a given climate and street with the knowledge that, while it will possess certain merits, it will also have defects.

Macadam has been largely used as a standard material for the most limited conditions of traffic. For light driving, on residence streets, in suburban districts, with proper care, it can be made exceedingly useful. It requires much attention to keep it in repair, and under heavy traffic the cost of maintenance renders it an expensive pavement. But for streets not subjected to excessive use, the ease with which it can be re-surfaced and kept in good condition by the use of steam rollers and other modern roadmaking implements, has rendered it deservedly popular.

A step in advance has been made by the use of tar macadam and macadam cemented together with prepared forms of bitumen. Some of these pavements are showing excellent results under moderate traffic; but in occasional instances it has not been successful. The care required in laying tar-macadam in the climate of Canada, has rendered its durability somewhat uncertain.

For the heavy traffic of business thoroughfares where noise would be objectionable, sheet asphalt has been largely used, both rock asphalt and Trinidad, having been employed. It is inclined to be a dusty pavement in hot, dry weather and wet weather, with winter conditions, is