

## ADDRESSING LETTERS.

A MANNER of addressing letters has gradually obtained practice in many instances with manifest advantage. Thus:

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| <p>EUROPE.</p> <p>England,</p> <p>London, E. C.,</p> <p>25 Pall Mall,</p> <p>Horace Smith, Esq.</p> |
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Observe that the eye of the official need not search the face of the address when he is making up the deliveries for a foreign mail, or even a mail outside his post office; he sees at a glance the place or the country of destination, and the mail-bag gets its due without delay. Some time will elapse before everyone does this little, yet wise, thing, but it *must* grow into a general custom.

"If not called for in ten days, return to....."

This side-note, printed on many envelopes of business concerns, has proved useful in the United States, and should be adopted here, with the assurance (not yet made) that the Canadian post office would attend to it. A letter lying for months before being sent to the Dead Letter Office may contain an inquiry to which the sender waits anxiously a reply; and a little concession to a flexibility of system in our post office would remedy an evil that is not the less felt because those who suffer do not know how to complain. Give the facility, and you would find this side-note on every letter that carried with it a purpose of the sender, and that is the object of the post office.

## THE UNITED STATES OCEAN MAILS.

In a reply to a toast given at the reception of President Garfield at Long Branch, N. J., the Postmaster-General made a prediction. He said:

The future of civil service reform is now assured. The postal service of the United States is the best in the world. Just think of its marvellous growth. A hundred years ago it took two or three days to send a letter from New York to Philadelphia; to-day only six days separate the Golden Gate from Sandy Hook. Not more than three years will roll around before American mails will be carried in American ships.

## A NEW WAY OF SENDING MONEY BY MAIL.

In this issue we note the fact that Germany has instituted a system of Money Order Cards, and the following article from an exchange will show that the idea is bearing fruit in the United States Postal Department:

The Postmaster-General of the United States has, it is said, devised a plan for sending small sums of money

through the mails at a cheap rate. The device consists of a card having three columns, dollars, tens and cents and the amount to be drawn is designated by punching out figures. Two denominations will be issued, one for all sums within \$2.50, and the other for all sums within \$5. The orders will be payable to bearer, and the post office will not be responsible for their safe delivery any more than for fractional currency, for which they are a substitute. The orders will be finely printed on bank-note paper. The postmaster will sell the \$2 card for two or three cents premium, and the \$5 card for four or five cents premium, and will himself punch out the amount paid and the buyer will simply inclose the card in his letter, and the receiver can get it cashed at any office. The postmaster will enter the amount of the order on a stub, which will be the only check the department will need, as the name of the sender and payee are not entered. In order to prevent the use of the postal orders as currency they are to be redeemable only for three months from the date of issue.

We invite all Correspondents to send us, ON APPEARANCE, provisional issues or new issues, to the amount of One Dollar or Five Francs in lowest values, for which we will remit promptly on receipt.

H. HECHLER,

184 Argyle Street,  
Halifax, Nova Scotia.

## POST OFFICE EXTENSION.

The Post Office in any country should be able to beat any competitor out of the field, because its ramifications extend everywhere, and it possesses a staff which no company, public or private, can hope to demand. For all that, however, we read in a London newspaper that it is cheaper to send a parcel of books long distances by train than it is by mail, with this advantage, too, that the railway parcel may contain letters, whereas the mail parcel must be "printed matter only." Now, here is where we may follow the example. The *Echo* says:

The Great Eastern Company has added an express parcel service for the London district, by which it undertakes to deliver packages of eight pounds within three miles of Charing-cross for 4d., and one penny extra for every additional eight pounds, or fraction thereof. To commercial men and traders generally there is another advantage afforded by the railway company—their "sign" for all parcels, and the sender has consequently a proof that he actually sent a parcel to a given address on a certain date, an obvious advantage which the Post Office has apparently forgotten. Other companies will probably follow the lead of the Great Eastern, and if the Post Office does not quickly reform, it may find that much of the parcel trade has been monopolised by railways.

MONTEVIDEO.—Our correspondent advises us that there have been forgeries issued of Montevideo postage stamps to the extent of 10,000 or 20,000 of the 4 reals brown, 3 pesos green, 4 pesos red, and 5 pesos orange. Collectors should look out for these.