

tempt to fix the number of ordinary Clerks required in the several offices—that must be left to be determined by the judgment of the Postmaster General, as circumstances arise.

Letter Carriers and Street Box Collectors.

Letter Carriers and Street-box Collectors are paid by fixed salary, ranging from \$300 to \$560 per annum. The extra charge made on delivery of the letters, &c, by Letter Carrier, being paid into the Revenue. The only exceptions being at St. John, New Brunswick, Hamilton, and London, where the Letter Carriers retain the fees in lieu of salary. This was formerly the practice in all the cities of Ontario and Quebec; but it was considered to have this doubtful effect—that it tended to give the Carrier a pecuniary interest in attending to some classes of letters, and some parts of his beat, in preference to others, and the system was changed in all the principal cities. As opportunity offers, the above named exceptions should be got rid of.

Only very moderate educational attainments are required for the performance of a Letter Carrier's duty; but great care should be taken when selecting for the employment, to admit none but men of undoubted honesty, sobriety, and physical capacity, and of civil demeanor. 35 should be the limit of age. The adoption of some kind of uniform would be advantageous to the service.

The following scale of salary is recommended:—

Letter Carriers, \$300 per annum on first appointment, increasing \$20 a year up to \$500 per annum.
Box Collectors, \$300 per annum on first appointment, increasing \$10 a year up to \$400 per annum.

Power was taken in the Post Office Act of 1867, to introduce in the cities of Canada, the system which has been found to work so well in England, France, and the United States, of a free delivery of all letters in cities by Letter Carriers, discontinuing as far as possible the practice of delivering at the Post Office, and obliging the public to call there for letters. Such a change would, of course, entirely revolutionize the present Letter Carrier organization, and system of window delivery.

To give full efficiency to the improved system, however, pre-payment of domestic letter postage should be made compulsory in Canada, as it is in the United States; for when Letter Carriers have to collect postage on any considerable proportion of the letters they deliver, the process of delivery is thereby so impeded, that a general delivery of correspondence by Letter Carriers could not satisfactorily be accomplished under such conditions, and compulsory prepayment becomes almost an indispensable preliminary to the introduction of the desired improvement.

RAILWAY MAIL CLERKS.

With the exception of two or three of the minor lines of road, the mails are carried on all the railways in cars, having a certain space divided off and specially appropriated to the use of the Post Office, and fitted up with all the conveniences required for the Post Office work. On the chief roads this space is 16 feet long, by the width of the car. Officers of the Post Office, called Railway Mail Clerks, travel in charge of the Railway Post Offices, and not only have custody of the mails under conveyance, but receive, sort, and distribute mails whilst the train is in motion, as in an ordinary Post Office. Correspondence is greatly accelerated by this system. Seventy clerks are thus employed in Ontario and Quebec, and the system is being extended to the railways of Nova Scotia and New Brunswick. The work has so much increased in these travelling offices, that on the main sections of the Grand Trunk and Great Western roads, two clerks travel with each train.