

GERMAN REPLY CARDS.

The new bill by which it is proposed to introduce the German system of "reply" post-cards defines a reply post-card as "a post-card of such a character that the person receiving the same through the post may without further payment again transmit the same or a part thereof through the post." The necessity for this Act has arisen from the circumstance that the Post Office authorities are at present limited to one halfpenny as the highest rate for an inland post-card. The bill accordingly provides that "nothing in the Post Office Acts shall be deemed to prevent the issue of a reply post-card, or the fixing of a rate of postage for a reply post-card, not exceeding double the rate charged for an ordinary post-card."

BRISTOL PARCEL POST.

The leading railway companies of the kingdom have just completed a series of returns containing full and valuable information as to the parcel traffic for a period of four days. The returns give the number of parcels carried under the following weights, namely, 7lb., 14lb., 21lb., and 56lb. The return also gives details of the number of insured parcels, containing jewellery and valuable fabrics, together with the method of their conveyance in sealed hampers from one town to another, and the proportion of parcels for rural districts. These returns will furnish important data as to the plant to be provided for by the Post Office authorities in the carrying out of the parcel post scheme. It is anticipated that as soon as the parcel post is well established, the limit will be extended from 7lb. to 14lb. weight.

TO POSTMASTERS.

THE Editor will thank Postmasters for all information they will kindly send, respecting new issues of stamps, cards, and envelopes, or on the subject of changes in important mail routes; and in fact for any news respecting new postal arrangements. Our object is to utilize the large circulation of the COURIER, which goes over the whole world, to make public such changes.

AUX MAITRES DE POSTE.

LE REDACTEUR sera bien aise de remercier les maitres de poste que lui feront la bonte de donner de temps a autre les informations les plus recentes sur les nouvelles emissions de timbres, cartes ou enveloppes, et aussi au sujet de tous changements de routes-mailles; enfin sur toutes les nouvelles a propos des reglemens postaux. Notre but est de transmettre a tous les quartiers du monde les informations importantes, lequel nous permet la grande circulation du COURIER, couvrant le monde entier.

NON-ADHERANTS.

The countries and colonies having organized postal services which have not yet adhered to the Postal Union are Bolivia in South America, Costa Rica in Central America, New Zealand and the British colonies in Australia. With these exceptions the territory of the Universal Postal Union may now be said to embrace the civilized world. It includes an area of over 50,000,000 square miles, with a population of about 800,000,000.

COLLECTING LETTERS.

In this matter, concerning which we made a few remarks in our last issue, Canada is far behind other countries as the following from our esteemed correspondent at St. Petersburg, Russia, will illustrate:—"I was much astonished that collecting letters in locked canvass bags and exchanges in letter-boxes is only proposed in Canada. It was always the manner of collecting letters from letter boxes in St. Petersburg and in other places in Russia."

U. S. POSTAL STATISTICS.

The annual report of the Postmaster General of the United States, recently submitted to both houses of Congress, at Washington, D. C., is replete with useful information. We quote some of this as follows:—

The entire revenue of the Post Office Department from July 1st, 1886 to June 30th, 1887 was \$574,838,788.83 and the amount granted from the Treasury to the Department in the same period aggregated \$122,609,817.14—making the total receipts \$697,448,555.47. The total expenditures in the same period aggregated the sum of \$591,276,559.89. The contrast presented and the vast increase of the business in the past forty-five years is shown by the fact that in 1836-7 the income of the Department was \$4,945,686.21 and the expenditure was \$3,288,319.08, while in the year 1880-1 the income was \$40,083,319.48 and expenditure \$39,592,566.22. The surplus for the whole period has therefore apparently been \$106,171,996.08. But deducting the amount of the Treasury grants during the time under consideration, we find the deficit arising from the postal service to have been \$6,437,821.06. In 1880-1 the actual revenue was \$36,785,397.97 which gives a deficit independent of the Treasury grant—\$3,297,921.46—of \$1,807,168.25.

A GALLANT PRINCE.

Prince Alexander of Bulgaria is one of the most gallant of rulers. Not long ago a Parisian who has a mania for collecting postage stamps, and who owns a marvellous album, tried and tried in vain to get a complete series of Bulgarian stamps. She made all kinds of offers, sent out commissions, etc., and at last, impatient of all delay, determined to make a bold attempt to get what she wanted or perish in the attempt. She wrote a letter to Prince Alexander of Bulgaria, explaining matters to him and asking him to come to her assistance. Presently came a graceful letter written in the prince's own hand and enclosing a complete collection of his country's stamps.

POSTAL FACILITIES ON THE AMERICAN RAILROADS.—

The Post Office Department has under consideration the propriety of adopting some means to enable travellers on railroads to mail postal cards and letters. It is suggested that this can be done by placing plain lettered mail boxes in each passenger car, and that postal clerks, or messengers on the train or at the principal stations along the road, make the collections, thereby placing the whole thing in responsible hands and under the control of the department.—*New Jersey Philatelist.*