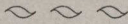


step forward for which all should be thankful.



### THE EDUCATED POSTMAN.

The schoolmaster is evidently abroad in England. The *Postmen's Gazette* has been discussing the question of stair-climbing by letter-carriers. This is particularly apropos of delivering mail in apartment houses, where postmen are not always allowed to use the elevators. Commenting upon the excessive climbing, one postman writes:

"It is, we submit, quite possible, owing to the resilient equipoise of the human mechanism, to have systematic and oppressive overwork without its eventuating in a sensational casualty list."

The last sentence of the article is even more imposing. It runs:

"In the course of these articles we hope to show a substantial array of theoretical and empirical evidence in support of our caveat against the finality of the 1907 inquiry."

### THE RAILWAY MAIL SERVICE.

The Buffalo Enquirer of March 9 contains the following leader on steel mail cars. Their desirability is so plainly proved that comment is unnecessary:—

#### THE ALL STEEL CAR.

That there are more railroad wrecks in this country than in any other country in the world, there is little doubt. But when one considers that the railway mileage of the United States is almost that of the remainder of the earth and that the average speed of trains is much faster than those abroad, the percentage is not so alarming. But, due to the introduction of the all-steel car, the percentage of deaths and serious injuries when cars leave the tracks or collisions occur, is growing much smaller.

Recent wrecks prove this. On Thursday a serious wreck occurred near West Lebanon, Ind. Eight cars left the track and rolled down an embankment. A steel mail car turned over twice, but the five clerks working inside were uninjured. The sooner all roads begin using all-steel cars, the safer will be their passengers and the smaller the damage actions.

\* \* \*

Mr. Harry F. Ferguson, railway mail clerk, Moose Jaw, Sask., was in a wreck last year, but escaped with a shaking up. He took a holiday and returned to work, but resigned a couple of weeks ago and returned to his home at Fort Erie, as he found himself physically unable to continue his duties.

\* \* \*

From the information that is at my disposal, the clerks would welcome very heartily the issuance of commissions that would enable them to make journeys on duty on the various trains without having to explain to conductors (when they are not provided with transportation, which often happens) that they are railway mail clerks. Sometimes the conductors object to carrying the clerks, which makes it very disagreeable for them. The railway authorities evidently expect the P. O. authorities to issue these passes or "commissions," as the conductors' rule books instruct the holders to honor them when presented. There are or 16,000 railway mail clerks in the United States carrying these commissions for a great many years. If they had not proved satisfactory, it is reasonable to suppose that they would have been abolished by our very shrewd neighbors. Besides their "commissions," the U. S. mail clerks (I am informed) can obtain half-fare transportation for the members of their families, a most desirable concession. Trouble has resulted through clerks depending on temporary or complimentary passes. Relieving mail clerks are sometimes wired, when a long distance from headquarters, to