

The Postal Service

Uncle Sam the Greatest Mail Carrier in the World

OWING to the recent sweeping changes in the personnel of the staff of Postmaster General Henry C. Payne, public attention is directed to Uncle Sam's postal establishment, the greatest business concern in the world. It handles more pieces, employs more men, spends more money, brings more revenue, uses more agencies, reaches more homes, involves more details and touches more interests than any other human organization, public or private, governmental or corporate.

The postal services of England, France and Germany include the tele-

centers long ago became a serious problem. This was solved by designating certain cities, with adequate railroad facilities and ample storage room, as depositories for all surplus mail bags finding their way to offices in the surrounding states.

The money order division is one of the greatest of international clearing houses. Through its machinery remittances may be sent all over the world at the smallest expense and in the safest manner. The number of money orders issued is still, however, much below the business done by either Germany or England. The former country does a postal money order business nearly four times the volume of that done in this country, while England overtops us at least 200 per cent. The postal order has been far longer established in those countries, and there is little competition on the part of private enterprises, as here.

The advance of the foreign mail service has kept pace, so far as the conditions would allow, with the domestic service. It is only since 1874 that the postal union has existed which established uniform rates and conditions. Prior to that time the mails, with foreign countries were regulated by separate treaties, providing different rates with almost every nation. Then the letter writer had to consult numerous schedules to learn how much he must prepay and what conditions must be fulfilled to secure the earliest dispatch.

Now with the uniform foreign rate as well known as the domestic, he can drop his letter into the first box he comes to with the assurance that it will go by the quickest route to its destination, though at the ends of the earth, and all for the sum of 5 cents.

The first head of the postal department was Samuel Osgood of Massachusetts, under President Washington in 1789. It was not until 1829, however, that the postmaster general was considered a cabinet officer, when William T. Barry of Kentucky held that



POSTMASTER GENERAL PAYNE

graph, which is a private enterprise here, and yet the aggregate figures of the postal business in this country surpass both post and telegraph in any of those lands. The receipts and expenditures of one system, of combined railroads and of the United States Steel corporation, perhaps, equal those of the postal service, but the only equality is in monetary figures and not in the extent and ramifications of organization.

The post office department directed last year 75,924 post offices, mustered an army of 200,000 employees, spent \$124,800,217, and its receipts were \$121,848,047.

The delivery system of letters has been carried to a high state of perfection. Those residents of cities and large towns who accept as a matter of course the frequent rounds of the gray coated messengers of the post office find it difficult to recall that prior to 1863 the letter carrier service had no existence in the United States.

Rural free delivery is a much more recent addition to the carrier service, but is already well established. The estimates of the department are to the effect that the available territory for this service embraces about 1,000,000 square miles. The 11,650 routes now in operation cover about one-third of the available territory. From this it will be seen that it will require about 25,000 additional employees to take care of this territory. It is believed that within the next three years the extension of this service will have been completed.

In connection with the transportation of mails it may be a matter of in-



MR. HENRY C. PAYNE

terest to know how the bags and pouches used in carrying the billions of pieces of mail matter deposited in more than 80,000 post offices and postal cars are distributed and how they find their way back. Practically they are furnished by contract, and nearly all get in circulation through the New York office.

The great trend of the mail is from east to west and from the large commercial centers to the less populous districts. How to recover the mail bags used in remote sections and have them promptly returned to the east



EX-POSTMASTER GENERAL CHARLES EMORY SMITH

post under President Jackson. In all there have been just forty postmaster generals.

Henry C. Payne, the head of the postal department, is a New Englander by birth, and his first job with a salary attachment was as assistant to the post office at Shelburne, Mass., a fitting start in life for the man who was destined in later years to become the head of the department. When the civil war broke out young Payne wanted to enlist, but was rejected on account of his size. Early in the sixties he went to Milwaukee, which is still his home, and where he became a millionaire.

Mrs. Payne, who as the wife of a cabinet officer is one of the notable figures in Washington society, has in a small degree contributed to her husband's success in life. For many years she has been prominent in the Daughters of the Revolution and the Colonial Dames. Before her marriage she was Miss Lydia Van Dyke of an old New York colonial family. The Paynes were married in 1867.

Among all the thousands of Uncle Sam's post offices probably the most curious is the one in Beebe Plain, Iowa that stands half in Vermont and half in the province of Quebec, Canada. The old post office was built about seventy-five years ago exactly on the line between the United States and Canada, so that it stands in two countries and serves in the postal service of two nations. This combination post office is now being run by parent and child, the father being postmaster for Canada while the daughter is the postmistress for the Vermonters.

With all its great income the postal service is run at a loss, the expenditures since 1882 having been greater than the receipts. This is explained by the fact that whenever the receipts exceed or approach the expenditures it is the policy of congress to extend postal facilities and decrease the cost of it, service to the public. This was the case in 1882 when the letter postage was reduced from 3 cents per hal-

POET OF THE SOUTHLAND.

Clarence Ousley, Author of "Our Brothers in Black."

Clarence N. Ousley, poet and editor, whose recent poem, "Our Brothers in Black," dealt with the negro question in the south and attracted widespread attention, has held a high place in the newspaper world of Texas for many years.

Mr. Ousley is a native of Georgia and for a poet and dreamer has had a hard, workaday life. In his youth he toiled on a farm, absorbing the democracy of the country folk, and all his sympathies have taken that direction. Something of this local environment



CLARENCE N. OUSLEY

and coloring is reflected in his poems "Fishing in the Wthlacoochie" and "The Farmer's Will."

Because of his delicate health Ousley was educated at the A. and M. college, Alabama, where the military features provided exercise. Here he received a classical training. He intended to be a lawyer, but changed his mind and struck out for Texas and taught school. Tiring of this, he began newspaper work as a reporter, finally becoming editor of the Farm and Ranch.

Two years later Mr. Ousley was made managing editor of the Galveston News. In 1893, striking out for himself, he purchased the Galveston Tribune, an evening paper, and under his management that paper became one of the most profitable and influential afternoon dailies in the state.

After building up the Tribune Mr. Ousley accepted the managing editorship of the Houston Post, though still holding his proprietary interest in the Tribune. In the larger field covered by the Post Mr. Ousley has established an enviable reputation among newspaper workers and managers.

Although having few hours of leisure, Mr. Ousley has given to the world some charming verse. He is at his best, perhaps, in his songs of simpler things. Among his well known poems are "Adam and Eve," in which he gives a beautiful description of the garden of Eden. Another poem that is full of homely sentiment is "The Old Man." "The Little Branch Road," "Smoke in His Eyes" and "A Hundred Millions" are poems that denote the thinker and dreamer.

There are many moods in Ousley's verse. He is at times Homeric; at others he pitches his key to the tune with which Eugene Field won human hearts. But in every phase he portrays the beautiful, the good and the true. He is unmarried.

BISHOP OF BUFFALO.

Right Rev. Charles H. Colton the New Head of the Diocese.

Right Rev. Charles H. Colton, who has just been named bishop of the Roman Catholic diocese of Buffalo to succeed Bishop Quigley, raised to the archbishopric of Chicago, is the present chancellor of the archdiocese of New York and rector of St. Stephen's church, New York city.

The new bishop of Buffalo is a native of New York city and spent all



RIGHT REV. CHARLES H. COLTON

his life in the priesthood in St. Stephen's parish, of which the late Dr. McGlynn, the single tax advocate, was at one time pastor. Father Colton was ordained priest in 1870.

The diocese of Buffalo includes Erie, Niagara, Orleans, Chautauque, Wyoming and Cattaraugus counties, an area of 8,667 miles. In this territory there is an estimated Catholic population of 171,000, with 243 priests and 150 churches. Bishop Colton is fifty-five years old.

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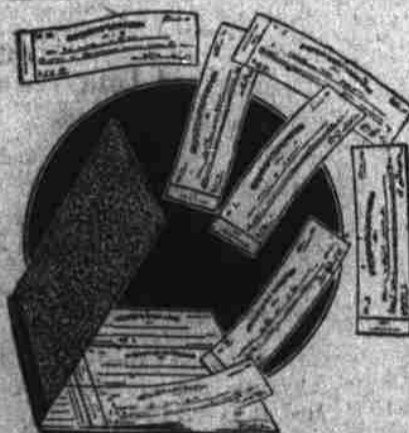
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	WESTBOUND TRAINS.				EASTBOUND TRAINS.			
	No. 4. Daily.	No. 5. Passenger Daily.	No. 2. Daily ex-Sunday.	No. 10. Freight & Pk. W. & F.	No. 3. Daily.	No. 6. Passenger Daily.	No. 7. Daily ex-Sunday.	No. 8. Freight & Pk. Thurs. & Sat.
Goldboro-arrive.....	A. M. 11:05	P. M. 5:30	P. M. 5:40	A. M. 9:40				
LaGrange.....	10:32	7:57	4:35	9:07				
Falling Creek.....	10:22	7:47	4:10	8:57				
Kinston.....	10:12	7:37	3:45	8:47				
Dover.....	9:42	7:17	2:15	8:17				
Core Creek.....	9:30	7:00	1:13	8:05				
Tuscarora.....	9:20	6:50	12:45	7:55				
Newbern.....	9:10	6:30	12:10	7:45				
Havaloek.....	8:00			6:30				
Newport.....	7:45			6:15				
Morehead City.....	7:27			5:57				
Morehead City Depot.....	7:05			5:35				

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