



POSTMASTER-GENERAL HITCHCOCK

UNCLE SAM To PRINT HIS OWN POSTAL CARDS

By WALDEN FAWCETT



EXCUSE FOR GRAFT

REAL TRUTH ABOUT AGITATION FOR SHIP SUBSIDY.

A Little Consideration Will Show That the Scheme Could Not Add Greatly to the Growth of American Shipping.

Commenting on the evident doubt felt by Secretary Nagel as to whether the admission of foreign vessels to American registry would help American shipping, which is shown in the secretary's annual report, the New York Journal of Commerce says:

"If what is wanted is to get shipping to sail under the American flag and under American ownership, why not first of all remove the obstacles which foreign shipping does not have to contend with, and see what the result would be, before talking about having the government use public money to make business profitable in spite of the obstacles?"

But that is not what is really wanted at all. All the talk about having the American flag appear on all the seas and in all the ports of the world is mere index thumper, a mere specious appeal to patriotism in the interest of graft. What is wanted is a "good thing," one of those governmental "good things" which are so profitable to a few well chosen good managers. The men who are most active in advocating ship subsidy would, if they had shipments to make, ship by the vessel that gave them the best rates and safest and most expeditious passage, regardless of register, flag, ownership or anything else. Their patriotism is merely for publication, and is not to be regarded as a guaranty of good faith.

Like several other national bounties, the ship subsidy is merely a question of profit, of vulgar dollars and cents, for the men who propose to engage in the business, which under the foolish existing conditions they know could not be a profitable business. They know very well, too, that if these conditions were changed to more liberal ones—which could readily be done without the slightest expense to the public treasury—a new adjustment of shipping would occur which would make a ship subsidy too ridiculous to be considered for a moment. So they do not want the conditions changed. On the contrary, their whole hope of profit is based on the present restrictions. A thrifty growth of the American merchant marine would quickly shatter the plans which they have so long and so persistently fostered.

And if they are successful with their plans, what will be the result? Will there be any large growth of American shipping? Hardly. Even the treasury of the United States is not equal to such an expense as that, for under existing conditions the only increase will be of subsidized ships. There would, of course, be a few of these operated at heavy expense to the taxpayers, but compared with what American shipping should be and what it undoubtedly soon would be if it were relieved of the present intolerable restrictions, the increase in tonnage would be negligible. The competition with foreign shipping would not be appreciable, and the transoceanic shippers of this country would benefit neither by lower rates nor safer or faster traffic. On the contrary, they would indirectly be paying higher rates for every pound that was carried by those mail and cargo "subvention" ships, through the subsidy that passed into the shippers' hands from the government. Meanwhile, American shipping would not only be no greater—with the exception of a very few subsidized ships costing a considerable number of millions a year to the people—than it was before, but the last state would be actually worse than the first—Indianapolis News (Ind.).

More Sugar Frauds.
Arbuckle Bros. have paid to the United States government \$695,573.19, which represents what the special United States attorneys call "a shortage in the payment of duties on importations of sugar" between 1898 and 1907.

The sugar trust had no monopoly of the business of robbing the government, and sooner or later congress must undertake a thorough investigation of the system that made these frauds possible. The country is not going to be satisfied with anything less than the whole truth.

Needs Special Phonographic Record.
The Washington Star suggests the preservation of motion picture records of the Taft pilgrimage down the Mississippi. The emperor of Germany already has deposited phonographic records of his voice with the universities. The historical library of the future may be all wax and gelatin. Uncle Joe Cannon's daily walk and conversation may be thus preserved to future ages. The ordinary film would do for the walk, but a special acetate roll might be necessary for the conversation.

Beauties of a Prohibitive Tariff.
Germany put a new tax on cigars and cigarettes. Higher prices reduced the consumption so that a large number of tobacco workers were thrown out of work, and now the reichstag has felt compelled to appropriate \$500,000 for their relief.—Indianapolis News.

Advocates of high tariff should not overlook this instance as furnishing proof of the soundness of their argument that a prohibitive tariff is a splendid thing for the laborer. If it had not become necessary for the reichstag to make an appropriation the workmen who are to get the \$500,000 would have had to earn it.

The Smithsonian institution has received 6,853 skins of birds and animals from the Brans Tumbo faunal-naturalistic expedition. For every animal whose skin was worth saving, how many have been shot for sport?

The senate has confirmed a batch of President Taft's appointments, but while the administration talks liberal tariff Mr. Aldrich and the senate finance committee do not let treasury nominations pass without scrutiny.



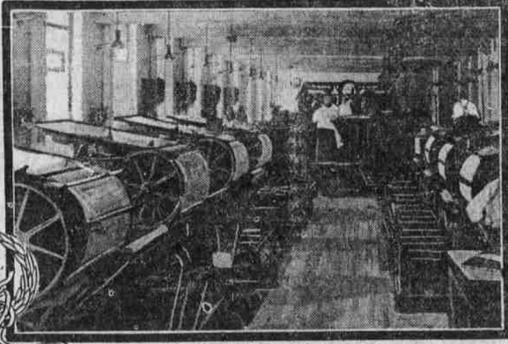
THE GOVERNMENT PRINTING OFFICE

is no doubt but that the institution can keep the country supplied with postal cards no matter to what proportions the correspondence of the American people may grow. Just as Uncle Sam guards very carefully the manufacture of postage stamps and paper money, so will he take every precaution against the possible dishonesty of employees in the manufacture, packing and distribution of postal cards. For one thing, the presses used for printing the cards will be controlled by an intricate system of locks, which will render it impossible to release or operate a press until several different officials are in attendance, each with a key that plays a part in unlocking the press. The dies and plates used in printing the cards and which are furnished by the postoffice department, are likewise carefully guarded. When such a plate is given to a printer for use in making impressions it is given a receipt for it to the official in charge of the vault where these precious plates are stored and the printer cannot leave the building at



A VIEW OF THE BINDERY

the conclusion of the day's work until he has returned to this depository the printing plates which have been in his custody. Finally the postal cards will be counted repeatedly during the process of manufacture—perhaps a score of times in all—and thus tab will be kept on the cards until they depart in the various postoffices throughout the country, where they will be issued to the public.



A VIEW OF THE MAIN PRESS ROOM

As delivered by the machines the postal cards are mechanically counted and automatically assembled in packs of 25—each pack being secured by a band of white paper. These packs are placed in pasteboard boxes, each of which will accommodate 20 packs or 500 cards. The pasteboard boxes, in turn, are packed in wooden cases, varying in size and ranging in capacity from 5,000 to 100,000 cards. It is in this form that they are shipped upon requisition to the postmasters throughout the land. In order that all orders for postal cards may be filled promptly the government printing office, once the new activity is under way, will constantly keep on hand in its fireproof, burglar-proof vaults a surplus stock of about 30,000,000 postal cards. The precautions that will surround the manufacture and dispatch of postal cards at the government printery will extend to the destruction of the misprinted or otherwise spoiled cards. Officials of the postoffice department will be on duty at the printery at all times to supervise the manufacture of the cards and to see to it that at all times and in all respects meets the requirements of the government.

Trade Organization of Printers

Some interesting information in regard to trade organization among printers appears in the Typographical Journal, the official publication of the International Typographical union. It is in the form of a review of a book by George E. Barnett, associate professor of political economy in the Johns Hopkins university. The book, which is just from the press, is entitled, "The Printers: a Study in American Trade Unionism." Mr. Barnett was in Indianapolis for a considerable length of time, several years ago, gathering information at the headquarters of the International Typographical union to be used in his book. "A perusal of Dr. Barnett's book," says the review,

employed for many years past in gradually paying off this immense loan. Charity Covereth a Multitude of Sins. He was charitably inclined and every night for more than a week he pitied the old man whom he met standing in the doorway of a downtown office building. The first night it was very cold, so he asked the old man if he wouldn't like a drink to warm him up. They had their drinks and the charitably inclined person gave the old man 50 cents to buy a

night's lodging. The old man thanked him heartily.

Last week the charitable chap gave the old man an overcoat and told him if he needed help to come around to his Wall Street office. Finally the benefactor asked the old man who he was. Why didn't he get a job? "Oh, I'm the night watchman in this building," was the reply. "I stand outside to get the fresh air."

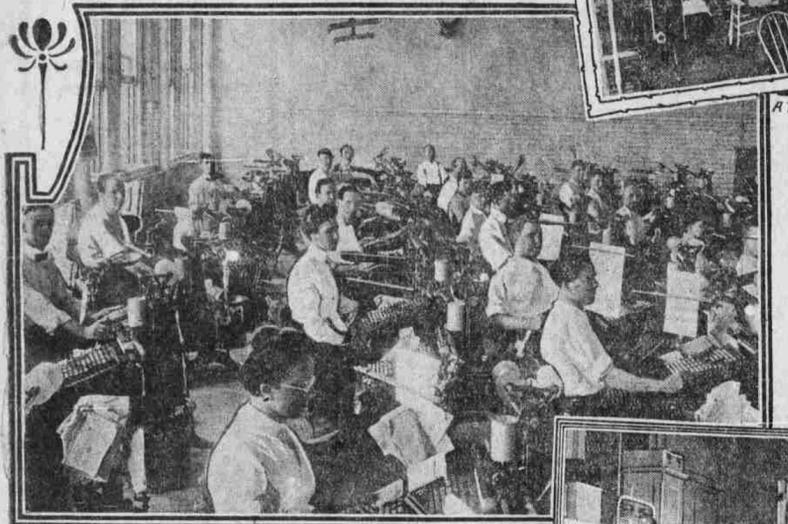
Now when the charitable person meets the old man he ignores him.—New York Sun.

POSTMASTER GENERAL HITCHCOCK recently signed a contract for the supply of postal cards that will be used by the American people during the next four years. The mere magnitude of the manufacturing project involved is calculated to make this of general interest, for, he it known, the head of the postoffice department has ordered approximately three and one-half billion postal cards for use during the four years beginning January 1, 1910. This means that the American people who adopt the very convenient scheme of allowing Uncle Sam to furnish the stationery for their correspondence will purchase and send through the mails nearly a billion cards every twelvemonth. In other words, on an average, every man, woman and child in the United States will use 10 or 11 postal cards every year. In actual practice there are, of course, hundreds of thousands of persons, including young children, who never buy a postal card from one end of the year to the other, but, on the other hand, the above-mentioned average is attained through the firms and business houses which, in many instances, use hundreds or thousands of postal cards a day.

It will be understood that the trainloads of postal cards for which, Postmaster General Hitchcock has just given the order are the regulation official cards

went to find particles clinging to and clogging the pen while writing with ink on the present style card. While the new grade of postal card will be of finer quality than the old, it will also be lighter in weight and this latter consideration will mean hundreds and mayhap thousands of dollars saved to the government every year, for Uncle Sam has to pay for the transportation of all postoffice supplies by weight and the new postal cards will have reduced "traveling expenses" on all the journeys they make, from the time they leave the printing office until they reach the "ultimate consumer." It is also the ambition of Postmaster General Hitchcock to make our postal cards more artistic—to put them, in fact, on a plane with the very handsome postal cards issued by some foreign countries, and to that end he plans to change the tint of the card and to change the color of the ink in which it is printed. Just what tints and colors will be selected for the new color scheme cannot be determined until experiments have been made.

The new postal cards will be made in three different sizes although most people will never use or see anything except the one standard size that is in almost universal use. Practically all of the cards manufactured will be of the regulation size that has long been familiar to everybody, namely 3 1/4 x 5 1/4 inches, but there will be provided some of the double or reply postal cards which have come into use in recent years and which enable a correspondent to send with his postal card a means of reply ready to hand. There will also



A CORNER OF THE BIG COMPOSING ROOM

which are sold in postoffices all over the land. This takes no account of the souvenir or picture postcards which are sold in the United States by the millions every year. Of course, there is nothing official about these illustrated postcards. They do not bear on their faces, as do federal postcards, a stamp entitling them to transmission through the mails, and such souvenir card is carried in the mails only when a one-cent stamp is affixed to it. Consequently it is the enormous swelling of the sales of one-cent stamps and not the expansion of the governmental postcard trade that indicates the enormous and widespread popularity of the souvenir postcard fad in recent years.

The postmaster general is going to pay upward of a million dollars for the postal cards which will be issued to the patrons of our postal system between now and New Year day, 1915. However, this new contract is characterized by several features of great interest aside from the large amount of money represented. Foremost among these is the fact that Uncle Sam is, in effect, contracting to supply himself with postal cards of his own manufacture. Heretofore all the postal cards required in this country have been turned out by private manufacturers and, indeed, for years past, the manufacture of postal cards has been the principal industry of the little city of Rumford Falls, Me. Henceforth, however, the government will print its postal cards at the great government printing office in Washington, the largest printing plant in the world.

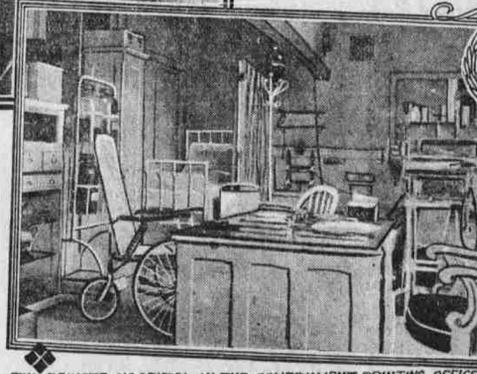
The postoffice department will continue to pay for the postal cards, just as it did when they were obtained from private manufacturers, but the process will amount to Uncle Sam taking money out of one pocket and putting into another. At the same time the government will save money by the new plan of obtaining its post card supplies. It has been realized for some time past by the postoffice officials that it would be a great convenience if the government could print its own postal cards at Washington (the point from which they are distributed to all parts of the country) instead of having them manufactured in Maine, with the consequent loss of time in sending them to Washington for distribution. The government had proven by years of practice that it could produce its postage stamps and its paper money more cheaply than if the work were given to outsiders, and accordingly Postmaster General Hitchcock, who is a live business man, determined to see if a similar saving, combined with more efficient service, could not be effected in the case of the postcards. The government printing office submitted competitive bids on the same basis as its outside rivals and it underbid them all.

A second important feature in connection with the new contract for postal cards is found in the fact that this new deal contemplates cards of better quality than have heretofore been in use. Especially will there be a marked improvement in the surface of the card and this will enable it to take ink more readily. In future, probably, there will be few complaints from people who are

be introduced a new style postal card, designed especially for the convenience of business men. This new card will be exactly the size of the standard "card index" card, or somewhat smaller than the regulation postal card and its advantage is found in the fact that it can be filed without trimming or trouble in any card index file or cabinet. This will make the new style card the handiest imaginable vehicle for announcement of price quotations, bulletins of all kinds, reports—as for instance the daily reports of traveling salesmen, etc.

Under the new system of postal card manufacture the work will not be so concentrated as at present. Under the plan now in vogue all the operations of manufacture, from the process of cutting down the forest trees and reducing them to paper to boxing up the completed postal cards for shipment, is carried on in the little Maine city, where about 900 men are employed, in one way or another, in postcard manufacture. Under the new scheme the government will buy the raw material, notably the paper or cardboard and the ink, but all the operations of postcard manufacture will be carried on in the great printing office under the shadow of the United States capitol, where 5,000 men and women are regularly employed. A contract that calls for the delivery of between two million and three million complete postal cards every working day in the year would swamp the biggest private printing plant in the country, but this new responsibility has been treated as merely an incidental at the model printery of the world. The force will have to be increased somewhat and perhaps some new printing presses will be installed—although the officials say the work can be handled with the equipment now in place.

The government has drawn with great care the specifications for the paper to be used for the new postal cards with a view to obtaining a grade of material with longer fiber than that heretofore in use and presenting a better surface for writing in ink. The paper will be delivered to the government printing office in 600-pound rolls, each containing the material for 90,000 cards, and the printing will be done on presses each of which will reel off 3,000 sheets of postal cards per hour, each sheet being made up of 100 separate cards. It can thus be figured that each press can print upward of one-third of a million postal cards per hour, and since several such presses can be employed if necessary and the government printing office is in operation night and day, there



THE PRIVATE HOSPITAL IN THE GOVERNMENT PRINTING OFFICE

kept on the cards until they depart in the various postoffices throughout the country, where they will be issued to the public. As delivered by the machines the postal cards are mechanically counted and automatically assembled in packs of 25—each pack being secured by a band of white paper. These packs are placed in pasteboard boxes, each of which will accommodate 20 packs or 500 cards. The pasteboard boxes, in turn, are packed in wooden cases, varying in size and ranging in capacity from 5,000 to 100,000 cards. It is in this form that they are shipped upon requisition to the postmasters throughout the land. In order that all orders for postal cards may be filled promptly the government printing office, once the new activity is under way, will constantly keep on hand in its fireproof, burglar-proof vaults a surplus stock of about 30,000,000 postal cards. The precautions that will surround the manufacture and dispatch of postal cards at the government printery will extend to the destruction of the misprinted or otherwise spoiled cards. Officials of the postoffice department will be on duty at the printery at all times to supervise the manufacture of the cards and to see to it that at all times and in all respects meets the requirements of the government.

HAVE SPENT MUCH ON ABBEY

Cost of Restoring Westminster Has Been a Heavy Charge on Church Authorities.

The cost of keeping Westminster abbey in repair is a very onerous and delicate one and the long line of survivors of the fabric is a distinguished one indeed, writes a correspondent of the Church Family Newspaper. During the last 70 years this matchless

church has been in the hands of Mr. Blore, Sir Gilbert Scott, Mr. Pearson, Mr. Michaelis and now Prof. Lethaby.

There have been times in the history of the abbey when its very existence has been in jeopardy. The first of these occurred about the end of the seventeenth century. Sir Christopher Wren was called in and the work of restoration was carried out

with the utmost zeal and thoroughness, though in many of its details its taste was open to question.

When the late Dean Bradley arrived upon the scene in the year 1832 he found an income derived largely from agricultural estates steadily dwindling in value, while the condition of many of the great flying buttresses as well as the north transept was indescribable. The late Dean himself was wont frequently to describe the north transept when he first inspected it as presenting almost

the appearance of a quarry. It was time for extreme measures, and that the situation was saved at all was due to the vigor and the business acumen of the late dean. As it was the abbey had to pay a fearful price. A loan of £250,000 was made to the dean and chapter by the ecclesiastical commissioners. This enabled the authorities to get level with the worst of these structural defects. On the other hand, they were compelled to suspend the sixth canonry, the income derived from which has been

employed for many years past in gradually paying off this immense loan.

Charity Covereth a Multitude of Sins. He was charitably inclined and every night for more than a week he pitied the old man whom he met standing in the doorway of a downtown office building. The first night it was very cold, so he asked the old man if he wouldn't like a drink to warm him up. They had their drinks and the charitably inclined person gave the old man 50 cents to buy a