

FREE RURAL MAIL CARRIERS

Demand Better Roads, Advocate Parcels Post and More Adequate Compensation for Services Rendered

RURAL FREE DELIVERY MEN ENTERTAINED BY ALBANY

Annual Convention and Election of Officers of Rural Mail Carriers---Knights of the Red Covered Wagon Do Battle for the Cause of Good Roads

Rural Free Delivery letter carriers of Oregon held a large and successful convention at Albany Friday and Saturday. Under the leadership of Secretary Ernest of the Commercial club, the delegates in great numbers started to finish, and concluded with a theater party and two days as much refreshment as possible in a dry town.

The Capital Journal prints an excellent report of the convention. Interest and enthusiasm was centered in the work of the rural carriers than ever before. The carriers themselves are a fine body of men and seemed to be actuated by noble motives of bettering the condition of the entire community in their work.

Officers Elected.
President, W. H. Boyd, of Beaver; first vice-president, H. M. Goin, of Corvallis; second vice-president, Frank Kratzberger, of Albany; secretary-treasurer, and delegate to national convention, John Goin, Albany; executive committee, A. D. Parker, Independence; E. Cornett, Albany; Fred Spooner, Albany.

The strongest kind of good roads resolutions were adopted. Albany was chosen as the next holding convention. The carriers' incoming trains bore the Rural Free Delivery carriers many to hold their sixth annual convention. Five years ago, 1903, the association was formed by a handful of carriers at Salem. The organization now has about 150 carriers. There were 133 enrolled carriers in 1907.

The energy of Secretary John Goin was a beautiful souvenir program presented to each delegate. The convention made the cause of roads prominent at this convention. Secretary Goin is an expert on this subject and had it to the front at all times. A committee was appointed.

Royally Entertained.
The Albany Commercial club had a program of that splendid captain of the Bury I. Dasent. The delegates met with a banquet through the city to music, and with badges, and royally entertained at the assembly hall.

The music, J. S. Van Winkle, Albany, peerless and handsome postmaster, delivered the address of welcome. Wm. H. Boyd, president of Beaverton, remained in an equally happy and manner. Prof. Kendall did reading that immensely pleased the audience, as did the male quartet.

The morning session was concluded with reading of letters and reports of committees. Secretary Dasent, of the Albany Commercial club opened the ball with an address on the value of such a convention to a city where it meets. He was introduced by Secretary Goin in one of his happy flashes. Besides being a hard worker for the good of the order, Goin is a fine orator.

Standing Committees.
Committee on Roads—W. Boyd, Beaverton; C. Cox, Salem; C. LaVee, Corvallis; Archie Parker, Independence; W. P. Eberhardt, Medford; R. G. Twiss, Lents.
Committee on Parcels Post—Franz Kratzberger, Albany; R. N. Smith, Springfield; J. G. Goin, Salem.
Committee on Compensation—Frank Litchfield, Safford; H. Kline, Gervais; John Goin, Albany.
Committee on Equipment—A. E. Tower, Junction; G. Alford, Dundee; J. H. Goin, Albany.
Committee on Good Roads—H. M. Cummins, Albany; M. P. Cady, Beaverton; E. G. Goin, Albany.
Committee on Education—B. F. Wells, Dallas; G. Goin, Sheridan; Fred Lents, Albany.

Observed Memorial Day.

The Rural Carriers accepted an invitation to join the Grand Army in its parade and exercises in honor of Memorial Day. It was a patriotic impulse that induced the carriers to march, many of them in uniforms, under the flag to the cemetery in honor of the Blue and the Gray.

Saturday morning Tom Richardson spoke in favor of a joint convention of Oregon and Washington carriers to be held at Portland in 1909. When an effort is to be made to hold the national convention of Rural Carriers at that city at the same time. President K. P. Loop of McMinnville heartily seconded the suggestion.

Alfred C. Smith, president of the Albany Y. M. C. A., read an able paper on the "Financial Value of Free Rural Mail." In the panic last fall the carriers all helped maintain confidence among the farmers. In Albany the banks had no runs and no credit certificates issued. He read a very valuable paper in a thoughtful manner.

Favor Care-Takers.

A resolution was offered in favor of care-takers of mail roads and on motion referred to the committee on resolutions. It was received with great enthusiasm and on motion of Jay Cox was endorsed by the convention.

Want Better Roads.

That the rural carrier himself should have some authority in the repairs on mail route roads and should co-operate with the county supervisor in its improvement was one of the important recommendations in the good roads resolutions. That important, and also new, recommendation was voiced in the following resolution:

"We urge the delegation herein assembled from each county in this state to take up the matter with their respective county courts of getting the sum of \$50 appropriated, or such other sum as in the judgment of the court would be just and adequate the same to be placed at the disposal of each rural carrier to be used by him and under his direction in dragging, draining and otherwise improving the roads over which his route extends."

R. G. Allen, of Silverton, read a very practical talk on motorcycles. It was very well received.

M. P. Cady, of Beaverton, presented an able paper on rules for patrons.

Invitations were presented from Corvallis and Eugene to entertain the next State Convention. On behalf of the Salem Board of Trade an invitation was extended to the association to meet there. It was well received.

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Afternoon Session.

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PILES

"I have suffered with piles for thirty-six years. One day you sent me a box of Cascarets and in five days the piles began to disappear and in ten days they were gone and I feel like a new man."—George K. Dr. Napoleon, O.



Best for The Bowels

THEY WORK WHILE YOU SLEEP

Pleasant, Palatable, Potent, Taste Good, Do Good, Never Gripes, Weakens or Grips, No Stomach Disturbance, Guaranteed to cure your money back.

STERLING REMEDY CO., CHICAGO, O. N. Y.

ANNUAL SALE, TEN MILLION BOXES

has a great deal of executive ability. He is a second Tom Richardson with a great fund of earnestness, vim and enthusiasm. Mr. Dasent is the salaried booster who has been employed by the Albany business men to put that city on the map. He was formerly advertising manager of the Portland General Electric. He produced statistics to show that insanity and nervous disorders, were on the decline among the farming population since the introduction of free rural mails. His remarks on behalf of his city were very appropriate and drew forth much applause.

For Good Roads.

Judge Scott, who has worn out several pairs of good lungs talking for good roads, took up this subject and handled it with great success in creating enthusiasm for better highways. He made an eloquent plea for carrying this enthusiasm back into every local community.

County Judge Stewart, of Albany, said he was in favor of more immediate results by grading up dirt roads and using the road drag. Fix the bad places and raise the average of the whole road. A road was no better than the worst place on it so far as hauling went.

Mark Forester, of Tangent, a road supervisor, who has used the road grader and road drag a great deal. He advocated a new drag with three cross pieces, steel on the middle one. Pictures were shown of some fine roads he has built. He said a road drag over the roads once a month would keep them in order. He showed that it cost but \$3 a mile to keep dirt roads in good repair all the year around with drags. The improved road drags would make good roads if gone over once a month. His district had 48 miles of road and he had served 12 years and thought bad roads due to road supervisors more than to county judges.

W. J. Clarke spoke on fraternity. Postmasters work hand in glove with the carriers and it is now proposed to have fraternal benefits. As grand master of the A. O. U. W. he found insurance was a scientific matter and can be extended to letter carriers. He believed some simple plan of insurance, like \$1 per capita for widows, would be found to be helpful. It would be a simple assessment system.

Bert Johnson Talked.

When appointed postmaster he had to buy out his predecessor for \$1000. He had to sell it a few years later for \$350. He had to pay annually \$200 to \$500 additional for clerk hire. It was not all smooth sailing for the postmaster. He had to stand for all the kicks of his own patrons and the patrons of the carriers. He reviewed the efforts made in the past to establish rural routes and the benefits of free rural delivery. It had been the vital force that compelled road improvements. Three thousand two hundred dollars per mile was the lowest estimate of increase in value of farm lands for each mile of free rural mail routes. At \$1 per trip to town for mail \$4,000,000 a week was saved to the farmers of the United States or \$208,000,000 a year. Free rural mail increased the daily mail of every family and person on the route. Boxes that got but one letter or paper a week now got five to ten of each. The telephones followed the rural mail. The farmer and the farm have been improved. Peace and plenty took the place of strife and bare necessities. His paper was heartily applauded and ordered published in the R. F. D. News.

Fair Treatment for the Carriers.

Col. E. Hofer of the Daily Capital Journal was invited by Secretary Goin to present the cause of the Free Rural Mail Carriers from the standpoint of fair treatment for the services rendered, and his address was received with a great deal of enthusiasm and by request is published in full. Col. Hofer opened his address

by saying the four greatest achievements of the past century were laying the Atlantic cable, building the Suez canal, undertaking the Panama canal, and establishing free rural mails. In its socializing influence the latter was the greatest of all; and he predicted would become the greatest institution ever built up by the government.

"No one can overestimate the importance of the Free Rural Mails as a factor in the development of our national life. The transformation of social conditions, the extension of the advantages of highly organized modern municipalities to the great masses of rural population was never so much hastened by a single instrumentally as by the establishment of rural free delivery. Do we appreciate the fact fully? Do we protect and recognize and reward the men who are the instruments for carrying the greatest agency of modern civilization into effect? Let us see.

"According to the latest statistics there are now 39,038 rural routes established, serving in round numbers 15 millions of people. Of these routes all but 721 handle daily mail, the latter being three times a week routes. In all there have been 56,453 petitions for routes, and with only about a thousand to be acted upon, you can see that many routes are pending establishment. Those who fear that the national treasury will be bankrupted by the extension of the free delivery should remember that only a limited portion of the rural population is situated so as to avail itself of this service."

What Is Required.

Under the present system a route must be at least 21 to 27 miles long. There are 125 boxes on an average route, but some run higher. If it falls below 24 miles the carrier gets a proportionate cut on his princely salary of \$75 a month. The United States over, each carrier handles an average of 3500 pieces of mail per month. In many of the eastern states the average falls below this while in the western states the average is above 5000 pieces a month. All the Salem carriers are above the 5000 mark and some months they run as high as 15,000. It has been stated that Salem postoffice sends out more free rural mail than any one postoffice west of the Rocky mountains.

What Is Furnished.

Have you ever estimated what must be furnished to maintain a free rural route? In the first place there must be a man of more than average intelligence, business ability, and physical endurance, honesty, good habits, and of a pleasing disposition. He must be able to make friends of the men, women and children, and a large part of the farm dogs on his route. He must furnish from two to four horses, harness, two vehicles, rubber covers and warm robes in winter, whips, axle grease, horse shoeing, blacksmithing and repairs. The government furnishes the mail sacks and the people furnish the mail. While an ordinary man and team cost \$4 per

Women as Well as Men Are Made Miserable by Kidney and Bladder Trouble.

Kidney trouble preys upon the mind, discourages and lessens ambition; beauty, vigor and cheerfulness soon disappear when the kidneys are out of order or diseased.

Kidney trouble has become so prevalent that it is not uncommon for a child to be born afflicted with weak kidneys. If the child urinates too often, if the urine scalds the flesh, or if, when the child reaches an age when it should be able to control the passage, it is yet afflicted with bed-wetting, depend upon it, the cause of the difficulty is kidney trouble, and the first step should be towards the treatment of these important organs. This unpleasant trouble is due to a diseased condition of the kidneys and bladder and not to a habit as most people suppose.

Women as well as men are made miserable with kidney and bladder trouble, and both need the same great remedy. The mild and the immediate effect of Swamp-Root is soon realized. It is sold by druggists, in fifty-cent and one-dollar size bottles. You may have a sample bottle by mail free, also a Home of Swamp-Root pamphlet telling all about Swamp-Root, including many of the thousands of testimonials received from sufferers cured. In writing Dr. Kilmer & Co., Binghamton, N. Y., be sure and mention this paper. Don't make any mistake, but remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.

day, and cannot afford to keep up the rig for less than that, and does not have to pass a civil service examination that takes almost a college education to get the job, the Free Rural Mail carrier, receives the magnificent sum of about \$2.75 a trip from the government, and if he has good luck and there are not too many pretty girls asking favors, he may pick up \$2 a month for package business.

The Carrier's Hours.

I know the hours of some of the Salem carriers on the rural routes. They get up at 5:30 a. m. to feed the horses. The salary of \$900 a year and all they have to supply that goes with the service does not allow hiring anyone to care for the team. The horses have to be carried and fed and watered. The wagon has to be greased. Breakfast eaten, he has one to two hours of close work at the office making up his mail. Then on an average he has six hours on the road if the roads are good. Then one to two hours at the office to make up his report. Before he has his horses put out he has put in a 12-hour day. Once in a while there are reports to make out that take nights and Sunday work. To get good treatment of his patrons he must do them favors, and his salary covers many an errand down town for which he can make no charge. He cannot charge a dime for a fifteen cent purchase and keep the reputation of being a good fellow. Such things as 40 money orders for \$5 worth of stamps in two to three cents are minor matters for carriers.

Compared to a \$900 Postmaster. Compared to a nine hundred dollar salary of a postmaster, the rural carrier earns what he gets. He wears out two suits of clothing to the former's one. Exposure to inclement weather may bronze his cheeks but it also stiffens his limbs. He must carry a supply of stamps, stamped envelopes, applications for money orders, must register letters, make change for stamps, and, in fact, do everything that the postmaster does besides distribute and gather up the mail rain or shine, sleet or hail, warm or cold, be polite, answer questions, carry neighborhood news and peddle gossip or be branded an unsocial churlish fellow. As a matter of cold hard fact, much talking and good mail service do not travel together. An occasional bright lot of people will give a carrier enough for package business to pay for his horse feed, but most carriers do not make axle grease out of any service rendered aside from their mail route.

The Change Nuisance.

Rural Carriers have to render one service that is not exacted by the public of city carriers who get \$1000 a year, nor of postmasters themselves. That is compelling them to take up letters without postage attached and where the patrons of the free rural mail throw the pennies or larger change into the mail box with their letters, papers or postal cards. Think of the men stiffened up with a long cold drive, having to dive into the mail boxes for pennies and thin shining dimes and nickels, often having to fish them out of the water in the leaky boxes, removing their gloves to get at the money for unstamped mail that is mixed in with the stamped, having to sort it out and keep it separated, until they get to the postoffice and then having to account for it and stamp the letters and postal cards—getting a bunch of 25 or 50 picture postal cards or unsealed invitations and the money to stamp them, and having to do all these things when the patrons are afforded plenty of opportunity to buy stamps. Is it any wonder, profanity is not on the increase or that the carriers are begging the department for a ruling that will compel country patrons of Uncle Sam to stamp their mail the same as city people are required to do before they can put it in the mails.

Only a Square Deal.

It would be only simple justice if the other reform they are asking were enacted—the allowance of \$250 a year for horse hire. This is now allowed the city carriers, and compared to the service rendered who will say the rural agents of the postoffice department are not justly entitled to it? They are only human beings but can the state or national government afford to take a service that is worth \$100 per month if it is worth anything for less than that

paid for a similar service in any other department of human activity? Our country is too large, the people get too much mail, the houses are too far apart for any man to make the rounds on foot. The people would not stand for it. They are demanding faster service. The pressure from the large cities is even greater. The metropolitan daily newspaper is putting on special trains to rush its morning editions to the farm deliveries.

Deserve Equal Treatment.

The rural carriers deserve to be put out of a par with their city brethren so far as compensation is concerned. They are pioneers, establishing a new branch of the service, a service that is growing harder as the country settles up. The numbers of their patrons, especially in the West, are increasing daily. Their pay should advance according to the number of persons served with mail, above a certain minimum, and that minimum should be perfectly fair from the standpoint of service rendered. One of the fundamental principles we should teach our children is that it is unworthy of true independence to take anything for nothing or that has not been earned, and on the same principle it is unworthy of a great government to take the services of its citizens on a basis of starvation to the horses or the man, and a constant temptation to dishonesty somewhere.

Postoffice Deficits.

We have the statement of the postmaster general that free rural mails have increased the receipts of the postoffice department far above the cost. On the other hand we note the statement that during the month of March the receipts of the 50 largest offices in the United States fell off \$260,000. Many facts could be shown to similar effect, and if there are postoffice deficits, has it ever occurred to the wisemen of the department that the remedy for that condition which seems to be chronic is to bring the mail service closer to the people and it will cease running behind. It is estimated that a slight extension of the parcels post so that each rural carrier would take out on an average five eleven-pound packages a day, would make a net earning of \$35,000,000 and wipe out the whole deficit. The government should awaken to the fact that the free rural mail service is in closer contact with the whole mass of the people than any other arm of the government, and if put to a popular vote as to what they would rather do without, the people served by the rural mail would dispense with congress itself before they would with the free delivery.

Limited Parcels Post.

Postmaster General Meyer has made a practical suggestion for a limited parcels post by which packages originating at the office of rural delivery would pay five cents for the first pound, and two cents for each

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Nervous Indigestion

The action of digestion is controlled by nerves leading to the stomach. When they are weak, the stomach is deprived of its energy. It has no power to do its work. If you want permanent relief, you must restore this energy. Dr. Miles' Nervine restores nervous energy, and gives the organs power to perform their functions.

"For many years I was in a state of suffering from nervous indigestion; at times I was so dependent life seemed almost a burden. I tried all kinds of remedies and various physicians with little or no relief, until one night last summer I saw Dr. Miles' Nervine and Heart Cure advertised. I resolved to make one more trial which I did in the purchase of one bottle of Nervine and one of Heart Cure. In a few days I began to feel better, which encouraged me so much that I continued the medicine until I had taken more than a dozen bottles. I am very much improved in every way; in body, mind and spirits since. I make a special point to recommend the medicine, and I feel a sincere pleasure in knowing that several persons have been benefited through my recommendation."—A. S. MELTON, Asheville, N. C.

Dr. Miles' Nervine is sold by your druggist, who will guarantee that the first bottle will benefit. If it fails, he will refund your money.

Miles Medical Co., Elkhart, Ind