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now, as conditions in the post offices here are such that it has become exceedingly necessary that report be made. Mr. Andersen alluded to Saturday when the mails arrive and it takes "some time" to distribute them, letters being received too late for reply by return of the boat. He would like to know if a few marines could not be detailed to the post office so as to relieve the difficulty. That is so far the substance of what Mr. Andersen said. Now let us compare conditions as they existed in the postal service under the Danish administration and as they are now; I refer to Christiansted, although the same comment in a relative sense may apply to Frederiksted and Kingshill. In the time of the Danish government there was a postmaster and two clerks; the postmaster was also collector of customs, received no salary as postmaster, and was mostly so engrossed with the duties of the customs department that for all practical purposes he was postmaster only nominally. The clerks were paid salaries jointly from the customs and postal departments which being amalgamated were run by one staff of officers, the chief clerk of the customs being also chief clerk of the post office and the writer of the customs being likewise post office clerk. At present there is a postmaster and two clerks working exclusively in the service of the postal establishment, the postmaster being not merely an official signing papers, but a real worker handling mail bags and giving the public the quickest service he can. In the Danish regime there were at most 4 to 6 overseas mails per month, each consisting of an average of 10 sacks during the duller seasons of the year, and from 16 to 22 bags in the busy Xmas season; today we have eight to ten overseas mails a month each comprising 40 to 50 bags in the dull months, and from 75 to 100 bags in the Xmas season. Before the transfer the mails came to the island in sacks labelled "St. Croix" and had to be re-worked and separated at Frederiksted for dispatch to Christiansted and Kingshill. In those days little or no mail came via Porto Rico, and what did come was usually worked up at St. Thomas and forwarded ready for distribution at each office in St. Croix. Today that is not the case. When an American mail came to Frederiksted in former years it took several hours to assort and distribute it, meanwhile the office was closed to the public; the sale of stamps, money orders and all other business being suspended while a noisy crowd kept a bustle and turmoil that could be heard for blocks around. Since the American postal system is in operation the mails for St. Croix are received in separately addressed sacks for Christiansted and Frederiksted and thus each office handles only the mail intended for that office except as regards Kingshill for which no closed dispatches are made because of the fact

that very few letters are actually addressed to Kingshill most of the mail for that office being addressed to the estates in the district which are not known to the New York foreign station and consequently such mail is forwarded to Christiansted under the arrangement that all mail not addressed to Frederiksted shall be forwarded to Christiansted. Persons finding inconvenience through this arrangement may have it immediately obviated by advising their correspondents to address their mail to whichever office will serve their route first. The delivery of mail at the Christiansted office is today made in the minimum space of time after it arrives, and in no instance can I recall that the handling of the largest mail has occupied more than one hour, during which time, if it be within the regular hours of business, stamps are sold, money orders are issued and paid and patrons are given general post office service. The installation of letter boxes and the improvement in the equipment of the office came with the American administration as did the reduction of box rent, the money order exchange with the United States whereby the public is afforded the hitherto unknown facility of making direct remittances at small cost; the reduction of postage from 5 to 2 cents; the convenience of the parcel post system by which parcels weighing up to 70 pounds may be sent for about a cent a pound and insured at small additional expense; the increase of indemnity paid for the loss of registered mail, are all innovations of the American postal service. But to prove that it is utterly impossible for the distribution of mail to occupy longer time now than under the Danish system it should be noted that the Danish system was far more complicated and required the keeping of books of record for the receipt and delivery of registered and parcel post mail and money orders as well as the issuing of notices for the latter all of which had to be written up before distribution to the public could begin; today none of those records are required or kept. In other words before the public could get a registered letter, it had to be entered in a book and a slip written for it; today only the slip is used, for Uncle Sam does not believe in expending material or energy when the same can as well be conserved. In former times before parcels could be delivered from the post office the Customs had to assess duties on the contents, sometimes a pair of shoes, the people going back and forth from the post office to the customs and from the customs to the post office wearing out the pair of shoes they had on before they could get the new pair. Today in one hour after the parcel post has been thrown out, before it can even be alphabetically shelved, it is nearly all delivered. The overseas mail is undoubtedly reaching Christiansted later than used to be the case; but this is due to circumstances over which the post offices have no control. For more than a year after

the transfer the mail service with Porto was performed by a motor boat and the mail reached here on Saturday mornings, or in event the motor boat had not reached St. Thomas before the departure of the mail-schooner, it came here the following Wednesday. The Post Office Department has advertised and readvertised for power boat service but none has been offered, and the result is that a sailboat is on the route between Porto Rico and Frederiksted. While this appears in some respects to be a less efficient service it is a fact that the motor boat formerly employed would have afforded little if any better connections owing to the fact that the mail service between the States and Porto Rico is not as regular as it used to be and invariably the boat for Christiansted would have already sailed from St. Thomas when the one with the Porto Rico mails arrived there, and so instead of having to wait until Wednesday as would be the case the old way we now get the mail by a through boat although it does not get here until Saturday and sometimes Sunday. If Mr. Andersen had directed his criticism against the sail boat service or proposed some method of getting the overseas mail here earlier or of affording us longer opportunity for reply he would have been nearer the mark. It would have been more practical if Mr. Andersen had proposed instead of marines assisting in the post offices, that a sub-chaser be put on the route to bring the mails quickly, as it would be a physical impossibility to assort and deliver mails before they are received. I hold and will repeat that the mail service as it stands today is by far more efficient than it used to be and as regards the delay in assorting mails here, in so much as to require the services of marines, I deny absolutely that such is the case, for the largest mail is handled promptly and efficiently as soon as it is received. The reason that the mail is not received here until so late on Saturday is due somewhat to the fact that the mail trip from Frederiksted does not start from there until 3 o'clock in the afternoon, and moreso to the irregular arrival of the mail boat with the overseas mail.

Some people still continue to advocate the letter carrier system but very few look for it any more since the majority are quite accustomed to call at the office and get their mail promptly instead of going about the streets hunting up the postman. This is the only respect in which I can think of the former service being in any way more complete than the present, but as already shown there are more than features enough to offset the little advantage gained through this.

In conclusion I would like to have it understood that this is merely a presentation of facts and not any attempt at criticizing belittling or depreciating the system of the Danish government for which I have the highest regard and which under the then existing conditions did not leave much to be desired.