

REPORT

OF

THE POSTMASTER-GENERAL;

BEING PART OF

THE MESSAGE AND DOCUMENTS

COMMUNICATED TO THE

TWO HOUSES OF CONGRESS

AT THE

BEGINNING OF THE SECOND SESSION OF THE FORTY-THIRD CONGRESS.



WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1874.



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REPORT

OF

THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
Washington, November 14, 1874.

SIR: The ordinary revenues of this Department, arising from sales of postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards, letter and newspaper postage, box-rents and other emoluments, fines, penalties, and forfeitures, money found in dead-letters that could not be returned to the writers, and miscellaneous items, during the fiscal year ended June 30, 1874, were \$24,596,568.84, and the expenditures of all kinds \$32,126,414.58. For the fiscal year ended June 30, 1873, the revenues from the same sources were \$22,928,157.57, and the expenditures of all kinds \$29,084,945.67. Financial condition.

For the last fiscal year there was an increase of revenue, exclusive of revenue from the money-order business and from official stamps, of \$1,674,411.27, or 7.30 per cent., and an increase of expenditures of \$3,041,468.91, or 10.457 per cent. A comparison of the fiscal year 1873-'74 with 1871-'72 shows an increase in revenue, exclusive of revenue from the money-order business and from official stamps, of \$3,130,576.28, or 14.58 per cent., and in expenditures of \$5,468,222.27, or 20.51 per cent.

The increase or decrease in each item of revenue or expenditure during the fiscal year 1873-'74, as compared with the years 1872-'73 and 1871-'72, respectively, is shown by Table No. 2 accompanying the report of the Third Assistant Postmaster-General.

To the ordinary revenue of the Department should be added the amounts drawn and expended for subsidies to mail-steamship lines, (\$662,500,) which will show the amount drawn during the year from the general Treasury, under the appropriations to meet deficiencies, to have been \$5,259,933.55, against \$5,265,475 in the fiscal year ended June 30, 1873.

REPORT OF THE POSTMASTER-GENERAL.

Estimates for 1876.	for The estimated expenditures for the year ending June 30, 1876, are	\$36,964,034
	The ordinary revenues are estimated at 12 per cent. over those of the past fiscal year, making	\$27,548,156
	Estimated revenue from the money-order business	100,000
	Estimated revenue from official postage-stamps and stamped envelopes supplied the various Departments.....	1,500,000
	Making the total estimated revenue for the year ending June 30, 1876.....	29,148,156

Leaving a deficiency to be appropriated out of the general Treasury of. 7,815,878

The foregoing estimates do not include the following special appropriations to be made out of the general Treasury:

Subsidies.	For mail-steamship service between San Francisco and Japan and China, under acts approved February 17, 1865, and February 18, 1867	\$500,000
	For special subsidy to above line under sections 3 and 6 of act approved June 1, 1872	500,000
	For mail-steamship service between the United States and Brazil, under act approved May 28, 1864, being for three months' service, from July 1 to September 30, 1875, on which date the contract terminates.....	37,500
	For mail-steamship service between the United States and the Sandwich Islands, under act approved March 2, 1867..	75,000
	For official postage-stamps and stamped envelopes for the use of the Post-Office Department during the year.....	986,000
	Total	2,098,500

Of the appropriations for deficiencies there were unexpended on June 30, 1873, the following amounts:

Deficiency appropriations.	For fiscal year 1869-'70	\$847,775 00
	For fiscal year 1870-'71	1,640,396 00
	For fiscal year 1871-'72	350,633 00
	For fiscal year 1872-'73	2,100,720 00
		4,939,524 00
	Amount appropriated for the fiscal year 1873-'74.....	5,396,602 00
	Making a total of	10,336,126 00

There were drawn during the last fiscal year, on account of payments for previous fiscal years, the following sums:

Of the amount appropriated for 1869-'70...	\$3,541 47
Of the amount appropriated for 1870-'71...	1,007,444 86
Of the amount appropriated for 1871-'72...	18,397 66
Of the amount appropriated for 1872-'73...	333,947 56
Of the amount appropriated for 1873-'74...	3,896,602 00

And there were covered into the Treasury during the year the following sums:

Of the amount appropriated for 1869-'70...	\$844,233 53
Of the amount appropriated for 1870-'71...	603,951 14
Of the amount appropriated for 1871-'72...	306,735 34

A total of \$7,014,853 56

Leaving the amount of appropriations for deficiencies undrawn and available for payment of indebtedness to June 30, 1874.....	3,321,272 44	Deficiency appropriations available.

Against this are chargeable sundry unliquidated accounts, estimated as follows:

For balances due foreign countries.....	\$151,900 00
For mail-service under contract and recognized, but not reported.....	549,735 63
For mail-service still unrecognized.....	785,569 00
Total.....	1,487,204 63

Leaving, after settlement of all liabilities to June 30, 1874, a net balance of deficiency appropriation of.....	1,834,067 51	Net balance.

The number of ordinary adhesive postage-stamps issued during the year was 632,733,420, representing.....	\$17,275,242 00	Issues of postage-stamps, stamped envelopes, and postal cards.
Stamped envelopes, plain, 65,107,500.....	1,927,952 30	
Stamped envelopes, request, 51,940,250.....	1,733,738 40	
Newspaper-wrappers, ordinary, 19,370,750.....	220,502 06	
Postal cards, 91,079,000.....	910,790 00	
Official postage-stamps, 32,320,055.....	1,415,845 20	
Official stamped envelopes and wrappers, 12,900,300.....	353,456 66	

The whole number of postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards was 905,451,305, of the value of 23,837,526 62 Increase in issues.

The increase in the issue of ordinary stamps, stamped envelopes, newspaper-wrappers, and postal cards, together with the official stamps, is shown by the following table:

Description.	Fiscal year ended June 30, 1874.	Fiscal year ended June 30, 1873.	Increase or decrease, (amount.)	Increase.
	Dollars.	Dollars.	Dollars.	Per ct.
Ordinary postage-stamps	17,275,242 00	16,681,189 00	594,053 00	3.56+
Stamped envelopes, plain	1,927,952 30	1,722,512 00	205,440 30	11.92+
Stamped envelopes, request.....	1,733,738 40	1,544,567 50	189,170 90	12.24+
Newspaper-wrappers	220,502 06	140,567 50	79,934 56	56.86+
Postal cards.....	910,790 00	310,940 00	599,850 00	192.91+
Total	22,068,224 76	20,399,776 00	1,668,448 76	8.17+
Add official stamps and stamped envelopes	1,769,301 86		1,769,301 86	.....
Aggregate.....	23,837,526 62	20,399,776 00	3,437,750 62	16.85+

Lost postage-stamps.

The number of packages of postage-stamps lost in transmission through the mails was two, valued at \$175; and of stamped envelopes, &c., one, valued at \$8.15. This is the smallest number of losses ever sustained during any year.

DEAD-LETTERS.

Dead-letters received: number of applications, &c.

A tabular statement appended to the report of the Third Assistant Postmaster-General fully sets forth the operations of the dead-letter division of that office during the past year, which may be summarized as follows: Number of domestic letters received, 4,348,473; number of foreign letters received, 253,300; total, 4,601,773—representing an actual or nominal value of \$4,637,429.08. Number of letters delivered, 1,392,224, representing \$3,909,868.46, (including 225,893 foreign letters returned, unopened, to the countries whence they came;) number filed for reclamation, 24,863, representing \$240,183.62; number at the close of the year either remaining not acted upon or outstanding in the hands of postmasters for delivery, 561,767, representing \$487,377; number which, containing circulars, or, failing in delivery and being worthless, were destroyed, 2,622,619. The number of applications for dead-letters was 6,420. In 2,140 of these cases the letters were found and properly delivered.

Amounts deposited in Treasury.

The amounts received during the year and deposited in the Treasury were—

From unclaimed dead-letters.....	\$8,721 00
From proceeds of sales of waste paper.....	4,290 14
From proceeds of sales of post-route maps.....	329 43
From proceeds of sales of old carpets, &c.....	208 11

Total deposited during the year..... 13,548 68

REGISTERED LETTERS.

Increase in issues of registered packages.

The use of the registered-letter system by the public appears to be steadily increasing. The issues of registered packages to postmasters upon their requisitions during the past year were 30 per cent. greater than during the previous year. This increase is attributable in part to the reduction of the fee for registering domestic letters from 15 cents to 8 cents, which took effect on the 1st of January last, and in part to the increased care which the Department has given to the subject. It is not, however, practicable to present a detailed statement of the operations of this branch of the postal service, for the reason that the reports in reference to it from the post-offices throughout the country

have not been fully classified and recorded, owing to the want of sufficient clerical force to perform the work. Under careful management the registration system must grow into favor with the public, and, on account of the security afforded by it, eventually supersede the practice of transmitting money and other valuables through the ordinary mail.

CONTRACTS.

There were in the service of the Department on the 30th of June, 1874, 6,232 contractors for the transportation of the mails on public routes. Transportation
statistics.

There were at the close of the year 2,142 "special" offices, each with a mail-carrier whose pay from the Department is not allowed to exceed the net postal yield of the office.

Of public mail-routes in operation there were 9,761, (of which 824 were railroad,) aggregating in length 269,097 miles; in annual transportation, 128,627,476 miles; in annual cost, \$15,402,057. Adding the increased expense which will result from the re-adjustment of the pay on railroad routes required by act of March 3, 1873, on routes from which the necessary returns were not received up to the close of the fiscal year, estimated at \$523,527, the annual cost will be \$15,925,584; and adding the compensation of railway post-office clerks, route-agents, mail-route messengers, local agents, and mail-messengers, amounting to \$2,781,902, the aggregate annual cost will be \$18,707,486.

The service was divided as follows:

Railroad routes: Length, 67,734 miles; annual transportation, 72,460,545 miles; annual cost, including \$523,527 for re-adjustment, as above, \$9,113,190—about 12.58 cents per mile.

Steamboat routes: Length, 18,369 miles; annual transportation, 4,078,725 miles; annual cost, \$839,004—about 20.57 cents per mile.

Other routes, upon which the mails are required to be conveyed with "celerity, certainty, and security:" Length, 182,994 miles; annual transportation, 52,088,206 miles; annual cost, \$5,973,390—about 11.47 cents per mile.

There was an increase over the preceding year in length of routes of 12,887 miles; in annual transportation, of 8,717,826 miles; and in cost, of \$1,766,716. Adding the increased cost for railway post-office clerks, route, local, and other agents, \$286,585, the total increase in cost was \$2,053,301.

The railroad routes have been increased in length 4,277 miles, and in cost \$1,332,467, against an increase last year

of 5,546 miles in length and \$754,425 in cost. This disproportionate increase in cost is owing to the re-adjustment of pay under the act of Congress approved March 3, 1873.

RE-ADJUSTMENT OF PAY ON RAILROAD ROUTES.

Re-adjustment
of pay on railroad
routes.

By act of Congress approved March 3, 1873, the Postmaster-General was "authorized and directed to re-adjust the compensation hereafter to be paid for the transportation of mails on railroad routes" upon conditions and at rates prescribed in the act. The principal consideration upon which the rates of pay were to be determined was the average weight of the mails, to be ascertained by an actual weighing for a number of successive working-days, not less than thirty, the law directing the weights to be taken "after June thirtieth, eighteen hundred and seventy-three," so as to avoid including therein the mass of free matter sent through the mails for the few months preceding the expiration of the franking privilege at the date named. A call had been made in February, 1873, upon the railroad companies in the New York and New England section for a weighing in March, 1873, with a view to the re-adjustment of their pay for the new contract-term commencing on the 1st of July of that year. The new act rendering the returns submitted under that call useless, another weighing was asked for, to commence October 1, 1873, not only in New York and New England, but throughout the country. This call was very generally responded to, and the results are exhibited in Table E in the appendix to this report. Upon the returns so submitted, the pay from July 1, 1873, has been re-adjusted upon 415 routes, of which the rates were increased on 327 and decreased on 88, the net result being an increase of \$1,254,327.46 in the amount of annual pay. To include in the re-adjustment the routes yet to be heard from, it is estimated that a further increase of \$344,021.54 will be necessary, making the whole amount \$1,598,349. The details of the re-adjustment are shown in Table F in the appendix, together with the adjustment of the pay on 52 new routes. The act authorizing the re-adjustment appropriated half a million of dollars, "or so much thereof as may be necessary," for the increase of pay which it was expected to occasion. Besides this specific sum, the regular appropriation for "inland transportation" may be regarded as including an allowance for the usual increase caused by the re-adjustment of pay on railroad routes, which had been in progress for a number of years before the passage of the act of March 3, 1873. The increase on this

account for 1872, as shown by the report for that year, amounted to \$354,865.94. The increase for 1873 was only \$223,823.55, but the falling off from the amount for the preceding year thus apparent resulted from the fact that in consequence of the passage of the act of March 3, 1873, the re-adjustment of pay on routes in the New York and New England section for the contract-term commencing July 1 of that year was postponed to await the receipt of the new returns required by that act. The cost of "inland transportation" for 1873 was $8\frac{1}{2}$ per cent. more than for 1872. Adding the same percentage to the \$354,865.94 increase by re-adjustment for 1872, the increase for 1873, if it had been completed that year, would have amounted to \$385,029.54. The appropriation for "inland transportation" for 1874, apart from the half million specifically provided for the increase of compensation on railroad routes, was $8\frac{5}{6}$ per cent. more than the cost for 1873. Adding this latter percentage to the \$385,029.54 to which the increase by re-adjustment for 1873 would have amounted, the usual increase for 1874 may be set down at \$419,040.48. Adding this sum to the \$500,000 specifically provided by the act of March 3, 1873, the whole amount applicable to the increase by re-adjustment, both specific and usual, for 1874 may be stated at \$919,040.48. But this amount falls short, by the sum of \$335,286.98, of covering the increase shown in Table F, and, adding the \$344,021.54 estimated to be necessary to include in the re-adjustment routes yet to be heard from, the whole deficiency, or, in other words, the whole excess of cost over the appropriations applicable to the case, will amount to \$679,308.52. This excess results from the fact that the weights of mails taken subsequently to June 30, 1873, as the basis for the re-adjustment, were much larger than the weights previously taken, upon which the estimates for the appropriations were based.

In 1867, the first year that mails were weighed, the largest weight carried on any road was 23,000 pounds, and there were about 340 miles of road transporting 20,000 pounds and upward. In 1874 the largest weight carried on any one road was 39,170 pounds, while on between 2,400 and 2,500 miles of road are transported 20,000 pounds and upward, and on over 1,000 miles of road are transported 30,000 pounds and upward.

In 1858 the average pay to railroads per mile was \$115.77; in 1867 it was \$112.08; in 1873 it was \$114.36; but in the mean time the bulk of mails had increased at least three-fold, and the space occupied on the cars was at least doubled.

The law of 1845 was so framed that the maximum pay allowed to any railroad was \$375 per mile. This maximum pay was given roads transporting 18,500 pounds of mail and over.

As shown above, the mails were continually increasing. Additional facilities were demanded, especially on roads where railway post-office service was established; in return no additional compensation could be given to railroads receiving the maximum pay, but roads receiving less than the maximum were allowed \$25 per mile per annum for furnishing postal-car facilities. That additional compensation could not be allowed to roads already receiving \$375 per mile was a just and growing cause of complaint on their part, and a serious source of embarrassment to this Department.

This the law of March 3, 1873, was intended to obviate. It was intended proportionately to compensate those railroads that were transporting more than the weight necessary to obtain the maximum compensation, so that in return the Department could obtain the additional facilities that were so imperatively demanded by the increasing mails.

POST-ROUTE MAPS.

Post-route
maps.

The work of the topographer has been continued and extended. Besides two new editions during the year of all the maps hitherto issued, four sheets of a map of Arkansas and part of the Indian Territory have been finished and distributed, and sheets are completed, and will be issued at an early day, forming maps of Virginia and West Virginia, of North Carolina and South Carolina, of Alabama and Mississippi, and of Louisiana and Texas. Maps of the other Middle and Southern States will be prepared as early as practicable. Owing to the want of correct and systematic surveys in some of these States, greater difficulties will be encountered in compiling the maps, and delay may occur on that account.

FINES AND DEDUCTIONS.

Fines and de-
ductions.

The amount of fines imposed upon contractors and deductions made from their pay for failures and other delinquencies, for the year, was \$72,149.42, and the amount remitted during the same period was \$8,524.21, leaving the net amount of fines and deductions \$63,625.21.

MAIL BAGS, LOCKS, AND KEYS.

A table appended to this report exhibits in detail the number, description, and cost of mail-bags and mail-catchers, and of mail-locks and keys, purchased under contracts during the year. Of locked mail-bags (used for letters) there were 16,015, of tied mail-bags (used for printed matter) there were 60,556, and of mail-catchers (used for exchanging mails with postal cars under full speed) there were 400. The total cost of bags and catchers was \$124,903.75. The total cost of mail-locks and keys, including repairs, was \$31,962.39.

Mail bags, locks,
and keys.

THROUGH MAILS.

The usual through-mail tables, numbered from 1 to 32, are presented in the appendix. They show that for the year ending September 30, 1874, the average time to San Francisco from New York was 173 hours 32 minutes, against 179 hours 4 minutes the previous year—a gain of 5 hours 32 minutes; and to New York from San Francisco, 171 hours 1 minute, against 175 hours 28 minutes the previous year—a gain of 4 hours 27 minutes. The number of mails carried through westwardly between the same points in schedule-time this year was 597, and behind time 44, against 457 in time and 105 behind time last year; and eastwardly 327 in time and 38 behind time this year, against 235 in time and 130 behind time last year. Between Washington and New Orleans, mails were sent at the beginning of the year, in both directions, *via* Bristol, Knoxville, Cleveland, Dalton, Calera, Montgomery, and Mobile; in November, 1873, they were diverted, going south, so as to run, after passing Cleveland, *via* Grand Junction, and, going north, after passing Montgomery, *via* Atlanta; and in May, 1874, they were changed to run in both directions *via* Atlanta. The tables show the effect of these changes on the running-time, the average *via* Atlanta being the shortest. The average time going south this year was 78 hours 48 minutes, against 81 hours 45 minutes last year—a gain of 2 hours 57 minutes; and going north the average was 71 hours 3 minutes this year, against 72 hours 53 minutes last year—a gain of 1 hour 50 minutes. And on most of the other great through-mail routes there is a perceptible improvement both in speed and regularity, compared with the tables for the preceding year.

Through mails.

MAIL-DEPREDACTIONS.

Mail-depredations. The number of recorded complaints for the past year of missing letters of value was 5,233, of which 2,040 were registered and 3,193 unregistered. The registered letters contained, as reported, in bonds, drafts, and currency, \$105,773.80, and the unregistered \$189,301.70. Of the registered letters, 915 were satisfactorily accounted for, 507 are reported as actually lost, and 618 cases are in the hands of special agents for investigation. During the year 285 persons were arrested for violations of the postal laws and regulations. Of these, 99 have been convicted, 15 have been acquitted, 5 escaped before trial, 2 forfeited bail, prosecution was abandoned in 38 cases, and 126 are awaiting trial.

RAILWAY POST-OFFICES.

Railway post-offices. A tabular statement hereto appended shows that the number of railway post-office lines in operation on the 30th June, 1874, was 63, extending over 16,414 miles of railroad and steamboat routes, an increase of 4 lines and 1,548 miles over the preceding year. The number of clerks employed was 850, at an annual cost of \$1,058,200, an increase of 98 clerks and \$117,200. Upon 13,271 miles the service is performed daily, upon 3,122 miles twice daily, and upon 21 miles four times daily, equivalent, in all, to 19,599 miles each way daily. Counting all the lines both ways, the aggregate service is 39,199 miles daily.

FOREIGN MAILS.

Statistics. The total number of letters exchanged during the year with foreign countries was 28,579,045, an increase of 1,119,860 over the number reported for 1873. Of this number 14,885,989 were sent from, and 13,693,056 were received in, the United States.

The number of letters (single rates) exchanged in the United States and European mails was 19,967,042, an increase of 381,528 over the number reported for 1873.

The total postages on the letters exchanged with foreign countries amounted to \$2,054,803.81, an increase of \$33,492.95 over the amount reported for 1873.

The aggregate amount of postage (sea, inland, and foreign) on the letter-mails exchanged with the United Kingdom of Great Britain and Ireland, Germany, France, Belgium, the Netherlands, Switzerland, Italy, Denmark, and Sweden and Norway, was \$1,438,800.65, an increase of \$32,293.15

over the amount reported for 1873. The postages on letters sent exceeded the postages on letters received from the same countries in the sum of \$72,888.15, being 5.06 per cent. of the aggregate amount. The postages collected in the United States amounted to \$869,964.85, and in Europe to \$568,835.80, the excess of collections in the United States being \$301,129.05, or 20.9 per cent. of the entire postage-receipts on European correspondence.

Comparing the year 1874 with the year 1873, the rate of increase in the total number of letters exchanged with foreign countries was 4.1 per cent., and the rate of increase in the amount of postages thereon was 1.65 per cent. The increase in the number of letters exchanged with European countries was 1.95 per cent., and the increase of postages thereon amounted to 2.29 per cent.

The total weight of mails exchanged during the year with European countries was 1,935,303 pounds, (over 967 tons,) an increase of 109,906 pounds, (or 55 tons,) compared with the previous year. The weight of letter-correspondence was 404,237 pounds, and of printed matter and samples 1,531,066 pounds. The aggregate weight of mails sent to Europe was 946,911 pounds, and of mails received from Europe 988,392 pounds. The weight of letter-correspondence sent to Europe was 216,590 pounds, and of letter-correspondence received from Europe 187,647 pounds. The weight of printed matter and samples sent to Europe was 730,320 pounds, and of printed matter and samples received from Europe 800,746 pounds.

The cost of the United States transatlantic mail-steamship service for the year 1874 was \$235,373.81, being an increase of \$8,628.04 over the cost of the same service for the year 1873. The payments made to the respective steamship lines conveying mails to Europe, receiving the sea-postages as full compensation for the service, were as follows:

The Hamburg-American Packet Company, for 51 trips from New York to Plymouth, Hamburg, and France.....		\$52,227 05
The North German Lloyd of Bremen, for 87 trips from New York to Southampton and Bremen, and 33 trips from Baltimore to Bremen.....		41,488 13
The Inman Line, for 4 trips from New York to Queenstown..		1,818 70
The White Star Line, for 55 trips from New York to Queenstown		40,709 86
The Liverpool and Great Western, (Williams and Guion Line,) for 50 trips from New York to Queenstown.....		58,276 83
The Cunard Line, for 25 trips from New York to Queenstown and Liverpool, and 54 trips from Boston to Queenstown and Liverpool.....		29,521 77

Cost of mail-steamship service.

The Eagle Line, for 10 trips from New York to Plymouth, Cherbourg, and Hamburg.....	\$3,868 22
The Canadian Line, for 52 trips to Liverpool.....	6,731 33
The Red Star Line, for 14 trips from Philadelphia to Belgium.....	17 74
Steamers of Funch, Edye & Co., for 5 trips from New York to Norway.....	13 01
American Steamship Company, for 15 trips from Philadelphia to Queenstown.....	701 17
Total.....	235,373 81

The United States postages on mails conveyed to and from the West Indies, Panama, Central America, Brazil, Mexico, Bermuda, Nova Scotia, New Granada, Venezuela, and Ecuador amounted to \$141,650.53, and the cost of the sea-conveyance thereof was \$96,971.11. The United States postages on mails exchanged with Brazil, Japan and China, the Sandwich Islands, New Zealand, and Australia, by means of the subsidized lines of direct mail-steamers, amounted to \$53,550.88. The total cost of the United States ocean-mail steamship service for the year 1874 (including \$662,500 paid from special appropriation for steamship service to Japan and China, to Brazil, and to the Hawaiian Islands) was \$994,844.92.

Expiration of contracts for European mail service.

The contracts heretofore made with the various transatlantic steamship companies for the conveyance of the United States mails between New York and European ports, at a compensation equal to the sea-postages on the mails conveyed, expired by limitation on the 31st December, 1873. Under them the mails were dispatched from New York on but three days in each week, viz, Wednesday, Thursday, and Saturday.

New arrangement, securing more frequent and rapid communication.

Since the expiration of the contracts in question a new arrangement, proposed by my predecessor and accepted by the steamship companies, has been put into successful and satisfactory operation. Under this arrangement, which went into operation January 1, 1874, the European mails are dispatched from New York on four days of the week, viz, Tuesday, Wednesday, Thursday, and Saturday, the several companies furnishing, in time for the publication thereof by this Department, prior to the first of each month, a schedule of the sailings of their steamers for the month, and also from time to time, when called upon therefor, the necessary data from the logs and general records of the steamers to enable the Department to select and designate the vessels which shall carry the mails for the ensuing month.

The advantages sought and secured by this arrangement are more frequent service and greater rapidity of mail communication with Europe without additional cost; and it would seem evident that the competition incited by the monthly selection by the Department of the best and fastest steamers, and the constant control and surveillance of the service which the arrangement secures to the Department, must result beneficially.

The contract for the additional monthly mail-service between San Francisco and Japan and China authorized by the act of Congress approved June 1, 1872, was, after advertisement, in accordance with the requirements of that act, awarded to the Pacific Mail Steamship Company of New York, at an annual compensation of \$500,000.

The company failing, however, to commence the additional service contracted for in such steamships, and at the time prescribed, both by the act of Congress cited above and the terms of their contract, when this Department was notified, in the month of July, 1874, nine months after the stipulated time, of the completion of two steamers built and designed for the service, it was deemed necessary to submit to the Attorney-General, for his opinion, the question of the company's right to have the new steamers inspected, and, if approved, accepted for the service under their contract.

The Attorney-General's decision, upon a full consideration of the case presented to him, having been to the effect that the contract with the company had not lapsed, but was in force, notwithstanding the failure to commence the service with the steamers and at the time provided, the steamers City of Peking and City of Tokio were inspected, as provided by the act of Congress of June 1, 1872, and, upon the favorable report of the Secretary of the Navy, were accepted by this Department for service under the contract with said company, with the understanding, however, that, as no appropriation was made by Congress at its last session for the additional monthly service contracted for, no payment could be made therefor until Congress should further legislate upon the subject.

This Department was notified, under date of 7th February, 1874, of the relinquishment of the mail-steamship service between the United States and the Hawaiian Islands authorized by act of Congress, approved March 2, 1867, which went into operation, under a contract with the "California, Oregon and Mexico Steamship Company," on the 5th of September, 1867, for a term of ten years, at a com-

Additional
monthly service
on China line.

Steamers ac-
cepted for the ad-
ditional service,
subject to future
legislation.

Relinquishment
of service between
the United States
and the Hawaiian
Islands.

pensation of \$75,000 for twelve round trips per annum. No service has been performed under the contract referred to since the 18th September, 1873, the date of the last arrival at San Francisco of the steamer Costa Rica, of said line, with the United States mails from the Hawaiian Islands.

My immediate predecessor communicated the above facts to the Post-Office Committees of the Senate and House, at the last session of Congress, in compliance with a resolution of the Senate, and in connection therewith stated his reason for not exercising the power conferred upon the Postmaster-General in the contract for this service to annul the same for repeated failures, and referred the question of a continuance of the service to the action of Congress.

Expiration of
contract for steam-
ship service to
Brazil.

The mail-steamship service to Brazil, authorized by act of Congress approved May 28, 1864, which went into operation September 30, 1865, under a contract with the United States and Brazil Mail-Steamship Company, will expire, by limitation of law and contract, on the 30th September, 1875.

Convention
with New South
Wales.

A postal convention has been concluded with New South Wales, establishing an exchange of correspondence with that colony by means of the direct line of colonial mail-packets plying between San Francisco and New South Wales, as well as by such other means of direct mail-steamship transportation as shall hereafter be established, with the approval of the respective Post Departments of the two countries. This convention, a copy of which is appended, went into operation on the 1st of February, 1874.

Exchange of
postal cards with
Switzerland.

An exchange of postal cards with Switzerland has been established, on the basis of a prepaid postage of two cents in full to destination in either country. A copy of the additional articles of agreement providing for this exchange, which went into effect on the 1st of May, 1874, is hereto appended.

Convention
with France.

The negotiations for several years pending between this country and France for an amelioration of the postal intercourse between the two countries terminated on the 28th of April, 1874, by the conclusion of a postal convention, establishing a rate of postage of 9 cents per half ounce on prepaid letters sent from, or unpaid letters received in, the United States, and of 50 centimes per 10 grams on prepaid letters sent from, and unpaid letters received in, France. While this convention is not as liberal in its provisions as could be desired, it is the most satisfactory arrangement that could be effected with that government. This convention, a copy of which is appended, went into effect on the 1st of August, 1874.

An additional article to the postal convention of 26th September, 1867, and to the additional convention of 10-29 January, 1870, has been concluded with the Netherlands, establishing a direct exchange of correspondence with that kingdom at reduced postage-charges. This additional article, a copy of which is appended, was carried into operation on the 1st of October, 1874.

Additional articles of agreement have been concluded with Denmark, modifying certain provisions of the postal convention with that country for the regulation of postal intercourse with that kingdom, and of the detailed regulations and forms for the execution thereof. These additional articles, a copy of which is appended, will be carried into operation on the 1st of January, 1875.

The postal convention mentioned in the last annual report as having been formally agreed upon and executed with Japan was ratified on the 18th of April, 1874; and the government of Japan having given to this Department the notice required under article 21 of the convention, an order was issued by this Department for the discontinuance of the United States postal agencies at Kanagawa, (Yokohama,) Nagasaki, Hiogo, and Hakodadi, (Japan,) from January 1, 1875, the date upon which the said convention will go into effect. A copy of this convention is appended.

INTERNATIONAL POSTAL CONGRESS.

The United States having been invited to take part in the international postal congress appointed to assemble at Berne, in Switzerland, on the 15th of September last, Mr. Blackfan, the Superintendent of Foreign Mails, was selected as the representative of this Department. His acknowledged ability and thorough acquaintance with the foreign and domestic mail-service of the country seemed to render his selection an eminently proper one. Mr. Rambusch, of the Office of Foreign Mails, was appointed to accompany him as an assistant. They reached Berne on the 18th of September. The congress had adjourned to the 21st of that month, and on that day, after a few remarks from the president of the congress, (M. Borel, Postmaster-General of Switzerland,) complimentary to the position of the United States on the question of postal reform, the gentlemen above named took their seats. Two sessions only had been held before their arrival.

On the 7th of October an international postal convention was agreed upon and signed by the delegates from all the countries represented, with the exception of France, whose

representative decided to defer his signature until the approval of the National Assembly could be obtained. It is generally believed that France will eventually give her adherence to the convention, and, should she do so, all of Europe, Egypt, Asiatic Turkey, and the United States will be included in the proposed postal union.

The convention will, of course, have to be ratified according to the laws and usages of each country participating in it before its provisions can acquire the force of treaty obligations. If so ratified, it is proposed that it shall go into effect on the 1st of July, 1875.

Its provisions.

The provisions of the convention are too numerous to be stated in detail in this report; those of primary importance are :

That a uniform letter-rate of six cents may be established to all countries included in the postal union, which will greatly reduce the existing rates to all countries except Great Britain and Germany.

The total abolition of accounts for international correspondence. This will not only save the expenses incident to keeping such accounts, but it will add largely to our postal revenues, as we shall retain the large excess of foreign postage which is annually collected in the United States, and, under existing arrangements, accounted for and paid quarterly to the respective foreign offices.

The countries forming the union are to constitute a single postal territory for the exchange of correspondence between their post-offices.

The relations of the countries of the union to countries outside of it are to be regulated by such special conventions as exist or may be concluded between them; and the rates of transport outside the limits of the union are to be settled by those conventions and added to the postage of the union.

The provisions of the convention are not to effect any alteration in the domestic postal legislation of any country, nor to restrict the right of the contracting parties to maintain and conclude treaties or to establish more restricted unions with the view of improvement of postal relations.

There is to be organized a central office, under the name of the International Bureau of the General Postal Union, which is to act under the supervision of the postal administration designated by the congress, and the expenses of which are to be paid by the contracting countries.

The liberty of transit through the entire territory of the postal union, and the right to send in transit through the in-

intermediary countries, are guaranteed, as well for correspondence inclosed as in open mails, the sending-office to pay the transit country two francs per kilogram for distances under seven hundred and fifty kilometers, and four francs for longer distances. These rates, however, are not to apply to the transit across the territory of the United States between New York and San Francisco.

The convention, when ratified, is to continue in force for three years, and may be prolonged beyond that period; but any country may withdraw from the union on giving notice one year in advance.

It is believed that all essential points affecting the interests of this Department have been guarded in the convention, among which may be mentioned the right to collect our postage by our domestic standard of weight, the elevation of the single weight for printed matter to two ounces, and the right to allow newspapers to go at a single rate, provided they do not exceed the weight of four ounces.

It is not deemed proper to make any recommendation at this time in reference to the ratification of the convention by this country. Mr. Blackfan was authorized to affix his signature to it, on the part of the United States, subject to the approval of the President and the Postmaster-General. It is expected that he will return soon after, if not before, the opening of the approaching session of Congress, when such action will be taken in regard to the convention as the interests of the Government and the Department may render necessary.

Instructions were given to Mr. Blackfan to take advantage of his presence in Europe to visit the principal post departments, after the adjournment of the congress, and to examine into the improvements in postal arrangements and facilities which might be found in foreign systems, with a view of introducing into our service such of them as might be advantageously put into operation here. This will necessarily delay his return, but not, it is believed, beyond the time above mentioned.

APPOINTMENTS.

The report of the appointment-office shows the following:

		Number of post-offices.
Number of post-offices established during the year.....	2,318	
Number discontinued.....	1,268	
Increase	1,050	
Number in operation on June 30, 1873	33,244	
Number in operation on June 30, 1874	34,294	
Number filled by appointments of the President.....	1,408	
Number filled by appointments of the Postmaster-General	32,886	

Number of appointments.

Appointments were made during the year—

On resignations	5, 354
On removals	907
On changes of names and sites	477
On deaths of postmasters	368
On establishment of new post-offices	2, 318
Total appointments	9, 424

Cases acted on. Number of cases acted on during the year..... 10, 692

The number and aggregate compensation of special agents, route-agents, mail-route messengers, railway post-office clerks, and local agents in service during the year ended June 30, 1874, were—

Special, route, and local agents,	54 special agents *	\$165, 478 63
	850 railway post-office clerks.	1, 058, 400 00
	936 route-agents	896, 680 00
	211 mail-route messengers	136, 540 00
	124 local agents.....	94, 710 00
	2, 175 Total	2, 351, 808 63

Free-delivery system.

Under the act of March 3, 1873, making appropriations for the service of the Post-Office Department for the year ended June 30, 1874, and providing for the employment of letter-carriers for the free delivery of mail-matter “at every place containing a population of not less than twenty thousand within the delivery of its post-office,” the free-delivery system was established at thirty-nine offices.

The service was also largely extended in several of the principal cities. In and adjacent to Boston, thirteen post-offices, including three free-delivery offices, namely, Cambridge, Cambridgeport, and Charlestown, were discontinued, and twelve branch-offices established and placed under the control of the postmaster of Boston, and within the delivery of that office. The number of carriers was increased fifty-one, and the free-delivery system extended over the several localities formerly supplied by the discontinued offices. Five branch-offices were established in Chicago and placed under the control of that office, and the service extended, by the addition of thirty-three carriers, to meet the growth of the city and the increased demands on the service.

The post-offices of Williamsburgh (a free-delivery office) and Green Point, within the city of Brooklyn, were discontinued, and three branch-offices established and made a part of the postal system of that city. Twenty carriers were added to the force, and the delivery by carriers extended

* Other special agents charged to separate appropriations.

over the localities formerly supplied by the discontinued offices.

In Saint Louis five post-offices were discontinued and three branch offices established and placed under the control of the postmaster of that city. Thirty-six carriers were added to the force, and the service extended over the city.

Sixty-four carriers were added to the force in New York, and thirty in Philadelphia. At the latter office twelve one-horse wagons were allowed, to convey the carriers from the office to their routes and return.

Other additions and improvements were made in the smaller cities, but of not sufficient importance to call for special mention in this place.

Experience has confirmed the wisdom of the policy of discontinuing the smaller offices in and adjacent to large cities and substituting branch-offices and placing them under the control of the principal office. This policy of consolidating deliveries into postal centers, and distributing the carriers between the main office and its branches, shortens the routes and expedites the deliveries and collections, and insures a more harmonious service than could be secured by several independent offices within the same territory.

- The general results of the service at the eighty-seven offices, notwithstanding the large number of new offices and the irregularities necessarily incident to the introduction of the system, show a gratifying increase over the preceding year.

The aggregate results were as follows :

Number of offices	87
Number of letter-carriers	2, 049
Mail-letters delivered	166, 020, 370
Mail postal cards delivered	11, 000, 809
Local letters delivered	45, 179, 295
Local postal cards delivered	8, 958, 106
Newspapers delivered	56, 468, 582
Letters collected	177, 898, 474
Postal cards collected	16, 298, 325
Newspapers collected	21, 562, 436
Whole number of pieces handled	503, 386, 397
Amount paid carriers, including incidentals	\$1, 802, 696 41
Average cost per piece	3.58 mills.
Amount of postage on local matter	\$1, 611, 481 66

Showing the following increase, compared with last year :

Offices	39
Letter-carriers	550
Mail-letters delivered	25, 061, 483

REPORT OF THE POSTMASTER-GENERAL.

Mail postal cards delivered	11,000,809
Local letters delivered	6,839,246
Local postal cards delivered	8,958,106
Newspapers delivered	13,077,917
Letters collected	40,832,775
Postal cards collected	16,298,325
Newspapers collected	6,002,063
Whole number of pieces handled	128,470,733
Amount paid carriers, including incidentals	\$380,200 93
Postage on local matter	\$499,230 45
Per centum of increase of receipts on local postage	44.8
Per centum of increase in cost of service	26.7

A full and detailed statement of the operations of the service at each office will be found in the appendix.

Employés of the
Post-Office De-
partment.

The following table shows the number of employés in the Post-Office Department; also the number of postmasters, contractors, clerks in post-offices, route-agents, railway post-office clerks, and other officers in service on the 30th June, 1873, and the 30th June, 1874, respectively.

Departmental officers and employés:

	1873.	1874.
Postmaster-General	1	1
Assistant Postmasters-General	3	3
Superintendent of Foreign Mails	1	1
Superintendent of Money-Order System	1	1
Chief clerk to the Postmaster-General	1	1
Chief of Division of Dead Letters	1	1
Chief of Division of Depredations	..	1
Topographer for the Department	..	1
Chief clerks of bureaus	4	5
Disbursing officer and superintendent of building	..	1
Clerks, laborers, watchmen, &c	342	348
	354	364

Other officers and agents:

	1873.	1874.
Postmasters	33,244	34,294
Contractors	5,930	6,232
Clerks in post-offices	4,025	4,228
Letter-carriers	1,499	2,049
Route-agents	862	936
Railway post-office clerks	752	850
Mail-route messengers	171	211
Local agents	110	124
Special agents	63	76
Total in service	47,010	49,000

POSTAL MONEY-ORDER SYSTEM.

Number of
money-order offi-
ces.

Since the publication of the last annual report of the Postmaster-General, at which time there were 3,069 money-order post-offices in operation, 346 new offices have been established and 11 discontinued, making the present number

3,404. Of the additional offices, 15 were opened at sub-post-offices or stations in large cities.

The number of domestic money-orders issued during the last year was 4,420,633, the aggregate value of which was..... \$74, 424, 854 71

Issues and payments.

The number of such orders paid was 4,416,114, amounting in value to.. \$73, 736, 435 01

To which is to be added the amount of orders repaid to the remitters..... 473, 721 24

Total of payments..... 74, 210, 156 25

Excess of issues over payments..... 214, 698 46

The fees received by postmasters for the issue of domestic money-orders amounted to \$461,382.30. A gain of \$16,908,638.02, or 29.4 per cent., in the amount of orders issued, of \$16,441,422.74, or 28.7 per cent., in the amount of orders paid, and of \$106,780.05, or 30.11 per cent., in the amount of fees received, is shown by these figures over the transactions of the previous year, as against a like gain in the business of 1873 over that of 1872 of 18.55 per cent. in issues, 18.33 per cent. in payments, and 1.23 per cent. in fees. During the last fiscal year the average amount of the money-orders issued was \$16.83½, a decrease of 30½ cents since 1873.

There were 16,979 duplicate money-orders issued during the year, of which 16,309 were in lieu of originals which were not received within a reasonable time by the respective payees, on account of change of residence or imperfect address, or which were claimed to have been lost in transmission by mail; 363 were issued for orders alleged to have been lost, and 61 for orders mutilated or destroyed while in possession of the remitter, payee, or indorsee; 14 were made payable to remitters, for orders obtained from them "by means of false or fraudulent pretenses, representations, or promises;" 29 were for orders destroyed by the burning of post-offices and mail-cars; 3 for orders lost by the robbery of a post-office; 178 on account of orders which became invalid because not presented for payment within one year after their issue; and 22 for orders which were invalidated in consequence of having received, contrary to law, more than one indorsement.

The number of duplicates issued last year was 2,458 greater than during the previous year, or 16.93 per cent., being less than the ratio of increase in orders issued by 12.47 per cent.

REPORT OF THE POSTMASTER-GENERAL.

Receipts and expenditures.

The revenue account of the domestic money-order system, as adjusted and reported by the Auditor, is as follows :

Receipts :

Fees for money-orders issued	\$461,382 30
For premiums on drafts	856 24
Total	462,238 54

Expenditures :

Commissions to postmasters and allowances for clerk-hire	\$321,789 06
Allowances to postmasters for remittances lost in transmission by mail	1,932 00
Defalcations of late postmasters	10,538 32
Incidental expenses	22,781 04
Total	357,040 42

Excess of receipts over expenditures 105,198 12

Deposit of surplus funds.

This amount of revenue is greater by \$36,614.12 than that of the 'previous year, an increase of 53.4 per cent. Surplus funds to the amount of \$54,253,147.44, derived from the issue of money-orders at the smaller post-offices, were deposited by them at the larger offices designated as their depositories. Such deposits are made in registered packages by mail when the postmaster is unable to obtain national-bank drafts, which is generally the case at small post-offices. Forty-nine cases of remittances, amounting to \$7,840.70, reported as lost in transmission, were under investigation during the year, nine of which, amounting to \$1,340, were pending at the close of the previous year, and four, amounting to \$450, were cases of loss during that year, but not brought to the notice of the Department until after the publication of the last annual report, making the reported losses of the last year \$6,500.70, being \$943.39 greater than those of the previous year. There was allowed \$1,932 of this amount to the credit of the postmasters by whom the remittances had been made; claims for credits on account of four remittances, amounting to \$550, were disallowed; in twelve cases the amount, \$1,203.70, was recovered by special agents; and twenty-two unsettled claims, amounting to \$4,155, are still pending. The postmaster at New York, N. Y., has paid drafts to the amount of \$6,034,575 of postmasters to whom credits with him were from time to time allowed on account of the excess of their payments over their issues of money-orders. In the Pacific States postmasters who required assistance in meeting their money-order payments have been furnished with funds to the amount of \$95,325 by the postmaster at San Francisco, Cal., and of \$26,233 by the postmaster at Portland, Oreg.

It was alleged that out of the whole number of orders paid, to wit, 4,416,114, the payment of 74 was effected fraudulently by forgery of the signature of the payee or indorsee, or by other unlawful or improper means, being at the rate of one erroneous payment in 59,677 payments. Orders improperly paid.

Ninety claims for re-imbursement on account of erroneously paid money-orders have been under consideration during the last year, sixteen of which occurred previously. In twenty-six of these claims the amount of the orders, being a total of \$615.41, was recovered by special agents and paid to the rightful owners; in twenty-nine, amounting to \$843.61, the paying postmasters were, after careful investigation, held responsible for the erroneous payments; in three cases the amount, \$80, was refunded by the Department, the paying postmaster not having been found at fault; in ten the amount, \$220.34, was, after due examination, found to have been improperly paid through negligence on the part of the remitters, payees, or indorsees, and the loss fell upon them; and twenty-two claims, amounting to \$596.75, are still unsettled.

The number of orders issued in this country on Switzerland during the last year was 2,721, amounting to \$72,287.28, and the number from that country paid here was 793, amounting to \$21,222.16, showing, in comparison with the previous year's business, a decrease of \$6,026.65, or 7.7 per cent., in the issues, and an increase of \$4,412.58, or 26 $\frac{1}{4}$ per cent., in the payments. The fees received amounted to \$2,006.50, and the expenses to \$633.50. From the accompanying statement of the Auditor, it appears that, after the payment of all balances due Switzerland on the exchange of money-orders during the year, a net revenue of \$881.48 accrued to the United States. The number of orders issued in this country on the United Kingdom during the last year was 77,351, amounting to \$1,491,320.31, and the number from that country paid here was 15,992, amounting to \$303,773.66, showing, in comparison with the business of the previous year, an increase of \$126,843.99, or 9.3 per cent., in the issues, and \$88,686.05, or 41.23 per cent., in the payments. The fees received amounted to \$44,508.75, and the cost of commissions to postmasters, clerk-hire, incidental expenses, and miscellaneous items was \$21,562.71. The number of orders issued in this country on Germany during the last year was 32,542, amounting to \$701,634.73, and the number from that country paid here was 20,607, amounting to \$535,216.72. A comparison of these transactions with the amount of orders issued, viz, \$420,722.12, Exchange of postal orders with Switzerland, Great Britain, and Germany.

and of orders paid, viz, \$310,108.26, from the establishment of the German International Money-Order System, October 1, 1872, to the close of the fiscal year ended June 30, 1873, exhibits a large ratio of increase. The fees received amounted to \$19,288.95, and the cost of commissions to postmasters, clerk-hire, incidental expenses, and miscellaneous items was \$7,378.28. The Auditor has not the requisite data at present to enable him to furnish an exact statement of the revenue of the last fiscal year from the exchange of money-orders with Great Britain and Germany. That from the British business of the preceding year is reported by him at \$14,055.65, and that from the German business at \$7,795.23.

MISCELLANEOUS.

Prepayment of postage on printed matter.

By the act of Congress approved June 23, 1874, it is required that on and after the 1st January, 1875, postage on newspapers and periodical publications mailed from a known office of publication or news agency and addressed to regular subscribers or news agents shall be charged at the rate of two cents per pound if issued weekly or oftener, and at three cents per pound if issued less frequently than once a week. The act provides that the matter shall be weighed in bulk and prepaid with adhesive stamps to be specially devised for the purpose. The manner of applying the stamps is left discretionary with the Department, and a system, which it is hoped will work satisfactorily, has been devised for carrying the law into effect. The stamps are now in course of preparation, and will be ready at the time appointed for their use.

It is expected that the revenues of the Department from postage on printed matter will be increased by the enforcement of this act, notwithstanding that the rates are cheaper than before, as now the postage will be prepaid, while heretofore much loss has been occasioned to the Department on account of the non-collection of postage at the point of delivery.

Money-order business should be made self-sustaining.

The money-order business of this Department appears to be rapidly growing in public favor, and is undoubtedly a very great accommodation to a large number of persons who are not within the reach of banking facilities, or who are unaccustomed to the use of them. Yet I see no reason why this branch of the service should not be made self-sustaining.

Increase of fees recommended.

The apparent profits of the money-order system during the last year are about \$105,000, while certain expenses,

to the amount of \$182,000, for clerk-hire and stationery in the Post-Office Department and the Auditor's Office, and for money-order blanks in post-offices, are not charged to the money-order business, but are paid out of appropriations, so that while the money-order system appears to yield a revenue of \$105,000, there is, in fact, a deficit of \$77,000. I suggest, therefore, that the fees for money-orders be increased, in accordance with the views of the Superintendent submitted herewith, (see appendix,) so that the money-order system shall, like any other business, be made to defray all its own expenses.

The number and length of mail-routes in the United States require an expenditure for transportation which dwarfs into insignificance the cost of similar service in other countries. For the year ending June 30, 1876, it is estimated that this item alone will exceed \$18,000,000. The portion to be paid to railroads will amount to more than \$10,000,000.

Opinions have differed widely as to the best method of determining the rightful rates of compensation to be paid to railroads for services rendered to this Department. Heretofore their pay has been based on the weight of mails, with an additional allowance on certain thoroughfares for providing postal cars. At present the matter is in a very unsatisfactory condition, and some equitable mode of adjustment should be at once devised, and sanctioned by law.

Some of the roads have represented to the Department that the carrying of the mails was little or no object to them, because the express companies were willing to pay much more for the accommodations furnished than the Department would allow. On the other hand, representatives of the leading express companies have contended that the act which took effect July 1, 1874, permitting the transmission by mail of packages of merchandise weighing not over four pounds, at the rate of one cent for each two ounces, is taking away the most profitable part of their business, and will soon render them unable to meet the heavy rentals demanded by the roads. Thus is presented a curious anomaly—the roads claiming that the Government does not pay as much as the express companies are ready to pay, and the express companies claiming, on the other hand, that the law is effecting such a diminution of their revenues that they are unable to accede to the demands of the roads. I find no disposition on the part of any railroad or transportation company to deal otherwise with the Department than in a spirit of fairness and justice. I trust that Congress will adopt some equitable plan of adjustment which will not be too burden-

Rates of pay for
railroad mail-serv-
ice.

some to the Government, and which will be satisfactory to the companies.

Appropriation
for increased pay
to railroads ex-
hausted.

The act of March 3, 1873, re-adjusting the pay of railroads on the basis of weight of mails carried, added much more largely than was anticipated to the expenses of the Department. The appropriation for that purpose having become exhausted, I have declined to make further payments.

Appropriate
sphere of the Post-
Office Depart-
ment.

I would suggest that the time has come when a resolute effort should be made to determine how far the Post-Office Department can properly go in its efforts to accommodate the public, without trespassing unwarrantably upon the sphere of private enterprise. There must be a limit to governmental interference, and, happily, it better suits the genius of the American people to help themselves than to depend on the state. To communicate intelligence and disseminate information are the primary functions of this Department. Any divergence from the legitimate sphere of its operations tends to disturb the just rule that, in the ordinary business of life, the recipient of a benefit is the proper party to pay for it, since there is no escape from the universal law that every service must, in some way, be paid for by some one. Moreover, in a country of vast extent like ours, where most of the operations of the Department are carried on remote from the controlling center, the disposition to engage in lateral enterprises, more or less foreign to the theory of the system, may lead to embarrassments whence extrication would be difficult.

Excess of expen-
ditures over re-
ceipts.

For years the franking privilege was an incubus on the Department and an obstacle to efficient postal reform. Its abolition, for which we are largely indebted to the resolution and wisdom of my predecessor, opens the way for other measures which have yet to be inaugurated and pressed to a successful issue before the Department can become self-sustaining. While I do not flatter myself that I shall be able to accomplish this most desirable end during the short period of my service, I propose to keep it steadily in view, and to direct my best efforts toward its attainment. For the first time in the course of a life devoted actively to business, I find myself in charge of an establishment the expenditures of which largely exceed its receipts—a state of affairs which strikes with peculiar force a mind more or less disciplined by that close inspection of accounts enforced in mercantile pursuits. In ordinary business affairs there is but one end to this condition of things—bankruptcy.

A policy of eco-
nomy must be
adopted and en-
forced.

The deficiency of this Department has varied of late years from 15 to 20 per cent., while from the best data at my

command I have been compelled to submit estimates for the year ending June 30, 1876, which will show an expected excess of expenditures over receipts of nearly \$8,000,000, or about 25 per cent. of the entire revenues of the Department. How far the American people will be willing to go in this direction remains to be seen. The difficulties in the way of adopting and enforcing a policy of economy, which, while properly guarding the revenues of the Department, shall also afford to the new and growing portions of our country the mail facilities to which the enterprise of the people entitles them, are neither few nor small; but in some way they can and must be surmounted.

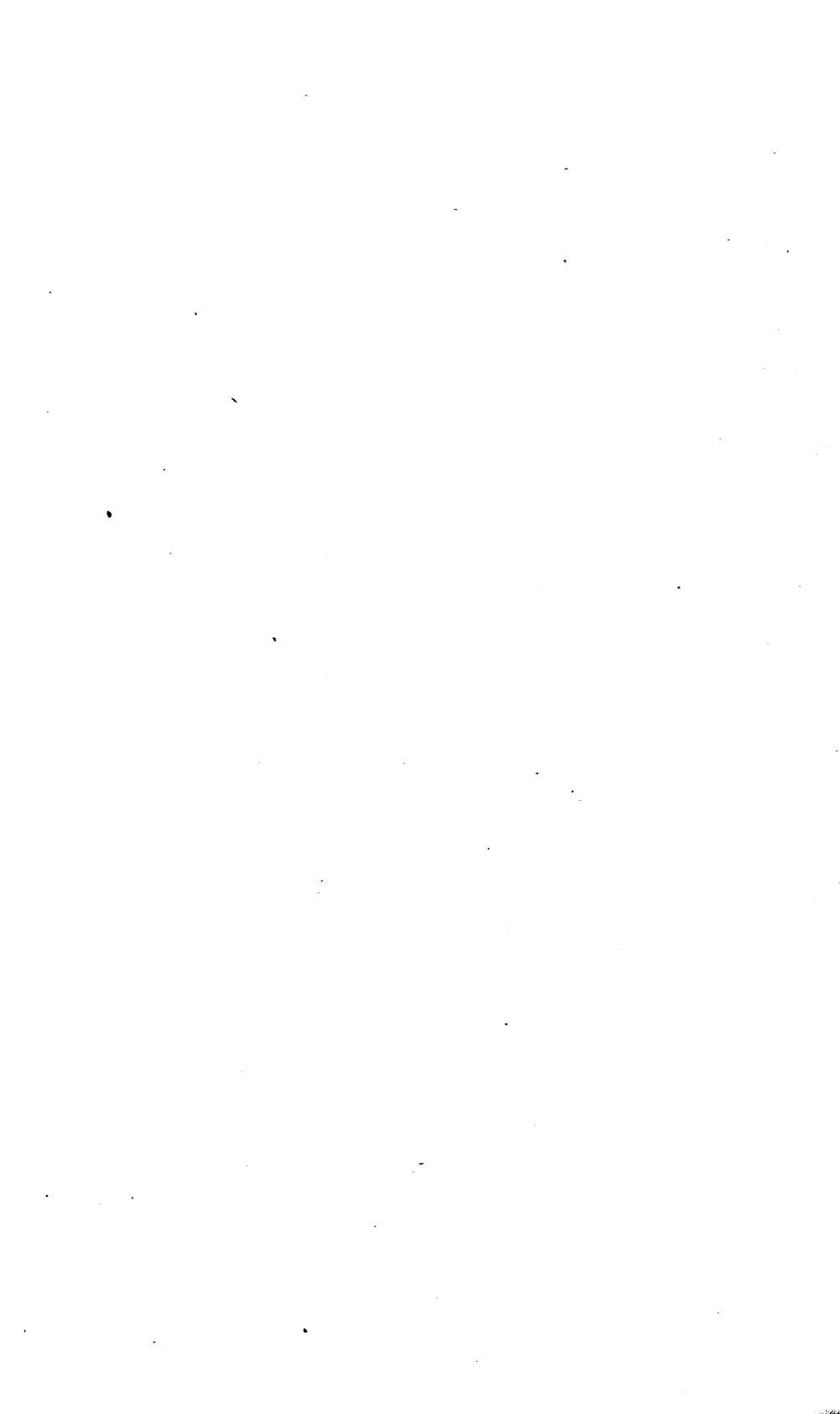
I deem it suitable to say here that I propose to guard with strict vigilance the expenditures of this Department, sanctioning no outlay which can be avoided without detriment to the service, and so to conduct its affairs generally that the interests of the public shall be paramount to those of any individual, corporation, or party.

Very respectfully, your obedient servant,

MARSHALL JEWELL,

Postmaster-General.

The PRESIDENT.



APPENDIX.

No. 1.—*Estimates for expenditures for the fiscal year ending June 30, 1876.*

FIRST ASSISTANT POSTMASTER-GENERAL.

For compensation to postmasters.....	\$7,000,000 00
For clerks in post-offices.....	3,500,000 00
For payments to letter-carriers.....	2,100,000 00
For wrapping-paper.....	25,000 00
For wrapping-twine.....	55,000 00
For marking and rating stamps.....	10,000 00
For letter-balances.....	10,000 00
For rent of post-offices.....	300,000 00
For fuel.....	140,000 00
For light.....	140,000 00
For stationery, miscellaneous and incidental items.....	150,000 00

Total for First Assistant's Bureau..... \$13,430,000 00

SECOND ASSISTANT POSTMASTER-GENERAL.

For inland transportation.....	\$18,062,796 00
For railway postal clerks.....	1,257,141 00
For route-agents.....	1,084,982 00
For mail-route messengers.....	160,000 00
For local agents.....	115,000 00
For mail-messengers.....	715,000 00
For mail depredations and special agents.....	175,000 00
For mail-locks and keys.....	30,000 00
For mail-bags and mail-bag catchers.....	210,000 00
For preparation and publication of post-route maps.....	35,000 00

Total for Second Assistant's Bureau..... 21,844,919 00

THIRD ASSISTANT POSTMASTER-GENERAL.

For postage-stamps.....	\$149,764 00
For expenses of agency.....	6,900 00
For stamped envelopes and newspaper-wrap- pers.....	446,520 00
For expenses of agency.....	14,095 00
For postal cards.....	159,806 00
For expenses of agency.....	5,600 00
	\$782,685 00
For advertising.....	115,000 00
For registered-package envelopes, locks, and seals.....	65,620 00
For office envelopes.....	66,560 00
For dead-letter envelopes.....	3,750 00
For ship, steamboat, and way letters.....	7,500 00
For office furniture.....	35,000 00
For fees to United States attorneys, marshals, clerks of courts, and counsel necessarily employed by special agents of Post-Office Department, subject to approval by the Attorney-General.....	7,500 00
For engraving, printing, and binding drafts and warrants.....	3,000 00
For miscellaneous items.....	2,500 00

Total for Third Assistant's Bureau..... 1,089,115 00

REPORT OF THE POSTMASTER-GENERAL.

SUPERINTENDENT OF FOREIGN MAILS.

For transportation of foreign mails.....	\$300,000 00
For balances due foreign countries.....	300,000 00
Total	\$600,000 00
Grand total estimate for expenditures.....	36,964,034 00
Estimated amount provided by the Department from its own revenue, accruing from postage and other sources.....	29,148,156 00
Amount to be provided from the general Treasury to make the receipts equal the expenditures, (deficiency).....	7,815,878 00
Expenditures under special appropriations to be pro- vided out of the general Treasury:	
For mail-steamship service between San Francisco, Japan, and China	\$1,000,000 00
For mail-steamship service between United States and Brazil	37,500 00
For mail-steamship service between San Francisco and Sandwich Islands.....	75,000 00
Total	1,112,500 00
For official postage-stamps for use during the fiscal year.....	986,000 00
Total to be provided from general Treasury.....	9,914,378 00

EDWARD W. BARBER,
Third Assistant Postmaster-General.

POST-OFFICE DEPARTMENT,
APPOINTMENT OFFICE,
Washington, D. C., October 30, 1874.

SIR: Accompanying this I have the honor to submit a statement of the estimated expenditures for the items named during the fiscal year ending June 30, 1876.

The estimate for compensation to postmasters is made at \$7,000,000, being an increase of \$500,000 over the amount appropriated for the year ending June 30, 1875, or an increase of 7.7 per centum, against 13.53 per centum for said year.

This increase is deemed necessary because the fourth-class offices (a very large class, constantly increasing in number and business) will, under the law of last session, receive their compensation by quarterly adjustments from commissions and box-rents in accordance with the amount of business done, so that the increase will appear in each year's outlay, instead of biennially as under the former law adjusting the salaries for such offices every two years. It is, therefore, apparent that this item of appropriation must increase in proportion as the revenues of the Department increase.

The estimated amount required for the free-delivery service for the fiscal year ending June 30, 1876, is \$2,100,000. This sum is rendered necessary by the growth of the service and its probable extension under the act approved June 23, 1874, entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1875, and for other purposes," which authorizes the employment of letter-carriers in cities and towns having a population of not less than 30,000 within their corporate limits.

The amount expended for the free-delivery service, including incidental expenses, for the year ended June 30, 1874, as reported by the Auditor for this Department, was \$1,802,696.41; and the amount asked for, viz, \$2,100,000, is an excess of \$297,303.59 over the expenditures of last year, and \$200,000 over the appropriation for the year ending June 30, 1875.

This estimate is not considered too large, in view of the probable demands of the service for the year ending June 30, 1876, provided the policy indicated in the general order of the Postmaster-General, of September 22, 1874, is carried out.

The estimate for clerks in post-offices is placed at an increase of \$250,000 over the year ending June 30, 1875, being 7.7 per centum against 14.28 per centum of said year, and made necessary by the growth of the service.

The estimate for wrapping-paper shows a decrease of 7.4 per centum, while the amount asked for wrapping-twine shows an increase of 14.6 per centum over the preceding year.

The estimate for marking and canceling stamps, letter-balances, rent, fuel, and light for post-offices, stationery, miscellaneous and incidental expenses, is made necessary by the requirement to provide for the rapid extension of the service.

The total amount asked for is \$13,430,000.

Accompanying this communication is a tabular statement, marked A, giving more definite information.

Very respectfully,

J. W. MARSHALL,
First Assistant Postmaster-General.

Hon. E. W. BARBER,
Third Assistant Postmaster-General.

3 P M G

A.—Comparative statement showing the estimate, the appropriation, and the expenditure for the items named below for the fiscal year ended June 30, 1874, with the per centum of increase or decrease of expenditures, with estimates for the same during that period; also the amounts appropriated for the several items for the fiscal year ending June 30, 1875, with the per centum of increase or decrease of the same compared with the expenditures of the previous fiscal year, together with the estimates for the year ending June 30, 1876, with the per centum of increase or decrease for the same compared with the appropriation for the fiscal year ending June 30, 1875.

Items.	Estimate for the fiscal year ended June 30, 1874.	Appropriation for the fiscal year ended June 30, 1874.	Expended during the fiscal year ended June 30, 1874.	Per centum of increase or decrease of expenditures over estimates for 1874.		Appropriation for the fiscal year ending June 30, 1875.	Per centum of increase or decrease over expenditures for the fiscal year ended June 30, 1874.		Estimate for the fiscal year ending June 30, 1876.	Per centum of increase or decrease over appropriation for the fiscal year ending June 30, 1875.	
				Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
For compensation to postmasters	\$5,700,000	\$5,725,000	\$5,818,472 17	2+	.....	\$6,500,000	11.7	.....	\$7,000,000	7.7	.....
For clerks in post-offices	3,000,000	2,975,000	3,297,961 77	10—	.....	3,250,000	.....	1.4	3,500,000	7.7	.....
For payments to letter-carriers	1,600,000	1,700,000	1,802,418 68	12.7	.....	1,900,000	5.4	.....	2,100,000	10.5	.....
For wrapping-paper	33,000	33,000	20,200 00	.....	38.7	27,000	33.6	.....	25,000	.....	7.4
For twine	38,000	38,000	49,574 50	30.4	.....	42,000	.....	3.2	55,000	14.6	.....
For marking and canceling stamps	12,000	12,000	7,953 54	.....	33.7	9,000	13.2	.....	10,000	11.1	.....
For letter-balances	3,000	3,000	4,749 90	58.3	.....	3,000	.....	36.8	10,000	233½	.....
For rent for post-offices*	300,000	300,000	515,270 94	.....	20.7	720,000	39.7	.....	730,000	1.4	.....
For fuel for post-offices*	130,000	130,000									
For lights for post-offices*	160,000	160,000									
For stationery and miscellaneous items*	60,000	60,000									
Total	11,036,000	11,136,000	11,516,601 50	4.35	.....	12,457,000	8.15	.....	13,430,000	7.8	.....

* Paid as one item.

APPOINTMENT-OFFICE, Post-Office Department, October 30, 1874.

POST-OFFICE DEPARTMENT,
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 5, 1874.

DEAR SIR: I beg leave to submit herewith estimates of the amounts of money which it will be necessary to appropriate for inland mail transportation and items incident thereto for the fiscal year ending June 30, 1876.

The amounts are stated in tabular form, in comparison with the cost of the service at the end of each of the fiscal years 1872, 1873, and 1874, the latter including an estimate of the additional expense which the re-adjustment of the pay on railroad routes required by act of March 3, 1873, will occasion on routes from which the necessary returns were not received up to the close of the year, with the appropriation for 1875, and with an estimate of the expense for 1875, which, for inland transportation, on the basis of 7 per cent. increase on the cost for 1874, will exceed the amount appropriated by the sum of \$640,374. The increase of the cost of inland transportation for 1873 over 1872 appears by the table to be 8.45 per cent.; and for 1874 over 1873, 16.79 per cent. This disproportionate increase for that single year, 1874, results from the re-adjustment, made and to be made, of the rates of pay on railroad routes under the act of March 3, 1873, the increase on railroad routes amounting to 25.57 per cent. over the cost for 1873, while the increase on other land-routes is only 7.07 per cent. over the cost for 1873. The appropriation for 1874 contained an allowance of \$500,000, specifically, for the increase which the re-adjustment would occasion. As, however, the regular appropriation for "inland transportation" included an allowance for the usual increase of expense caused by the re-adjustment of pay on railroad-routes made for several years prior to the passage of the act of March 3, 1873, and the increase for 1872 amounted to \$354,865.94, the increase for 1873, if the re-adjustment on routes in the New York and New England section for the contract-term commencing on the first of July of that year had not been postponed to await the receipt of the new returns required by the act of March 3, 1873, would have amounted, at the rate of advance in the cost of inland transportation for the same period, namely, $8\frac{1}{2}$ per cent., to \$385,029.54. The appropriation for "inland transportation" for 1874, apart from the half million provided expressly for the re-adjustment under the act of March 3, 1873, was at the rate of $8\frac{3}{8}$ per cent. advance on the cost for 1873; and, adding this rate to the \$385,029.54, to which the usual increase by re-adjustment for that year would have amounted, the usual increase for 1874 may be set down at \$419,040.48. Adding this to the \$500,000 specifically provided by the act of March 3, 1873, the whole amount applicable to the increase by re-adjustment, both specific and usual, for 1874, may be stated at \$919,040.48; but this sum falls short by \$679,308.52 of the amount necessary, as the increase caused by the re-adjustment which the act requires will amount to \$1,598,349, the weights of the mails taken subsequently to June 30, 1873, as the basis for the re-adjustment, being largely in excess of any weights previously taken, and thus swelling the increase far beyond the estimates, which were cast upon the previous weights. The cost for 1875, allowing therefor an increase of 7 per cent. on the cost for 1874, will amount to \$17,040,374. The estimate for 1876 is \$18,062,796, being cast upon an allowance of only 6 per cent. increase on the estimated cost for 1875. This is 2.45 per cent. less than the increase for 1873 over 1872, and 1 per cent. less than the estimated cost for 1875 over that for 1874. The increase for 1874 over 1873 was exceptionally large, for the reason above stated.

The increase of expense for railway post-office clerks in 1873 over

1872 was 14.53 per cent.; for 1874 over 1873, 12.40 per cent.; and for 1875, as estimated, over 1874, 10 per cent. The estimate for 1876 is only 8 per cent. over the cost for 1875.

The increase of expense for route-agents in 1873 over 1872 was 12.25 per cent.; for 1874 over 1873, 8.96 per cent.; for 1875, as estimated, over 1874, 10 per cent. The estimate for 1876, \$1,084,982, is 10 per cent. over that for 1875. On this item, the expense for 1875, as estimated, is \$986,348, against an appropriation of only \$929,035, leaving a deficiency of \$57,313.

On the items for mail-route messengers, local agents, and mail-messengers, the estimates for 1876 amount to \$990,000, an increase of 5.98 per cent. over the estimated cost for 1875, which is \$934,070, and of 8.32 per cent. over the appropriation for 1875, which, being only \$913,916, is \$20,154 less than the estimated cost.

Compared with the actual cost for these three items for 1874, which was \$827,022, the estimate for 1876 is an increase of 19.70 per cent., which is less than an average of 10 per cent. for each of the years 1875 and 1876, against an increase of 28.01 per cent. for 1874 over 1872, of 13.90 per cent. for 1874 over 1873, and of 12.38 per cent. for 1873 over 1872.

The estimate for mail-depredations and special agents for 1876 is \$175,000. This is \$15,000 more than the appropriation for 1875; but that appropriation is insufficient to maintain the present force, of which a reduction will consequently be necessary, to the damage of the service, as it is feared, in view of its rapid expansion and the increased supervision of every branch required on that account.

For mail-locks and keys, the estimate for 1876 is placed at \$30,000. This is \$20,000 less than the amount appropriated for the current year; but such a reduction is deemed practicable because the entire service will have been fully equipped by the close of this year with new locks and keys, so that it will then only be necessary to provide for wear and tear and for the natural growth of the service.

An appropriation of \$200,000 for mail-bags and mail-catchers was asked for last year. The amount appropriated, however, was only \$180,000. The cost for 1874 was \$201,178.64. The estimate for 1876 is \$210,000, which amount, in view of the continual extensions and improvements of the mail-service, especially on railroad-routes, is deemed indispensable.

An appropriation of \$35,000 was asked for last year for the preparation and publication of post-route maps, that amount being intended to cover the additional expense necessary for the reproduction by photolithography of manuscript maps of the new States and Territories. The sum appropriated was only \$30,000; but the estimate for 1876 is placed again at \$35,000, \$5,000 of the amount being intended for the purpose above indicated, the accomplishment of which is deemed to be of such importance as fully to justify the small expenditure involved.

The aggregate amount of the estimates for all of the above-mentioned items for 1876 is \$21,844,919, against \$19,982,965 appropriated for 1875, an average increase of 9.31 per cent. This is 1.93 per cent. above the average increase of the estimates for 1875 over the appropriation for 1874; but this again results from the unexpectedly large increase caused by the re-adjustment of pay on railroad routes under the act of March 3, 1873.

Very respectfully,

JOHN L. ROUTT,

Second Assistant Postmaster-General.

Hon. MARSHALL JEWELL,
Postmaster-General.

Cost of inland transportation and the items incident thereto for the years 1872, 1873, and 1874, with the appropriation and estimated cost for 1875, and estimate of the amounts necessary to be appropriated for 1876; showing the percentage of increase from year to year, with the cost, appropriation, and estimate for mail-depredations and special agents, mail-locks and keys, mail-bags and mail-bag catchers, and the preparation and publication of post-route maps.

Object.	Cost for 1872.	Cost for 1873.	Increase per cent. for 1873 over 1872.	Cost for 1874.	Increase per cent. for 1874 over 1873.	Appropriation for 1875.	Increase per cent. of appropriation for 1875 over cost for 1874.	Estimated cost for 1875.	Increase per cent. over cost for 1874.	Estimate for 1876.	Increase per cent. for 1876 over estimated cost for 1875.
Inland transportation	\$12,572,264 00	\$13,635,344 00	8.45	\$15,925,584 00	16.79	\$16,400,000	2.97	\$17,040,374	7	\$18,062,796	6
Railway post-office clerks	821,600 00	911,000 00	14.53	1,058,200 00	12.45	1,320,014	21.74	1,164,020	10	1,257,141	8
Route-agents	737,820 00	828,240 00	12.25	896,680 00	8.26	929,035	3.6	986,348	10	1,084,982	10
Mail-route messengers	89,910 00	106,710 00	18.71	136,540 00	27.92	160,000	17.18	163,848	29	160,000	32.34
Local agents	69,216 00	82,896 00	19.76	94,710 00	15.45	110,383	16.54	108,916	14.99	115,000	5.58
Mail-messengers	486,922 00	536,441 00	10.16	595,772 00	11.06	643,533	8.01	664,306	10.99	715,000	8.06
Mail-depredations and special agents						160,000				175,000	
Mail-locks and keys	28,169 07	38,377 30		39,425 50		50,000				30,000	
Mail-bags and mail-bag catchers	191,174 00	170,227 20		201,178 64		180,000				210,000	
Preparation and publication of post-route maps						30,000				35,000	
						19,982,965				21,844,919	

* This includes \$523,527 estimated to be necessary to complete the re-adjustment of pay on railroad-routes under act of March 3, 1873.

† Decrease.

JOHN L. ROUNTT,
Second Assistant Postmaster-General.

OCTOBER 5, 1874.

*
POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 25, 1874.

SIR: I have the honor to submit herewith tables showing—

1. Estimate of the expenditures and revenue of the Post-Office Department for the fiscal year ending June 30, 1876.
2. Detailed statement of payments charged by the Auditor of the Treasury for the Post-Office Department to miscellaneous account.
3. Estimate of indebtedness of the Post-Office Department for the last and previous fiscal years not yet adjusted.
4. Receipts and expenditures during the fiscal year ended June 30, 1874, compared with the years 1872-'73 and 1871-'72.
5. Receipts and disbursements at Treasury depositories on account of the Post-Office Department.
6. Receipts and disbursements at depository post-offices on account of the Post-Office Department.
- 7 and 8. Number and value of postage-stamps, stamped envelopes, and newspaper-wrappers issued during the fiscal year ended June 30, 1874.
9. Number and value of official postage-stamps, stamped envelopes, and newspaper-wrappers furnished the several Executive Departments during the fiscal year ended June 30, 1874.
10. Statement showing increase in issues of postage-stamps, stamped envelopes, and newspaper-wrappers, exclusive of official postage-stamps, stamped envelopes, and wrappers, during the fiscal year ended June 30, 1874.
11. Statement showing increase in issues of postage-stamps, stamped envelopes, and newspaper-wrappers, including official postage-stamps, stamped envelopes, and wrappers, during the fiscal year ended June 30, 1874.
12. Number and value (actual or nominal) of dead-letters received and disposed of during the fiscal year ended June 30, 1874.
13. Comparative statement showing the operations of the Dead-Letter Division during the five fiscal years commencing July 1, 1869, and ending June 30, 1874.

EXPLANATION OF ESTIMATES.

As the reports of the First and Second Assistant Postmasters-General set forth the necessities for the sums required by those Bureaus, I respectfully invite your attention to the following detailed statement concerning the appropriations asked for by this Office:

ADHESIVE POSTAGE-STAMPS.

The number of ordinary postage-stamps issued during the fiscal year ended June 30, 1874, was.....	632, 733, 420
Add 10 per cent., being about the average yearly rate of increase	63, 273, 342
Gives estimated issue of ordinary stamps for fiscal year ending June 30, 1875	696, 006, 762
Add 10 per cent. increase, as before.....	69, 600, 676
Gives estimated issue of ordinary stamps for fiscal year ending June 30, 1876	765, 607, 438

Cost of manufacturing that number at present contract-price, 14.99 cents per thousand.....	\$114,764
Add estimated cost of manufacturing official stamps, and also of manufacturing the newspaper and periodical stamps required by act of Congress approved June 23, 1874.....	35,000
Gives estimated total cost of manufacturing adhesive postage-stamps during fiscal year ending June 30, 1876.....	<u>149,764</u>

In the above estimate the issues of ordinary stamps for the year ended June 30, 1874, and the average rate of increase per year, are taken as a thoroughly safe basis of calculation. For the official stamps and the newspaper and periodical stamps, the estimate is based upon the best information obtainable. The contracts for manufacturing the ordinary and official stamps expire in 1877.

POSTAGE-STAMP AGENCY.

Salaries of distributing agent and assistants.....	\$5,900
Incidental expenses of agency	1,000
Total	<u>6,900</u>

The number of persons employed at this agency since the transfer of the manufacture of stamped envelopes, &c., to Hartford, Conn., is four, viz, an agent, whose salary is \$2,500 per annum, and three clerks, whose salaries are \$1,800, \$1,600, and \$1,400, respectively. It is believed, however, that the necessary work can be performed with two clerks, and appropriation is asked for accordingly.

The incidental expenses consist of the necessary expenses of the agent when required to visit the Department, or while absent from New York in making any investigation ordered by this Office; also the expenses of other agents directed to make investigations connected with the issue of postage-stamps.

ORDINARY AND OFFICIAL STAMPED ENVELOPES AND WRAPPERS.

The cost of stamped envelopes and newspaper-wrappers, both ordinary and official, issued during the year ended June 30, 1874, at present contract-prices, was.....	\$343,583 28
Add 14 per cent., rate of increase over previous year.....	48,101 66
Gives estimated cost for year ending June 30, 1875.....	391,684 94
Add 14 per cent. increase as before.....	54,835 06
Gives estimated cost of manufacture for the year ending June 30, 1876....	<u>446,520 00</u>

The contract under which the ordinary and official stamped envelopes and wrappers are being furnished is for four years, and will not expire until September 30, 1878. The prices for their manufacture will therefore remain unchanged. The estimated aggregate cost is based upon the cost, at present contract-prices, of the issues during the last fiscal year, adding thereto the ratio of increase of that over the preceding year.

STAMPED-ENVELOPE AGENCY.

Salaries of agent and assistants.....	\$13,095
Incidental expenses of agency.....	1,000
Total	<u>14,095</u>

The number of persons employed at present at this agency is nine, viz: a special agent in charge, whose salary is \$1,600 per annum and \$3 per day; one clerk at \$1,800, and two clerks at \$1,200 each, employed in distribution; one clerk at \$1,800, and three clerks at \$1,200 each, employed in the registration of packages; and one laborer at \$800. This force is thought to be sufficient for the probable requirements of the service during the year 1875-'76.

The incidental expenses of this agency, situated in Hartford, Conn., where the envelopes are manufactured, are of the same character as those of the postage-stamp agency at New York.

POSTAL CARDS.

The period since the introduction of postal cards, on the 1st of May, 1873, has been too short to allow of a yearly comparison of issues. It is probable, however, that there will be an average increase per year of at least 12 per cent.: and it is upon this assumption that the following estimate is made, taking as a basis the issues for the year 1873-'74:

Number of postal cards issued during the fiscal year ended June 30, 1874.	91,079,000
Add 12 per cent. for increase.....	10,929,480
Gives estimated issue for the year ending June 30, 1875.....	102,008,480
Add 12 per cent. increase, as before.....	12,241,018
Gives estimated issue for the year ending June 30, 1876.....	114,249,498
Cost of manufacturing that number, at present contract-prices, \$1.39½ per thousand.....	\$159,806 00

The present contract does not expire until April 30, 1877.

POSTAL-CARD AGENCY.

Salaries of agent and assistants.....	\$4,600
Incidental expenses of agency.....	1,000
Total.....	5,600

At present there are employed at Springfield, Mass., in connection with the inspection and distribution of postal cards, an agent at a salary of \$2,000 per annum, and two clerks, one at \$1,400 and the other at \$1,200 per annum. This force is considered sufficient for the prospective increase of business.

The remarks under the head of "Postage-stamp agency," as to incidental expenses, will apply also to the appropriation required for that purpose for the use of the postal-card agency.

ADVERTISING.

This appropriation covers the payments for advertisements for proposals for carrying the mails and for furnishing supplies of all kinds, as well as the advertisement of unclaimed letters at post-offices, and such other miscellaneous advertising as may be required.

The following sums have been expended:

During the fiscal year ended June 30, 1869.....	\$79,565 41
During the fiscal year ended June 30, 1870.....	66,771 50
During the fiscal year ended June 30, 1871.....	57,459 80
During the fiscal year ended June 30, 1872.....	53,112 33
During the fiscal year ended June 30, 1873.....	81,412 60
During the fiscal year ended June 30, 1874.....	109,740 63
Amount appropriated for fiscal year ending June 30, 1875.....	80,000 00

During the fiscal year ending June 30, 1876, advertisements inviting proposals for carrying the mails in fourteen States will have to be published, as well as all the general advertising of the Department and post-offices. It is therefore estimated that there will be required for this purpose for the next fiscal year the sum of \$115,000.

The appropriation for the current fiscal year is \$15,000 less than the estimate submitted therefor by this Bureau. (See page 11, appendix, Postmaster-General's Report, year ended June 30, 1873.) It is believed that the sum appropriated will not be sufficient to pay for all the advertising required by law during the year, and that an additional appropriation to supply the deficiency will be necessary.

REGISTERED-PACKAGE ENVELOPES, LOCKS, AND SEALS.

It is estimated that there will be required for this purpose during the fiscal year ending June 30, 1876, the sum of \$65,620.

The appropriations under this head for previous years furnish only a slight basis for estimating the amount which will doubtless be required for the ensuing fiscal year. During the past year the number of registered-package envelopes issued exceeded the anticipations of the Department, showing conclusively that the growth of this branch of the service, under proper care, can hardly be overestimated.

POST-OFFICE ENVELOPES.

Number of post-office envelopes issued during the fiscal year ended June 30, 1874.....	19, 632, 810
Add 31 per cent., rate of increase over preceding year.....	6, 086, 171
Gives estimated issue for year ending June 30, 1875.....	25, 718, 981
Add 31 per cent., increase as before.....	7, 972, 884
Gives estimated issue for year ending June 30, 1876.....	33, 691, 865
Cost of manufacturing that number at present contract prices.....	\$66, 560

These envelopes are required principally for the business of the registered-letter and money-order systems, the increasing popularity of both of which will explain the large increase of issues. The contract from which the prices are taken will expire June 30, 1875, but it is not believed that the envelopes can be thereafter obtained at any cheaper rates.

DEAD-LETTER ENVELOPES.

The number of envelopes used in returning dead letters to writers during the fiscal year ended June 30, 1874, was.....	1, 907, 000
Add 10 per cent. for increase.....	190, 700
Gives estimated number required for 1874-75.....	2, 097, 700
Add 10 per cent., as before.....	209, 700
Gives estimated number required for fiscal year ending June 30, 1876.....	2, 307, 400
The cost of which at present contract price will be.....	\$3, 750

The increase in the number of dead letters returned to writers during the last fiscal year over the preceding year was only 19,095, or a trifle over 1 per cent. This being very much smaller than the usual increase, (about 17½ per cent.,) it has been thought safe to assume an increase of 10 per cent. for the fiscal years ending June 30, 1875 and 1876.

The cost is calculated upon present contract price, as, although this contract will expire June 30, 1875, the rate now paid is so reasonable that no reduction therefrom is anticipated.

SHIP, STEAMBOAT, AND WAY LETTERS.

This appropriation is required under sections 166, 222, 223, and 224 of the act of June 8, 1872, to pay the masters or owners of vessels not regularly engaged in carrying the United States mails for letters brought in their vessels and delivered to the post-offices at ports of arrival, and from thence transmitted to destination in the mails.

The amounts so paid are added to the regular rates of postage, and are paid by the parties addressed on delivery of the letters, and thus are repaid to the Department.

No reliable data can be furnished on which to base an estimate of the amount required for this purpose during any future fiscal year. The payments during several years past have been :

During the fiscal year ended June 30, 1869.....	\$3,076 35
During the fiscal year ended June 30, 1870.....	9,247 59
During the fiscal year ended June 30, 1871.....	10,716 45
During the fiscal year ended June 30, 1872.....	7,011 06
During the fiscal year ended June 30, 1873.....	4,259 96
During the fiscal year ended June 30, 1874.....	4,188 42
The amount appropriated for 1874-75 is.....	7,500 00

In view of the irregularity of expenditure thus shown, I have estimated the amount required for the fiscal year ending June 30, 1876, at \$7,500.

OFFICE FURNITURE.

This appropriation is necessary for the purpose of supplying post-offices with articles of furniture actually needed, and for renewing and repairing the same. It is impossible to furnish reliable data on which to base the estimate of the amount which will be required for this purpose during the next fiscal year, as the wants of post-offices cannot be determined so far in advance.

There have been expended during previous years the following sums:

During the fiscal year ended June 30, 1869.....	\$2,284 65
During the fiscal year ended June 30, 1870.....	2,198 37
During the fiscal year ended June 30, 1871.....	3,211 51
During the fiscal year ended June 30, 1872.....	6,535 5
During the fiscal year ended June 30, 1873.....	6,368 57
During the fiscal year ended June 30, 1874.....	32,711 90
Amount appropriated for fiscal year ending June 30, 1875.....	6,500 00

The apparently large increase shown in the expenditures during the fiscal year 1873-74 is explained by a statement of the fact that formerly this item embraced only the allowances made for the purchase of plain desks or cases, at the smaller offices, for the safe-keeping of letters; but during the last fiscal year the Auditor of the Treasury for this Department charged against this appropriation the amounts expended for furniture purchased at all offices, together with repairs to the same, which had previously been charged to "miscellaneous and incidental expenses of offices."

Owing to this change it is estimated that there will be needed during the fiscal year 1875-76, for this purpose, \$35,000.

In this connection I wish to call your attention to the fact that although this Bureau is charged with the duty of making estimates for this purpose, no part of the expenditure comes within its control.

FEES TO UNITED STATES ATTORNEYS, MARSHALS, CLERKS OF UNITED STATES COURTS, ETC.

This appropriation is used to pay the fees allowed for the proper prosecution of suits against postmasters and others. The amount required varies each year according to the exigencies of the service. Former payments have been—

During the fiscal year ended June 30, 1869.....	\$6,758 74
During the fiscal year ended June 30, 1870.....	8,965 10
During the fiscal year ended June 30, 1871.....	6,431 55
During the fiscal year ended June 30, 1872.....	5,141 76
During the fiscal year ended June 30, 1873.....	6,480 76
During the fiscal year ended June 30, 1874.....	4,648 71
Amount appropriated for 1874-'75.....	7,500 00
Amount estimated as required for 1875-'76.....	7,500 00

ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

This appropriation covers the expense of furnishing drafts and warrants for the payment of all debts due by the Post-Office Department, and for collecting the balances due by postmasters to the United States. The work is not done by the Congressional Printer, as the plates are of steel, but by the Bureau of Engraving and Printing of the Treasury Department.

There was expended during the fiscal year ended June 30, 1874.....	\$1,180 3 ⁰
And there was appropriated for the fiscal year ending June 30, 1875.....	3,000 0 ⁰
The same sum, as appropriated for the current year, is estimated as required for the next fiscal year, viz	3,000 00

MISCELLANEOUS.

Under this head are charged all items of necessary expense that cannot be included in any regular appropriation. These expenses vary from year to year, as emergencies arise, and it is impossible to fix precisely the sum required.

There was appropriated for this purpose, for the current fiscal year, the sum of \$2,500, and the same sum is asked for the year ending June 30, 1876.

SUMMARY OF ESTIMATES.

The following table shows the amounts estimated to be required by this Bureau for the service of the fiscal year 1875-'76, as compared with the appropriations for 1874-'75:

Classification of items.	Estimated as required for 1875-'76.	Appropriated for 1874-'75.
Adhesive postage-stamps.....	\$149,764	\$118,667
Postage-stamp agency.....	6,900	10,200
Stamped envelopes and wrappers.....	446,520	535,424
Stamped-envelope agency.....	14,095	.....
Postal cards.....	159,806	168,270
Postal-card agency.....	5,600	5,600
Advertising.....	115,000	80,000
Registered-package envelopes, &c.....	65,620	42,650
Post-office envelopes.....	66,560	60,000
Dead-letter envelopes.....	3,750	4,585
Ship, steamboat, and way letters.....	7,500	7,500
Office-furniture.....	35,000	6,500
Fees to United States attorneys, &c.....	7,500	7,500
Drafts and warrants.....	3,000	3,000
Miscellaneous.....	2,500	2,500
	1,089,115	1,052,426

This table shows an increase of \$36,689 in the amount estimated as required for 1875-'76 over the appropriations for 1874-'75, or about 3½ per cent. The sums asked for have been made as small as was deemed consistent with the interests of the service, and it is believed that no reduction can safely be made.

OPERATIONS OF THE BUREAU.

The following detailed statement shows the operations of the various divisions of this Bureau during the past fiscal year, and sets forth the necessity for increased clerical force consequent upon the growth of the postal service:

DIVISION OF FINANCE.

The work of this division is so diversified that without great elaboration much of it cannot be made to appear in any report.

During the last fiscal year 3,280 contracts for mail-service were received from the Second Assistant Postmaster-General, and the data necessary for correct payments to mail-contractors entered upon the books of this division; 5,776 orders of the Postmaster-General, recognizing mail-service not under contract, curtailing or extending mail-service, or modifying previous orders, were received, examined to insure the accuracy thereof, and entered upon the books in like manner; 28,000 reports in settlement of accounts (for pay of mail-contractors, special, blank, stamp, postal-card, and mail-lock agents) were received from the Auditor of the Treasury for this Department, examined, the calculations verified by the data already recorded, the amounts paid, and the dates of passing the reports entered.

Accounts were kept with 33 Treasury depositories, involving the receipt and disbursement of \$12,600,000. Against this sum 10,649 warrants were drawn, registered, and posted to the proper accounts. These warrants were mailed to the payees, each accompanied by a receipt, which, when signed and returned, was properly entered upon the books of the division, in order to show the delivery of the warrants. (For a detailed statement in regard to this, see Table No. 5, attached to this report.)

There were also kept accounts with 179 post office depositories, amounting to \$4,177,589.65, of which \$3,224,415.38 arose from the proceeds of the depositories themselves, \$85,899.17 from collection-drafts, and \$867,275.10 from deposits by other post-offices. For this last-mentioned sum 7,526 certificates of deposit were received and entered. Against the aggregate accumulation in these depositories, 17,909 drafts were issued and posted to the credit of postmasters. In addition to the amount paid out by draft, the sum of \$1,323,319.69 was paid to route-agents, railway post-office clerks, mail-messengers, and letter-carriers, by various offices. The accounts of these offices were submitted monthly, compared with the books of this division, and, if found correct, checked off and filed for future reference; if incorrect, they were returned, accompanied by letters pointing out errors and directing the manner of correction.

The books of this division are balanced weekly, to facilitate payments to creditors of the Department.

During the year the Auditor forwarded to this Bureau 531 statements of accounts with postmasters, which were promptly transmitted to those officials, together with letters of advice and instructions regarding the same.

Upon the deposit-desk of this division a record of 4,527 depositing-offices was kept, showing that 11,600 certificates of deposit were received and entered; 8,880 circulars of instruction were sent to postmasters; 1,428 Auditor's statements of account were sent out; and 661 letters from postmasters relative to balances due were received and noted upon the books.

The duties of this division are not only arduous, but of the highest importance to the Department. They are performed promptly and well; and, believing that the clerks engaged in their performance should receive higher compensation than is now allowed, I have, in my estimate for the clerical force required by this Bureau during the next fiscal year, applied for higher-grade clerkships for most of these gentlemen.

DIVISION OF POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

The number of adhesive postage-stamps issued to postmasters for sale to the public during the year was 632,733,420, valued at \$17,275,242; of ordinary stamped envelopes, "plain," 65,107,500, valued at \$1,927,952.30; of stamped envelopes bearing a "return request," 51,940,250, valued at \$1,733,738.40; of ordinary newspaper-wrappers, 19,370,750, valued at \$220,502.06; of postal cards, 91,079,000, valued at \$910,790; of official postage-stamps issued to Executive Departments for official use, (including those distributed prior to July 1, 1873,) 32,320,085, valued at \$1,415,845.20; and of official stamped envelopes and wrappers, 12,900,300, valued at \$353,456.66; making a total number of 905,451,305, and a total value of \$23,837,526.62. The increase in the value of ordinary issues over the preceding year was \$1,668,448.76, or 8.17 per cent. The increase, including the issues for official use, was \$3,437,750.62, or 16.85 per cent.

In calculating the value of both ordinary and official stamped envelopes, &c., the gross value, or the cost of manufacture added to the postage-value, is taken.

There were also issued within the year 2,922,000 registered-package envelopes, 9,129,510 post-office envelopes, and 2,809,800 dead-letter envelopes; total, 14,861,310.

The total number of requisitions filled was 278,296, as follows: For ordinary postage-stamps, 86,218; for official postage-stamps, 39,268; for ordinary stamped envelopes and wrappers, "plain," 39,060; for "special-request" stamped envelopes, 28,437, (embracing 45,015 different "requests;") for official stamped envelopes, &c., 1,544; for postal cards, 23,634; for registered-package envelopes, 30,360; and for post-office envelopes, 29,775.

The number of packages of ordinary postage-stamps forwarded was 87,613; of official postage-stamps, 42,086; of ordinary stamped envelopes and wrappers, "plain," 52,146; of "special-request" envelopes, 40,091; of official stamped envelopes, &c., 2,458; of postal cards, 25,715; of registered-package envelopes, 32,400; and of post-office envelopes, 35,853; total, 318,362.

The losses in the mails during the year amounted to \$183.15, and consisted of two packages of postage-stamps valued at \$175, and one package of stamped envelopes valued at \$8.15. This is the lowest number of packages ever lost in any one year.

During the past year the labor of this division has been largely increased by reason of the introduction of postal cards and official stamps and envelopes, as well as by the natural increase in the issues of ordi-

nary stamps and envelopes. A further augmentation is to be expected from the inauguration of the system of compulsory prepayment of postage on newspapers and periodicals by means of postage-stamps specially prepared and issued for that purpose, which system, under the act of Congress approved June 23, 1874, will go into effect on January 1, 1875.

The clerical force of the division proper (excluding the agencies) numbers 29, and the additional duties already imposed have been performed only by the most extraordinary effort. The necessity for additional clerks, as asked for in the estimate for the next fiscal year, will be apparent on consideration of the facts above recited; and unless this increase be granted it will be impossible to properly perform all the work required.

DIVISION OF REGISTERED LETTERS.

In my last annual report I devoted considerable space to a detail of the needs of this division, consequent upon the growth and importance of the registered-letter branch of the postal service. Therein I recommended an increase of clerical force, in order that the business of the division might be properly attended to, and adverted to a proposed change in the method of transmitting registered letters, by which greater security and celerity could be obtained.

During the past year the increase in the issue of registered-package envelopes to postmasters upon their requisitions therefor has been more than 30 per cent. over the issues of the previous fiscal year. Part of this increase is doubtless owing to the reduction of the fee for registering domestic letters from fifteen to eight cents, which took effect January 1, 1874; but much is due to the greater attention which, with the limited facilities at its command, the Department has endeavored to give the system, and which has augmented public confidence therein.

The proposed change in the mode of transmitting this class of letters, as indicated in my report, has, however, not yet been made, it being deemed inexpedient to put the new scheme into operation until proper legislation to carry it into entire effect was obtained from Congress.

Recognizing the importance of the registered-letter system to the public, and the necessity of giving to its workings more attention than could be given with the force at the disposal of the Department, and also the demand for such enactments as would more nearly attain absolute security in the transmission of registered matter by imposing a more rigid responsibility upon the officials of the Department through whose hands it might pass, the Postmaster-General, on the 27th of May of this year, addressed a letter to the chairman of the Committee on the Post-Office and Post-Roads of the House of Representatives, setting forth the facts, and recommending such immediate legislation as would, in his judgment, enable the Department to meet the wants of the public and increase the efficiency and security of the system. A bill for this purpose was offered in the House of Representatives, and referred to the Post-Office Committee, but, owing to the near termination of the session, no action was taken thereon, and it remains still pending.

The reasons assigned by the Postmaster-General, in the letter referred to, for the increase of the clerical force of this division, exist in still greater force at this time. The use of the system by the public, judged by the issue of registered-package envelopes to postmasters upon their requisitions, (which is the only means at command for ascertaining that use,) is constantly increasing. Although reports of this business from the offices throughout the country have been received each quarter during the past fiscal year, they still remain unclassified and unrecorded

from want of the necessary force to perform the work. I have, therefore, in preparing the estimate of clerks necessary for the proper working of this Bureau, included, for this division, the number asked for in the bill now pending, and even that number will scarcely be sufficient to perform thoroughly and promptly all the work which should properly be done.

The registration of letters is an important feature of the postal system in every country. In England, France, and Germany this branch of the service is largely used by the people, and is considered satisfactory in its workings. In England the number of letters so transmitted is not only very large, and in about the same proportion to ordinary letters as in this country, but the losses have, under careful management and the imposition of strict responsibility, dwindled down to nearly nothing. In Canada, while the number transmitted is not so great as in this country, the relative proportion to ordinary letters is much larger, and the losses steadily decrease year by year. In this country, the report of the Chief of Division of Mail Depredations for the last fiscal year shows that, notwithstanding the great increase of the number of letters registered, the losses were less than during the previous year, and are estimated as only twenty-eight thousandths of one per cent. of the whole number transmitted. If such a showing can be exhibited with the present facilities for conducting the operations of the system, it is fair to suppose that better results can be obtained with proper legislation and a remodeling of the system to attain greater celerity and security with fewer handlings of letters and a less divided responsibility of officials. There is every reason to believe that such congressional action as is desired would materially enhance the value of the system to the public, and result in increased usefulness for it.

I desire also to renew my recommendation that every post-office throughout the United States be furnished with a postmarking and canceling stamp, as an additional measure of protection from loss in transmitting registered letters. The importance of this was fully set forth in my last annual report; and, in connection with another subject, will be referred to at the close of this report.

DIVISION OF DEAD-LETTERS.

The operations of this division during the last fiscal year may be epitomized as follows: Number of domestic letters received, 4,348,473; number of foreign letters received, 253,300—total, 4,601,773, representing an actual or nominal value of \$4,637,429.08, exclusive of jewelry and other property, which class of inclosures is treated as possessing no money-value that can with correctness be determined. Of the total number of letters received, 1,392,224, representing \$3,909,868.46, were delivered to the owners or writers, including 225,893 foreign letters which were returned unopened to the countries whence they came; 24,863, representing \$240,183.62, which, from various causes, could not be returned to the writers or owners, were filed for reclamation; and 561,767, representing \$487,377, were, at the close of the fiscal year, either on hand not acted upon, or outstanding in the hands of postmasters for delivery; 2,622,619, which were either worthless, (containing circulars, &c.,) or could not be delivered, were destroyed. Of this last number 314,700 had once been sent out for delivery, and, remaining unclaimed at the expiration of the proper time, had been returned.

During the year 6,420 applications were received from persons desirous of recovering supposed dead-letters. In 2,140 of these cases search was successful, and the letters were forwarded to the applicants or owners.

The amount received from unclaimed dead letters and deposited in the Treasury was \$8,721, and the money-value of stamps received for postage due on letters was \$1,612.45. The postage reclaimed on foreign letters returned to other countries was \$1,476.54, and that reclaimed on letters received from foreign countries amounted to \$330.58.

Soldiers' and sailors' letters, to the number of 945, were, as by law permitted, forwarded to destination, the postage due thereon to be paid at the office or station of delivery.

This division is, by the nature of its duties, brought into close contact with the people of the United States, as well as the postal authorities of all countries with which this Government has postal treaties. With such wide-spread business relations, it is imperative that its dealings should be prompt and exact. I am glad to be able to state that a gratifying improvement in the management and execution of the duties devolving upon it has taken place during the past year.

DIVISION OF FILES, RECORDS, AND MAILS.

During the past year this division was separated from the division of finance and placed in charge of a competent clerk, who, with two assistants, has performed a great amount of labor.

Over 650,000 communications were received, opened, classified, and referred to the proper divisions. Every letter received was indexed, and, after proper action being taken thereon, returned to the files, note of such action being recorded on the books of this division, and all letters sent out from the Bureau were copied (both in press and permanent form) and recorded.

GENERAL REMARKS.

At the last session of Congress the subject of postage on newspapers and periodicals was taken into consideration by that body, resulting in the passage of a bill compelling prepayment of postage, and fixing the rate at two cents per pound on all of that class of matter published once a week, or more frequently, and transmitted to regular subscribers through the mails, and three cents per pound on such matter issued less frequently than once a week. The provisions of this law are to go into effect January 1, 1875.

The Postmaster-General being by the law confined to a choice of one of three modes of collecting that postage by means of stamps, considerable attention has been given to the matter by this Office. After a careful review of the plans proposed, it was deemed best to recommend the adoption of the system of prepayment by postage-stamps "affixed to a memorandum of mailing," or, in other words, to a stub in a book retained by the postmaster at the mailing-office; a receipt, showing the weight of matter and the amount paid, being given by the postmaster to the person mailing the same; the stamps affixed to the stub to be canceled by a cutting-punch, thus preventing their re-use. This plan, it is believed, is more practicable and less expensive in its operations than either of the others, while, at the same time, it will be quite as effectual in collecting the postage.

The Postmaster-General having approved the recommendations of this Office, a series of stamps has been devised of twenty-four denominations, by means of which any sum which is a multiple of either the two or three cent rate, from two cents to seventy-two dollars, can be made by the use of not more than five stamps.

It is expected that notwithstanding the reduction of rates by the law, the system of compulsory prepayment of newspaper-postage will yield a larger revenue to the Department than has ever been collected. In the city of New York alone a comprehensive inquiry seems to warrant the belief that not less than \$600,000 per annum will be paid, a sum which is little less than one-half of the entire revenue from newspaper-postage throughout the United States during the fiscal year just closed. It is, however, impossible to estimate the actual increase for the whole country, owing to that provision of the law which allows the free-mail circulation of newspapers in the counties in which they are printed.

Almost immediately after assuming charge of this Bureau my attention was called to the number of reports from postmasters and special agents of the Department concerning letters on which postage was attempted to be paid by means of previously-used stamps. Careful investigation into the matter leads to the conclusion that a large number of postage-stamps after being once properly used are detached from letters, and, the canceling-marks being removed therefrom, used again in payment of postage.

This proportion will, I believe, probably reach five per cent. of the value of all the stamps sold each year, causing an annual loss of a million of dollars to the revenues of the Department. My belief is confirmed, not only by the number of such letters forwarded to the Dead-Letter Division of this Office as "held for postage," but also by the proffer of canceled stamps for sale to the Department and to the contractors for furnishing the postage stamps.

The ease with which the cancellation marks can be removed from stamps is a great incentive to this fraud, especially in view of the fact that in the larger offices throughout the country it is impossible to critically examine every letter posted in order to ascertain whether or not the stamp thereon has previously been used. Such an examination would either cause serious delay in dispatching the mails or involve the Department in a greater expenditure than would be warranted in attempting to protect it from loss.

None of the post-offices throughout the country are furnished with canceling-ink by the Department, and many of them are not even provided with postmarking and canceling stamps. The larger offices are permitted to buy such ink as may be selected by them for that purpose, but the Department has never undertaken to furnish indelible canceling-ink to those offices supplied by it with the postmarking and canceling stamps. At many of the smaller offices, not supplied with such stamps, no trouble whatever is taken to cancel the postage-stamps by drawing lines thereon with writing-ink, and, consequently, no difficulty is presented to the re-use of such uncanceled stamps.

In this connection the recommendations made in my last annual report, as well as my remarks in this report under the heading of "registered letters," especially apply. If the furnishing of postmarking and canceling stamps to all offices is essential to the proper workings of the registered-letter system, such articles are of more importance to the general postal service. In all foreign countries the greatest care in this respect is taken. The postmarks on undelivered foreign letters received at the Dead-Letter Division of this Office are generally clearly and sharply imprinted, while the cancellation of their postage-stamps is almost, if not quite, perfect. I am informed that the English government paid quite a large sum for the recipe setting forth the component

parts of an ink which, after repeated tests, was found to be nearly, if not quite, irremovable, and throughout Europe every post-office is furnished with postmarking and canceling stamps and canceling-ink.

In order not only to facilitate the workings of the registered-letter system, but to prevent fraud in the re-use of stamps, the same practice should be observed by the Post Office Department in this country. If it is deemed conducive to public interests to establish a post-office at any place, the person who is placed in charge of that office should be supplied with everything necessary for the proper performance of his duties and the protection of the Government, no matter whether his salary or emoluments amount to one dollar or one hundred dollars per year; and until the Department does furnish to every post-office throughout the country a complete outfit of postmarking and canceling stamps, with the necessary supply of indelible canceling-ink, the washing and re-use of postage-stamps cannot be prevented.

Very respectfully, &c.,

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 2.—*Statement of payments made under sundry heads, charged to miscellaneous accounts, for the fiscal year ended June 30, 1874.*

For allowances to postmasters for office-repairs, gas-fixtures, telegraphing, and miscellaneous items.....	\$105,309 51
For preparation and publication of post-route maps.....	25,792 18
For post-office and official stamped envelopes.....	50,106 41
For registered package envelopes and seals.....	19,420 54
For fees to United States marshals.....	1 320 28
For fees to clerks of courts.....	796 08
For fees to attorneys.....	2,532 35
For engraving, printing, and binding drafts and warrants.....	1,180 30
For expenses in negotiating postal convention with France.....	300 00
For expenses in examining the registered-letter system.....	312 75
For moieties to informers in cases of violation of post-office law.....	1,459 63
For law-books for use of Post-Office Department.....	687 00
For safe for Dead-Letter Office.....	337 50
Total.....	<u>209,554 53</u>

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 3.—*Estimate of indebtedness of Post-Office Department for fiscal year ended June 30, 1874, not yet adjusted.*

Balances due foreign countries.....	\$125,900 00
Mail-service under contract or recognized, but not yet reported for payment.....	549,735 63
Mail-service unrecognized:	
Fiscal year ended June 30, 1872.....	\$50,336 00
Fiscal year ended June 30, 1873.....	23,9436 00
Fiscal year ended June 30, 1874.....	495,797 00
	<u>785,569 00</u>
	<u>1,461,204 63</u>

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 4.—Statement exhibiting receipts and expenditures, under appropriate heads, by quarters, and June

RECEIPTS.

	Quarter ended September 30, 1873.	Quarter ended December 31, 1873.	Quarter ended March 31, 1874.	Quarter ended June 30, 1874.
Letter-postage.....	\$76,187 48	\$75,288 96	\$89,260 88	\$85,557 93
Newspapers and pamphlets.....	348,658 47	349,354 47	353,195 14	341,165 98
Emoluments.....	316,702 03	308,497 40	302,422 40	299,304 02
Fines.....	2,363 10	1,793 15	4,169 41	2,385 46
Stamps, stamped envelopes, and postal cards.....	6,355,160 46	5,291,396 02	5,752,501 07	5,989,664 65
Dead-letters.....	1,951 00	2,800 00	2,070 60	1,900 00
Miscellaneous.....	6,019 61	3,371 58	3,742 25	4,990 78
Revenue from money-order business.....				105,198 12
Total.....	7,107,042 15	6,032,501 58	6,507,361 15	6,830,166 94

Comparison, including revenue from money-order business and official postage-stamps:

Increase of receipts over year ended June 30, 1873, \$3,480,330 25, or 15.134 + per cent.

Increase of receipts over year ended June 30, 1872, \$4,561,681 63, or 29.81 + per cent.

EXPENDITURES.

	\$1,456,328 72	\$1,454,243 56	\$1,449,252 11	\$1,458,647 78
Compensation to postmasters.....	1,280 79	1,143 49	701 01	1,063 13
Ship, steamboat, and way letters.....	4,483,978 77	4,812,615 42	4,717,122 48	4,865,602 38
Transportation of the mails.....	6,450 00	6,450 00	1,825 00	5,475 00
Wrapping-paper.....	6,774 41	15,819 14	4,690 78	5,427 57
Office-furniture.....	57,418 49	12,857 22	9,613 81	29,851 16
Advertising.....	63,269 80	49,871 91	49,503 51	50,069 54
Mail-bags and catchers.....				
Blank-agent and assistants.....	11,642 55	19,425 12	6,731 38	2,344 66
Mail locks and keys.....	1,919 18	2,165 82	1,994 69	1,873 85
Postmarking and canceling stamps.....	40,407 49	38,290 21	53,278 11	33,502 82
Mail-depredations and special agents.....	795,909 12	818,535 80	824,197 83	859,319 02
Clerks for post-offices.....				
Postage-stamps, stamped envelopes, and postal cards.....	260,075 59	141,568 36	200,112 03	243,440 10
Letter-carriers.....	436,746 40	455,915 51	455,693 35	454,063 42
Dead letters.....	550 88		2,995 17	2,437 84
Repairs to Post-Office building.....				
Twine.....	13,728 00	10,547 50	6,006 50	19,292 50
Letter-balances.....	663 00		2,336 90	1,750 00
Rent, light, and fuel.....	82,603 88	92,900 40	96,138 03	105,056 14
Miscellaneous:				
Stationery.....	9,581 10	9,799 45	8,961 76	8,126 66
Post-route maps.....	4,714 20	3,820 89	7,569 08	6,294 16
Miscellaneous.....	36,845 55	53,595 80	41,913 96	54,800 89
Balances due foreign countries:				
Great Britain.....	10,242 37	23,140 72	52,122 44	
North German Union.....	30,210 83	21,898 93	18,496 60	21,631 52
Belgium.....	2,105 42	2,200 57	5,202 43	
Denmark.....	1,095 09			760 79
Sweden.....			5,063 62	11,713 62
Total.....	7,816,541 63	8,045,805 82	8,021,522 58	8,242,544 55

Comparison:

Increase of expenditures over year ended June 30, 1873, \$3,041,468 91, or 10.457 + per cent.

Increase of expenditures over year ended June 30, 1872, \$5,463,222 27, or 20.510 + per cent.

for the fiscal year ended June 30, 1874, compared with the fiscal years ended June 30, 1873, 30, 1872.

RECEIPTS.

Total year ended June 30, 1874.	Aggregate for comparison.	Total year ended June 30, 1873.	Compared with year ended June 30, 1873.		Total year ended June 30, 1872.	Compared with year ended June 30, 1872.	
			Increase.	Decrease.		Increase.	Decrease.
\$326,295 25	-----	\$348,849 49	-----	\$22,554 24	\$345,868 58	-----	\$19,573 33
1,392,374 06	-----	1,072,998 19	\$319,375 87	-----	985,940 21	\$406,433 85	-----
1,226,925 85	-----	1,150,042 38	76,883 47	-----	1,086,895 50	140,030 35	-----
10,711 12	-----	3,917 39	6,793 73	-----	18,616 63	-----	7,905 51
23,388,722 20	-----	20,324,817 50	3,063,904 70	-----	19,009,921 44	4,378,800 76	-----
8,721 00	-----	6,208 00	2,513 00	-----	7,299 00	1,422 00	-----
18,134 22	-----	21,324 62	-----	3,200 40	17,451 20	673 02	-----
105,198 12	-----	68,584 00	36,614 12	-----	443,397 63	-----	338,199 51
26,477,071 82	-----	22,996,741 57	3,506,084 89	25,754 64	21,915,390 19	4,927,359 98	365,678 35
22,996,741 57	-----	-----	25,754 64	-----	26,477,071 82	365,678 35	-----
3,480,330 25	-----	-----	3,480,330 25	-----	4,561,681 63	4,561,681 63	-----

Comparison, excluding revenue from money-order business and official postage-stamps:

Increase of receipts over year ended June 30, 1873, \$1,674,411 27, or 7.30 + per cent.

Increase of receipts over year ended June 30, 1872, \$3,130,576 28, or 14.579 + per cent.

EXPENDITURES.

\$5,818,472 17	-----	\$5,725,468 12	\$93,004 05	-----	\$5,121,665 20	\$696,806 97	-----
4,188 42	-----	4,237 96	-----	\$69 54	7,011 06	-----	\$2,822 64
18,881,319 05	-----	16,833,682 58	2,047,636 47	-----	15,547,820 53	3,333,498 52	-----
20,200 00	-----	23,494 49	-----	3,294 49	28,683 68	-----	8,483 68
32,711 90	-----	6,368 57	26,343 33	-----	6,535 58	26,176 32	-----
109,740 68	-----	81,412 60	28,328 08	-----	53,112 33	56,628 35	-----
212,714 76	-----	170,227 20	42,487 56	-----	191,174 00	21,540 76	-----
-----	-----	7,500 00	-----	7,500 00	9,177 52	-----	9,177 52
40,143 71	} \$48,097 25	38,377 30	9,719 95	-----	28,169 07	19,928 18	-----
7,953 54		-----	-----	-----	131,776 47	33,702 16	-----
165,478 63	-----	157,963 29	7,515 37	-----	2,785,253 63	512,708 14	-----
3,297,961 77	-----	2,978,614 24	319,347 53	-----	-----	-----	-----
845,196 08	-----	653,921 76	191,274 32	-----	535,828 84	309,367 24	-----
1,802,418 68	-----	1,422,990 69	379,427 99	-----	1,385,965 76	416,452 92	-----
5,983 89	-----	-----	5,983 89	-----	-----	5,983 89	-----
-----	-----	11,735 15	-----	11,735 15	-----	-----	-----
49,574 50	} 677,046 35	-----	-----	-----	-----	-----	-----
4,749 90		-----	-----	-----	573,426 34	103,620 01	-----
376,698 45		669,890 70	7,155 65	-----	-----	-----	-----
36,468 97		-----	-----	-----	-----	-----	-----
22,398 33	-----	-----	-----	-----	-----	-----	-----
187,156 20	-----	-----	-----	-----	-----	-----	-----
85,505 53	-----	44,957 18	40,548 35	-----	116,414 02	-----	30,908 49
91,237 88	-----	238,869 29	-----	147,631 41	127,237 14	-----	35,999 26
9,508 42	-----	11,533 13	-----	2,034 71	8,941 14	567 28	-----
1,855 88	-----	3,681 45	-----	1,825 57	-----	1,855 88	-----
16,777 24	-----	-----	16,777 24	-----	-----	16,777 24	-----
32,126,414 58	-----	29,084,945 67	3,215,549 78	174,080 87	26,658,192 31	5,555,613 86	87,391 59
29,084,945 67	-----	-----	174,080 87	-----	32,126,414 58	87,391 59	-----
3,041,468 91	-----	-----	3,041,468 91	-----	5,468,222 27	5,468,222 27	-----

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 5.—Receipts and disbursements at Treasury

Depositories.	Deposits.	Grants from Treasury.	By transfer.	Aggregate accumulation.	Aggregate receipts.
Treasurer U. S., Washington, D. C.	\$457,018 75		\$603,273 28	\$1,060,292 03	\$457,018 75
Asst. treasurer U. S., Baltimore, Md.	154,415 83		20,000 00	434,415 83	154,415 83
Asst. treasurer U. S., Boston, Mass.	566,144 54			566,144 54	566,144 54
Asst. treasurer U. S., Charleston, S. C.	41,294 29		250,000 00	291,294 29	41,294 29
Asst. treasurer U. S., Chicago, Ill.	185,475 38		820,000 00	1,005,475 38	185,475 38
Asst. treasurer U. S., Cincinnati, Ohio.	200,380 84		240,000 00	440,380 84	200,380 84
Asst. treasurer U. S., New Orleans, La.	106,837 30		390,000 00	496,837 30	106,837 30
Asst. treasurer U. S., New York, N. Y.	2,857,410 62	\$6,439,044 71	175,000 00	9,471,455 33	2,857,455 33
Asst. treasurer U. S., Philadelphia, Pa.	512,509 49		250,000 00	762,509 49	512,509 49
Asst. treasurer U. S., San Francisco, Cal.	281,330 83		100,000 00	381,330 83	281,330 83
Asst. treasurer U. S., Saint Louis, Mo.	127,431 17		650,000 00	777,431 17	127,431 17
Designated depository, Buffalo, N. Y.	3,820 00			3,820 00	3,820 00
Designated depository, Pittsburgh, Pa.	562 49			562 49	562 49
Designated depository, Louisville, Ky.					
Designated depository, Mobile, Ala.					
First Nat'l Bank, Dubuque, Iowa					
First Nat'l Bank, Galveston, Tex.	1,010 44			1,010 44	1,010 44
First Nat'l Bank, Leavenworth, Kans.	2,162 46			2,162 46	2,162 46
First Nat'l Bank, Memphis, Tenn.	1,286 35			1,286 35	1,286 35
First Nat'l Bank, New Albany, Ind.					
First Nat'l Bank, Portland, Oreg.	491 73			491 73	491 73
First Nat'l Bank, Richmond, Va.					
First Nat'l Bank, Springfield, Ill.	5,289 65			5,289 65	5,289 65
First Nat'l Bank, Trenton, N. J.					
First Nat'l Bank, Cincinnati, Ohio	505 95			505 95	505 95
First Nat'l Bank, Milwaukee, Wis.	151 00			151 00	151 00
First Nat'l Bank, Saint Paul, Minn.	232 10			232 10	232 10
First Nat'l Bank, Nashville, Tenn.	113 31			113 31	113 31
Second Nat'l Bank, Detroit, Mich.					
Second Nat'l Bank, Leavenworth, Kans.					
Second Nat'l Bank, New Haven, Conn.					
Second Nat'l Bank, Utica, N. Y.	352 35			352 35	352 35
City Nat'l Bank, Grand Rapids, Mich.	956 44			956 44	956 44
Merchants' Nat'l Bank, Savannah, Ga.	31,610 13			31,610 13	31,610 13
Merchants' Nat'l Bank, Cleveland, Ohio.	1,134 39			1,134 39	1,134 39
Merchants' Nat'l Bank, Little Rock, Ark.	470 72			470 72	470 72
East Tenn. Nat'l Bank, Knoxville, Tenn.					
National Bank of Lawrence, Kans.					
Atlanta National Bank, Atlanta, Ga.	1,038 01			1,038 01	1,038 01
Indianapolis N'l Bank, Indianapolis, Ind.	2,424 96			2,424 96	2,424 96
Lynchburgh N'l Bank, Lynchburgh, Va.	116 25			116 25	116 25
Raleigh Nat'l Bank, Raleigh, N. C.	555 03			555 03	555 03
San Antonio N'l Bank, San Antonio, Tex.	283 44			283 44	283 44
Omaha Nat'l Bank, Omaha, Nebr.	7,150 43			7,150 43	7,150 43
Total	5,551,966 57	6,439,044 71	3,752,273 28	15,749,284 66	11,991,011 38

Comparative statement between fiscal years

Deposits for fiscal year of 1874	\$5,551,966 57
Deposits for fiscal year of 1873	4,087,272 87
Gain in deposits for 1874	1,464,693 80
Grants from the Treasury for 1874	\$6,439,044 71
Grants from the Treasury for 1873	4,590,475 00
Add gain in deposits for 1874	1,848,569 71
	1,464,693 80
Aggregate receipts for 1874	11,991,011 38
Aggregate receipts for 1873	8,677,747 87
Increase of receipts for 1874	3,313,263 51
Increase of receipts for 1874	3,409,596 28
Deduct decrease of receipts for 1874	96,332 77
Increase for 1874, as shown above	3,313,263 51

depositories during the fiscal year ended June 30, 1874.

Increase of receipts over 1873.	Decrease of receipts from 1873.	Warrants drawn.	Increase over 1873.	Decrease from 1873.	Transfer account.		Balance subject to draft June 30, 1874.
					From—	To—	
\$399,550 12		\$284,797 66	\$344,788 58		\$15,000 00	\$603,273 28	\$160,788 87
30,132 55		395,949 01	110,148 59			280,000 00	49,077 97
15,189 21		238,292 52		\$369,691 70	335,000 00		28,992 11
	\$6,242 01	272,631 51	784 12			250,000 00	20,241 80
155,340 98		962,109 31	962,109 31			820,060 00	43,500 47
200,380 84		394,967 81	394,967 81			240,000 00	45,413 03
1,369 02		482,083 69		10,034 59		390,000 00	15,034 17
2,502,425 38		6,217,256 82	556,491 95		3,225,000 00	175,000 00	70,685 05
25,331 19		567,569 68		5,895 33	130,000 00	250,000 00	88,309 70
26,580 67		347,261 30	37,321 87			100,000 00	48,138 12
	46,517 95	797,068 03		170,741 12		650,000 00	1,899 63
3,351 07					3,202 65		700 00
	2,921 40				642 52		372 48
	515 00				515 00		
	29,752 81						
	415 91						
583 48					1,089 94		
1,583 91					831 87		1,330 59
	1,948 19				3,044 23		
	177 00						
416 73					340 14		151 59
	157 99						
5,157 47					432 18		4,989 65
	78 17						
505 95					505 95		
151 00					151 00		
232 10							232 10
113 31							113 31
	3,527 13						
	156 70						
	500 00						
352 35					352 35		
956 44					956 44		
	1,321 15				27,729 93		5,150 00
116 40					1,576 18		102 50
	80 61				470 72		
	114 44						
	55 59				55 59		
838 01					919 82		118 19
1,774 92					2,474 21		123 00
12 75							116 25
	1,585 47						555 03
	265 25				832 13		
7,150 43					7,150 43		
3,409,596 28	96,332 77	11,559,987 34	2,406,612 23	556,362 74	3,758,273 28	3,758,273 28	586,135 61

of 1873 and 1874 at Treasury depositories.

Warrants drawn for 1874.....	\$11,559,987 34	
Warrants drawn for 1873.....	9,709,737 85	
Increase of warrants for 1874.....		\$2,406,612 23
Deduct decrease of warrants for 1874.....		556,362 74
Increase for 1874.....	1,850,249 49	1,850,249 49
Balance subject to draft June 30, 1874.....		586,135 61
Balance subject to draft June 30, 1873.....		154,600 86
Increase for 1874.....		431,534 75
Total number of warrants issued during fiscal year of 1874.....		10,649
Total number of warrants issued during fiscal year of 1873.....		8,005
Increase for 1874.....		2,644

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 6.—Receipts and disbursements at depository post-offices on account fiscal year ended June 30 1874.

Offices.	State.	Proceeds.	Deposits.	Collec- tions.	Aggregate accumulation.	Amount subject to draft June 30, 1873.	Credit balance June 30, 1873.	Total.	Disburse- ments.	Amount subject to draft June 30, 1874.	Credit balance, June 30, 1874.
Albany	New York	\$72,250 37	\$76,113 11	\$50 73	\$148,414 21	\$23,132 11		\$171,546 32	\$145,216 88	\$26,329 44	
Atlanta	Georgia	25,195 50	8,157 91	4 00	33,357 41	2,545 31		35,902 72	35,353 11	549 61	
Bangor	Maine	16,914 70	9,669 87	2 33	26,586 90	1,937 94		28,524 84	26,103 64	2,421 20	
Binghamton	New York	18,910 41	6,723 07	24 63	25,658 11	3,907 53		29,565 64	21,839 26	7,726 38	
Batavia	do	4,261 02	267 65	440 39	4,969 06	738 38		5,707 44	2,676 84	3,030 60	
Buffalo	do	103,689 00	17,777 26	62 66	121,528 92	2,537 43		124,066 35	117,386 32	6,680 03	
Cleveland	Ohio	116,764 98	19,128 08		135,893 06	14,068 53		149,961 59	119,393 96	30,567 63	
Columbus	do	37,019 24	5,351 81	947 28	43,318 33	7,734 50		51,052 83	39,620 25	11,432 58	
Concord	New Hampshire	13,653 27	21,000 16	211 88	34,865 31	5,783 51		40,648 82	36,927 45	3,721 37	
Davenport	Iowa	18,145 67	2,931 07		21,076 74	1,989 73		23,066 47	23,158 37		\$91 90
Des Moines	do	20,869 64	10,329 56	254 60	31,453 80	3,755 71		35,209 51	28,806 48	6,403 03	
Detroit	Michigan	124,427 47	13,124 50	3,677 14	141,229 11	24,277 28		165,506 39	148,188 72	17,317 67	
Dover	Delaware	1,562 59	1,197 25		2,759 84	289 74		3,049 58	2,683 85	365 73	
Dubuque	Iowa	19,660 47	16,105 98	56 79	35,823 24	3,645 54		39,468 78	35,645 21	3,823 57	
Easton	Pennsylvania	8,356 44	1,142 72	19 61	9,518 77	1,094 92		10,613 69	11,382 21		768 52
Evansville	Indiana	13,974 24	6,238 91	80 70	20,293 85	4,128 15		24,422 00	23,550 16	871 84	
Fort Wayne	do	14,286 65	6,933 18		21,219 83	4,197 22		25,417 05	22,254 44	3,162 61	
Genova	New York	6,741 66	2,281 89	208 54	9,232 09	4,613 11		13,845 20	9,025 57	4,819 63	
Grand Rapids	Michigan	25,743 28	6,036 61		31,779 89	4,914 04		36,693 93	32,355 84	4,338 09	
Harrisburgh	Pennsylvania	34,894 37	3,656 64	467 03	39,018 04	8,754 20		47,772 24	41,281 91	6,490 33	
Hartford	Connecticut	77,446 23	19,234 22	4,251 92	100,932 37	6,599 90		107,532 27	86,526 76	21,005 51	
Huntsville	Alabama	2,786 91	359 82	291 98	3,438 71	307 20		3,745 91	3,321 85	424 06	
Indianapolis	Indiana	60,640 10	3,051 12	17 10	63,708 32	2,574 35		66,282 67	62,783 18	3,499 49	
Kalamazoo	Michigan	9,335 40	3,176 23	402 32	12,913 94	1,832 99		14,746 93	12,844 06	1,902 87	
Keene	New Hampshire	5,186 20	2,966 01	180 50	8,332 71	3,144 72		10,477 46	10,649 64	827 82	
Knoxville	Tennessee	8,319 75	2,180 61	1,634 87	12,135 23	911 94		13,047 17	11,388 69	1,658 48	
La Fayette	Indiana	10,829 39	4,226 24	95 04	15,150 67	3,553 26		18,703 93	17,261 59	1,442 34	
Lancaster	New Hampshire	1,300 18	1,892 53		3,192 71	552 73		3,745 44	2,276 09	1,468 35	
Leavenworth	Kansas	21,874 76	5,600 02	3,682 33	39,157 11	1,265 94		40,423 05	38,993 33	1,429 72	
Lexington	Kentucky	10,212 00	5,201 68	1,044 15	16,457 83	1,214 75		17,672 58	14,226 04	3,446 54	
Lima	Ohio	3,421 76	1,086 14	19 50	4,527 40	2,272 17		6,799 57	6,186 44	613 13	
Louisville	Kentucky	107,178 84	5,280 83	311 70	112,771 37	5,926 22		118,697 59	109,538 94	9,158 65	
Lowell	Massachusetts	29,851 94	1,990 74		31,842 68	9,748 33		41,591 01	39,498 12	2,092 89	
Madison	Wisconsin	15,968 00	3,217 61		19,185 61		\$325 87	18,859 74	19,600 12		740 38
Mendville	Pennsylvania	7,340 24	3,406 95	1,940 73	12,687 92	1,439 92		14,127 84	14,379 03		251 19
Memphis	Tennessee	17,175 50	23,761 01	92,287 57	3,958 04			96,245 61	94,617 62	1,627 99	
Milwaukee	Wisconsin	115,258 26	27,935 99	1,520 46	144,714 71	9,512 19		154,226 90	142,328 11	11,898 79	
Mobile	Alabama	32,118 49	4,606 85	298 06	37,023 40	1,425 58		38,448 98	39,923 56		1,474 58
Montpelier	Vermont	4,760 45	4,003 54	102 18	8,866 17	1,405 72		10,271 89	6,774 40	3,497 49	
Nashville	Tennessee	29,774 18	14,113 07	861 73	44,748 98	401 18		45,150 16	4,516 67		
Newark	New Jersey	70,157 37	17,861 31	73 85	88,092 53	10,313 51		98,406 04	67,867 28	30,538 76	
New Haven	Connecticut	64,113 65	33,271 75	801 10	98,186 50	6,390 97		104,517 47	74,057 54	30,459 93	
Ogdensburg	New York	7,039 83	4,151 37	2,473 59	13,664 79	1,558 25		15,223 04	12,668 15	2,554 89	

Olean.....	do.....	1,680 29	2,888 62	.....	4,568 91	944 27	.....	5,513 18	5,177 60	335 58	.....
Peoria.....	Illinois.....	24,794 90	7,940 57	.....	32,735 47	4,007 38	.....	36,742 85	34,782 60	1,960 25	.....
Pittsburgh.....	Pennsylvania.....	162,023 22	26,455 94	24,227 41	212,706 57	9,810 08	.....	222,516 65	192,175 94	30,340 71	.....
Plattsburgh.....	New York.....	4,036 79	1,991 48	.....	6,028 27	2,162 75	.....	8,191 02	6,727 85	1,463 17	.....
Portland.....	Maine.....	54,587 29	27,373 54	20 45	81,981 28	12,584 90	.....	94,566 18	84,679 29	9,886 89	.....
Portsmouth.....	Ohio.....	6,662 82	8,256 90	220 07	15,139 79	984 31	.....	16,124 10	15,052 43	1,071 67	.....
Providence.....	Rhode Island.....	106,928 95	25,862 87	100 00	132,891 82	17,891 79	.....	150,783 61	116,816 54	33,967 07	.....
Quincy.....	Illinois.....	19,161 30	3,321 04	3,700 00	26,162 34	811 70	.....	26,994 04	25,913 19	1,080 85	.....
Raleigh.....	North Carolina.....	9,785 91	4,004 63	2,891 90	16,682 44	1,715 33	.....	18,397 77	17,278 78	1,118 99	.....
Richmond.....	Virginia.....	53,942 72	8,986 77	693 11	63,622 60	4,200 22	.....	67,822 82	62,369 19	5,453 63	.....
Ripon.....	Wisconsin.....	2,151 49	311 29	265 41	2,738 19	662 02	.....	3,390 21	2,329 58	1,060 63	.....
Rochester.....	New York.....	88,317 37	16,815 12	332 25	105,464 74	16,480 23	.....	121,944 97	105,954 64	15,990 33	.....
Rutland.....	Vermont.....	5,403 84	6,780 42	226 64	12,410 90	1,733 14	.....	14,144 04	14,054 99	89 05	.....
Saint Paul.....	Minnesota.....	25,554 46	16,883 73	1,109 39	43,547 58	6,038 29	.....	49,585 87	47,299 76	2,286 11	.....
Sandusky.....	Ohio.....	25,699 51	1,735 98	15 54	27,471 03	547 58	.....	28,018 61	24,996 78	3,021 83	.....
Scranton.....	Pennsylvania.....	14,579 63	28,695 89	375 46	43,650 98	4,264 40	.....	47,915 38	45,029 14	2,886 24	.....
Springfield.....	Illinois.....	16,706 26	16,567 03	19 85	33,293 14	1,276 34	.....	34,569 48	32,600 88	1,968 60	.....
Springfield.....	Massachusetts.....	43,459 09	36,418 97	354 00	80,232 06	9,998 51	.....	90,230 57	72,852 76	17,377 81	.....
Steubenville.....	Ohio.....	6,403 75	3,024 72	56 00	9,484 47	2,912 56	.....	12,397 03	9,494 79	2,902 24	.....
Syracuse.....	New York.....	51,401 36	15,139 03	2 33	66,542 72	15,495 26	.....	82,037 98	67,635 98	14,402 00	.....
Urbana.....	Ohio.....	5,363 27	598 92	254 82	6,217 01	944 47	.....	7,161 48	3,176 31	3,925 17	.....
Utica.....	New York.....	38,282 56	11,985 14	89 82	50,357 52	9,417 03	.....	59,774 55	47,920 64	11,853 91	.....
Vincennes.....	Indiana.....	2,532 31	2,375 39	377 88	5,285 58	7 46	.....	5,293 04	4,705 75	587 29	.....
Wheeling.....	West Virginia.....	14,743 68	4,379 68	6 17	19,129 53	2,422 72	.....	21,552 25	16,750 40	4,801 85	.....
Williamsport.....	Pennsylvania.....	14,571 21	2,934 06	47 35	17,552 62	2,469 68	.....	20,022 30	14,115 75	5,906 55	.....
Wooster.....	Ohio.....	4,122 74	1,761 69	.....	5,884 43	2,970 37	.....	8,854 80	4,293 00	4,561 80	.....
Worcester.....	Massachusetts.....	53,039 73	18,379 59	46 62	71,465 94	9,089 84	.....	80,555 78	71,302 04	9,253 74	.....
Zanesville.....	Ohio.....	12,879 34	1,617 82	194 27	14,691 43	4,580 71	.....	19,272 14	9,828 01	9,444 13	.....
Miscellaneous.....	.....	.....	76,639 18	.....	76,639 18	.....	.....	76,639 18	76,639 18	.....	.....
Total.....	.....	2,322,401 75	798,303 39	85,899 17	3,206,604 31	346,618 08	325 87	3,552,896 52	3,083,149 19	473,073 90	3,326 57

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 7.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the fiscal year ended June 30, 1874.*

ORDINARY POSTAGE-STAMPS.

Quarter ended—	NUMBER AND DENOMINATIONS OF STAMPS.											Value.
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.	
September 30, 1873	21,545,600	11,365,050	106,718,300	2,953,950	229,700	832,490	316,475	495,140	54,125	55,420	10,680	\$4,072,347 00
December 31, 1873	25,641,700	17,247,600	108,041,600	2,636,550	231,100	827,010	221,050	321,100	86,675	126,130	17,980	4,256,852 00
March 31, 1874	31,548,400	14,689,500	115,068,100	3,394,050	413,700	1,028,360	330,825	85,700	102,500	100,040	17,040	4,519,257 00
June 30, 1874	32,338,200	16,790,100	111,708,600	3,014,300	351,300	1,183,570	376,375	49,100	42,075	44,890	18,270	4,426,786 00
Total	111,073,900	60,092,250	441,536,600	11,998,850	1,225,800	3,871,430	1,304,725	954,040	285,375	326,480	63,970	17,275,242 00

ORDINARY STAMPED ENVELOPES AND NEWSPAPER-WRAPPERS, PLAIN.

Quarter ended—	NUMBER AND DENOMINATIONS OF ENVELOPES.										NEWSPAPER-WRAPPERS.		Value.
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	1-cent.	2-cent.	
September 30, 1873	2,262,750	599,250	12,265,950	36,450	750	1,750	5,000	250	.....	.....	3,885,750	.....	\$500,933 30
December 31, 1873	2,831,500	589,250	11,888,250	59,250	.....	11,000	2,500	.....	.....	.....	4,267,250	200,000	504,997 94
March 31, 1874	3,009,000	650,000	13,763,100	51,350	500	15,250	.....	.....	.....	.....	5,437,000	.....	580,959 26
June 30, 1874	3,312,750	684,250	13,028,900	36,250	.....	1,250	8,000	1,000	500	500	5,580,750	.....	561,563 86
Total	11,016,000	2,522,750	50,946,200	174,300	1,250	29,250	15,500	1,250	500	500	19,170,750	200,000	2,148,454 36

STAMPED ENVELOPES BEARING A REQUEST FOR THE RETURN OF UNCLAIMED LETTERS, ETC.

Quarter ended—	NUMBER AND DENOMINATIONS OF ENVELOPES.							Value.
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	
September 30, 1873.....	226, 250	271, 000	12, 814, 750	34, 500	.....	.....	500	\$445, 475 85
December 31, 1873.....	207, 000	250, 000	11, 670, 000	42, 750	.....	.....	.....	406, 488 35
March 31, 1874.....	227, 500	334, 500	12, 714, 500	41, 000	500	1, 000	.....	444, 258 05
June 30, 1874.....	232, 500	323, 000	12, 496, 000	51, 500	.....	.....	1, 500	437, 516 15
Total.....	893, 250	1, 178, 500	49, 695, 250	169, 750	500	1, 000	2, 000	1, 733, 738 40

POSTAL CARDS.

Quarter ended—	Number of cards.	Value.
September 30, 1873.....	33, 208, 300	\$332, 083 00
December 31, 1873.....	16, 283, 500	162, 835 00
March 31, 1874.....	19, 414, 700	194, 147 00
June 30, 1874.....	22, 172, 500	221, 725 00
Total.....	91 079, 000	910, 750 00

OFFICIAL POSTAGE-STAMPS.

Quarter ended—	NUMBER AND DENOMINATIONS OF STAMPS.															Value.
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.	\$2.	\$5.	\$10.	\$20.	
Sept. 30, 1873.	1, 780, 900	1, 794, 900	12, 682, 200	1, 762, 250	129, 800	283, 410	683, 400	552, 060	180, 475	144, 650	59, 913	363	363	363	363	\$896, 213 70
Dec. 31, 1873.	67, 000	160, 200	2, 173, 700	224, 850	3, 500	66, 200	125, 450	15, 500	21, 500	23, 000	7, 275	100	.....	.....	.....	125, 627 50
Mar. 31, 1874.	104, 000	53, 200	3, 279, 400	221, 850	600	77, 600	34, 950	28, 600	38, 450	53, 700	28, 050	.....	.....	.....	.....	180, 766 00
June 30, 1874.	79, 500	91, 300	4, 464, 600	598, 150	6, 500	70, 200	53, 250	30, 200	23, 250	23, 050	11, 000	.....	.....	.....	.....	213, 238 00
Total.....	2, 031, 400	2, 104, 600	22, 599, 900	2, 807, 100	140, 400	497, 410	897, 050	626, 360	263, 675	244, 400	106, 238	463	363	363	363	1, 415, 845 20

No. 7.—*Postage-stamps, stamped envelopes, newspaper-wrappers, &c.*—Continued.

OFFICIAL STAMPED ENVELOPES AND NEWSPAPER-WRAPPERS.

Quarter ended—	NUMBER AND DENOMINATIONS OF ENVELOPES.									NEWSPAPER-WRAPPERS.		Value.
	1-cent.	2-cent.	3-cent.	6-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	1-cent.	2-cent.	
Sept. 30, 1873	2,000	179,500	4,591,200	141,100	500	5,500	1,500	1,000	500	500,600	200	\$157,322 56
Dec. 31, 1873		91,000	1,095,150	36,400						400,000	100	41,382 76
Mar. 31, 1874		67,000	1,810,650	48,600						500,000		64,250 03
June 30, 1874		227,600	2,508,000	41,700		300			100	650,100		90,501 31
Total	2,000	565,100	10,005,000	267,800	500	5,800	1,500	1,000	600	2,050,700	300	353,456 66

RECAPITULATION.

Description.	Whole number.	Value.
Postage-stamps, ordinary	632,733,420	\$17,275,242 00
Stamped envelopes, plain	65,107,500	1,927,952 30
Stamped envelopes, request	51,940,250	1,733,738 40
Newspaper-wrappers, ordinary	19,370,750	220,502 06
Postal cards	91,079,000	910,790 00
Official postage-stamps	32,320,085	1,415,845 20
Official stamped envelopes and wrappers	12,900,300	353,456 66
Aggregate	905,451,305	23,837,526 62

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 8.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the fiscal year ended June 30, 1874.*

Description.	Quarter ended September 30, 1873.	Quarter ended December 31, 1873.	Quarter ended March 31, 1874.	Quarter ended June 30, 1874.	Total.
<i>Ordinary postage-stamps.</i>					
One-cent	21,545,600	25,641,700	31,548,400	32,338,200	111,073,900
Two-cent	11,365,050	17,247,600	14,689,500	16,790,100	60,092,250
Three-cent	106,718,300	108,041,600	115,068,100	111,708,600	441,536,600
Six-cent	2,953,950	2,636,550	3,394,050	3,014,300	11,998,850
Seven-cent	229,700	231,100	413,700	351,300	1,225,800
Ten-cent	832,490	827,010	1,028,360	1,183,570	3,871,430
Twelve-cent	316,475	281,050	330,825	376,375	1,304,725
Fifteen-cent	495,140	324,100	85,700	49,100	954,040
Twenty-four-cent	54,125	86,675	102,500	42,075	285,375
Thirty-cent	55,420	126,130	100,040	44,890	326,480
Ninety-cent	10,680	17,980	17,040	18,270	63,970
Value	\$4,072,347 00	\$4,256,852 00	\$4,519,257 00	\$4,426,786 00	\$17,275,242 00
<i>Ordinary stamped envelopes and newspaper-wrappers, plain.</i>					
One-cent	2,262,750	2,831,500	3,009,000	3,312,750	11,416,000
Two-cent	599,250	589,250	650,000	684,250	2,522,750
Three-cent	12,265,950	11,888,250	13,763,100	13,028,900	50,946,200
Six-cent	36,450	50,250	51,350	36,250	174,300
Seven-cent	750	500	500	500	1,250
Ten-cent	1,750	11,000	15,250	1,250	29,250
Twelve-cent	5,000	2,500	8,000	8,000	15,500
Fifteen-cent	250	500	1,000	1,000	1,250
Twenty-four-cent	500	500	500	500	500
Thirty-cent	500	500	500	500	500
One-cent wrappers	3,885,750	4,267,250	5,437,000	5,580,750	19,170,750
Two-cent wrappers	200,000	200,000	200,000	200,000	200,000
Value	\$500,933 30	\$504,997 94	\$580,959 26	\$561,563 86	\$2,148,454 36
<i>Stamped envelopes bearing a request to return.</i>					
One-cent	226,250	207,000	227,500	232,500	893,250
Two-cent	271,000	250,000	334,500	323,000	1,178,500
Three-cent	12,814,750	11,670,000	12,714,500	12,496,000	49,695,250
Six-cent	34,500	42,750	41,000	51,500	169,750
Seven-cent	500	500	500	500	500
Ten-cent	1,000	1,000	1,000	1,000	1,000
Twelve-cent	500	500	500	1,500	2,000
Value	\$445,475 85	\$406,488 35	\$444,258 05	\$437,516 15	\$1,733,738 40
<i>Postal cards.</i>					
One-cent	33,208,300	16,283,500	19,414,700	22,172,500	91,079,000
Value	\$332,083 00	\$162,835 00	\$194,147 00	\$221,725 00	\$910,790 00
<i>Official postage-stamps.</i>					
One-cent	1,780,900	67,000	104,000	79,500	2,031,400
Two-cent	1,794,900	160,200	58,200	91,300	2,104,600
Three-cent	12,682,200	2,173,700	3,279,400	4,464,600	22,599,900
Six-cent	1,762,250	224,850	221,850	598,150	2,807,100
Seven-cent	129,800	3,500	600	6,500	140,400
Ten-cent	283,410	66,260	77,600	70,200	497,410
Twelve-cent	683,400	125,450	34,950	53,250	897,050
Fifteen-cent	552,060	15,500	28,600	30,200	626,360
Twenty-four-cent	180,475	21,500	38,450	23,250	263,675
Thirty-cent	144,650	23,000	53,700	23,050	244,400
Ninety-cent	59,913	7,275	28,050	11,000	106,238
Two-dollar	363	100	363	363	463
Five-dollar	363	363	363	363	363
Ten-dollar	363	363	363	363	363
Twenty-dollar	363	363	363	363	363
Value	\$896,213 70	\$125,627 50	\$180,766 00	\$213,238 00	\$1,415,845 20
<i>Official stamped envelopes.</i>					
One-cent	2,000	2,000	2,000	2,000	2,000
Two-cent	179,500	91,000	67,000	227,600	565,100
Three-cent	4,591,200	1,095,150	1,810,650	2,508,000	10,005,000

REPORT OF THE POSTMASTER-GENERAL.

No. 2.—*Postage stamps, stamped envelopes, &c.*—Continued.

Description.	Quarter end- ed Septem- ber 30, 1873.	Quarter end- ed Decem- ber 31, 1873.	Quarter end- ed March 31, 1874.	Quarter end- ed June 30, 1874.	Total.
<i>Official stamped envelopes—</i> Continued.					
Six-cent	141, 100	36, 400	48, 600	41, 700	267, 800
Ten-cent	500				500
Twelve-cent	5, 500			300	5, 800
Fifteen-cent	1, 500				1, 500
Twenty-four-cent	1, 006				1, 006
Thirty-cent	500			100	600
One-cent wrappers	500, 600	400, 000	500, 000	650, 100	2, 050, 700
Two-cent wrappers		200	100		300
Value	\$157, 322 56	\$41, 382 76	\$64, 250 03	\$90, 501 31	\$353, 456 66

RECAPITULATION.

Description.	Number.	Value.
Ordinary postage-stamps	632, 733, 420	\$17, 275, 242 00
Ordinary stamped envelopes, plain	65, 107, 500	1, 927, 952 30
Ordinary stamped envelopes, request	51, 940, 250	1, 733, 738 40
Total ordinary stamped envelopes	117, 047, 750	3, 661, 690 70
Newspaper-wrappers	19, 370, 750	220, 502 06
Postal cards	91, 079, 090	910, 790 00
Official postage-stamps	32, 320, 085	1, 415, 845 20
Official stamped envelopes	12, 900, 300	353, 456 66
Whole number and value of stamps, stamped envelopes, wrappers, and cards	905, 451, 305	23, 237, 526 62

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 9.—Statement of official postage-stamps and stamped envelopes furnished the several Executive Departments during the fiscal year ended June 30, 1874.

OFFICIAL POSTAGE-STAMPS.

Names of Departments.	NUMBER AND DENOMINATIONS OF STAMPS.														Value.	
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.	\$2.	\$5.	\$10.		\$20.
Executive	1, 600	2, 100	9, 100	1, 900	.....	1, 550	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$600 00
State	9, 800	9, 800	25, 800	13, 800	7, 800	7, 800	5, 800	5, 800	5, 800	5, 800	2, 043	463	363	363	363	23, 389 70
Treasury	1,000,000	1,244,500	4,350,000	1,315,000	120,000	250,000	483,000	433,000	100,000	96,500	50,500	.....	.....	.....	.....	499,000 00
War	187,300	70,300	225,300	116,950	6,600	20,600	18,000	17,700	19,900	15,750	4,650	.....	.....	.....	.....	38,078 00
Navy	22,800	48,350	110,700	58,800	6,000	13,210	22,300	12,500	10,000	8,600	2,070	.....	.....	.....	.....	21,179 00
Post-Office	632,300	399,250	16,906,000	787,950	.....	79,500	218,600	67,860	47,900	37,600	30,150	.....	.....	.....	.....	663,037 00
Interior	108,600	227,900	854,000	425,700	.....	71,750	122,850	71,500	49,275	46,150	16,525	.....	.....	.....	.....	129,991 50
Justice	9,000	7,400	39,000	27,000	.....	3,000	7,500	4,000	800	2,000	300	.....	.....	.....	.....	5,890 00
Agriculture	60,000	95,600	80,000	60,000	.....	50,000	19,000	14,000	30,000	32,000	.....	.....	.....	.....	.....	34,680 00
Total	2,031,400	2,104,600	22,599,900	2,807,100	140,400	497,410	897,050	626,360	263,675	244,400	106,238	463	363	363	363	1,415,845 20

OFFICIAL STAMPED ENVELOPES.

Names of Departments.	NUMBER AND DENOMINATIONS OF ENVELOPES.									NEWSPAPER-WRAP- PERS.		Value.
	1-cent.	2-cent.	3-cent.	6-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	1-cent.	2-cent.	
War	2,000	2,100	314,500	18,000	500	5,800	1,500	1,000	600	2,050,700	300	\$36,493 66
Post-Office		563,000	9,690,500	249,800								316,963 00
Total	2,000	565,100	10,005,000	267,800	500	5,800	1,500	1,000	600	2,050,700	300	353,456 66

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 10.—Statement showing the increase in the issue of postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards for the year ended June 30, 1874, over the preceding year, exclusive of the issues for official use.

Description.	1873.		1874.		Increase.		Per cent. increase.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Postage-stamps	601,931,520	\$16,681,189 00	632,733,420	\$17,275,242 00	30,801,900	\$594,053 00	5.11 +	3.56 +
Stamped envelopes, plain	65,014,600	1,722,512 00	65,107,500	1,927,952 30	92,900	205,440 30	0.14 +	11.92 +
Stamped envelopes, request	52,201,250	1,544,567 50	51,940,250	1,733,738 40	*261,000	189,170 90	*0.49 +	12.24 +
Newspaper-wrappers	13,956,750	140,567 50	19,370,750	220,502 06	5,414,000	79,934 56	38.79 +	56.86 +
Postal cards	31,094,000	310,940 00	91,079,000	910,790 00	59,985,000	599,850 00	192.91 +	192.91 +
Aggregate	764,198,120	20,399,766 00	860,230,920	22,068,224 76	96,032,800	1,668,448 76	12.56 +	8.17 +

* Decrease.

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 11.—Statement showing the increase in the issue of postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards, including the issues for official use, for the year ended June 30, 1874, over the issues of the preceding year.

Description.	1873.		1874.		Increase.		Per cent. increase.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps	601,931,520	\$16,681,189 00	632,733,420	\$17,275,242 00	30,801,900	\$594,053 00	5.11 +	3.56 +
Ordinary stamped envelopes, plain	65,014,600	1,722,512 00	65,107,500	1,927,952 30	92,900	205,440 30	0.14 +	11.92 +
Stamped envelopes, request	52,201,250	1,544,567 50	51,940,250	1,733,738 40	*261,000	189,170 90	*0.49 +	12.24 +
Newspaper-wrappers	13,956,750	140,567 50	19,370,750	220,502 06	5,414,000	79,934 56	38.79 +	56.86 +
Postal cards	31,094,000	310,940 00	91,079,000	910,790 00	59,985,000	599,850 00	192.91 +	192.91 +
Total	764,198,120	20,399,776 00	860,230,920	22,068,224 76	96,032,800	1,668,448 76	12.56 +	8.17 +
Add official stamps and stamped envelopes			45,220,385	1,769,301 86	45,220,385	1,769,301 86		
Aggregate	764,198,120	20,399,776 00	905,451,305	23,837,526 62	141,253,185	3,437,750 62	18.48 +	16.85 +

* Decrease.

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 12.—Statement showing the number of dead-letters received and disposed of during the fiscal year ended June 30, 1874.

Character.	Received.		Delivered.		Filed.		Outstanding or not acted upon.		Destroyed.
	Number.	Actual or nominal value.	Number.	Actual or nominal value.	Number.	Actual or nominal value.	Number.	Actual or nominal value.	
Containing \$1 or more, (from last fiscal year)	3,918	\$17,966 17	.....	.....	.....	.....	.....	.....	.....
Containing \$1 or more	15,056	60,442 01	12,447	\$57,480 64	2,596	\$8,771 38	3,931	\$12,156 15	.....
Containing less than \$1, (from last fiscal year)	2,470	688 14	.....	.....	.....	.....	.....	.....	.....
Containing less than \$1	17,424	5,230 67	7,810	2,380 77	2,470	688 14	9,614	2,849 90	.....
Registered, containing money	1,322	9,194 78	1,151	8,307 57	86	495 51	85	391 70	.....
Registered, containing no money	1,091	.....	916	.....	154	.....	21	.....	.....
Registered, foreign	3,824	.....	*3,824	.....	.....	.....	.....	.....	.....
Containing checks, drafts, bills of exchange, &c.	23,320	4,543,907 31	18,620	3,841,699 48	974	230,228 69	3,726	471,979 25	.....
Containing jewelry or other property	14,007	.....	9,567	.....	4,140	.....	300	.....	.....
Containing photographs	38,767	.....	29,797	.....	8,970	.....	.....	.....	.....
Containing receipts, bills of lading, &c.	30,663	.....	27,650	.....	2,823	.....	190	.....	.....
Containing postage and revenue stamps, &c.	37,028	.....	34,378	.....	2,650	.....	.....	.....	.....
Letters without inclosures	1,851,364	.....	1,020,171	.....	.....	.....	516,493	.....	†314,700
Letters which could not be returned, circulars, &c.	2,308,219	.....	.....	.....	.....	.....	.....	.....	2,308,219
Total domestic	4,348,473	4,637,429 08	1,166,331	3,909,868 46	24,863	240,183 62	534,360	487,377 00	2,622,919
Foreign letters returned unopened	253,300	.....	225,893	.....	.....	.....	27,407	.....	.....
Total domestic and foreign	4,601,773	4,637,429 08	1,392,224	3,909,868 46	24,863	240,183 62	561,767	487,377 00	2,622,919

* Returned unopened to the countries where they originated.

† Returned unclaimed a second time.

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 13.—Comparative statement of the operations of the Dead-Letter Office for the fiscal years from 1869 to 1874, inclusive.

Character.	1869.	1870.	1871.	1872.	1873.	1874.
Ordinary dead-letters received	2, 837, 472	2, 882, 868	2, 931, 244	2, 926, 012	2, 951, 281	3, 237, 794
Drop-letters received	450, 000	475, 300	492, 300	542, 804	657, 402	528, 105
* Unmailable letters received	388, 512	411, 600	400, 095	404, 229	385, 392	418, 836
Fictitious letters received	17, 417	86, 663	66, 264	35, 095	44, 318	43, 032
Registered letters received	3, 672	6, 153	6, 162	5, 152	2, 034	3, 411
Returned from abroad	62, 603	69, 461	77, 010	83, 422	93, 501	117, 295
Foreign origin	193, 186	220, 415	221, 673	244, 660	268, 420	253, 300
Total	3, 952, 862	4, 152, 460	4, 194, 748	4, 241, 374	4, 402, 348	4, 601, 773
Money-letters received	32, 350	45, 265	33, 553	31, 515	31, 048	40, 190
Money-letters received	\$98, 183. 72	\$98, 661. 42	\$82, 621. 90	\$71, 562. 48	\$65, 899. 31	\$93, 521. 77
Minor letters received	16, 925	17, 860	19, 193	19, 919	22, 312	23, 320
Minor letters received	\$3, 011, 354. 71	\$3, 075, 544. 90	\$3, 075, 869. 23	\$3, 320, 300. 38	\$5, 729, 864. 80	\$4, 543, 907. 31
Property letters received	9, 071	6, 921	6, 498	8, 456	10, 913	14, 007
Subminor letters received	114, 185	110, 920	111, 064	108, 315	115, 048	106, 458
Photographs		38, 009	42, 119	43, 093	42, 903	38, 767
Receipts, bills lading, &c.		27, 454	28, 196	26, 902	27, 656	30, 663
Stamps, souvenirs, &c.		45, 457	40, 749	38, 270	44, 489	37, 028
* As follows :						
Held for postage	286, 307	312, 684	301, 472	312, 846	292, 710	327, 719
Misdirected	72, 999	68, 490	62, 373	62, 337	62, 994	58, 742
Blank	2, 678	3, 016	3, 518	4, 641	4, 622	3, 857
Hotel	26, 528	27, 410	26, 732	24, 405	25, 066	28, 518
Total	388, 512	411, 600	400, 095	404, 229	385, 392	418, 836

F. W. BARBER,
Third Assistant Postmaster-General.

POST-OFFICE DEPARTMENT, CONTRACT-OFFICE,
Washington, D. C., October 31, 1874.

SIR: For a statement of the mail-service for the contract-year ended June 30, 1874, &c., I have the honor to refer you to the tables hereto annexed.

Table A exhibits the character of the service, the length of routes, the number of miles of transportation, and the cost thereof, at the close of the contract-year.

Table B exhibits the railroad service, as in operation on the 30th of June, 1874; also the cost per mile in each State and Territory.

Table C exhibits the steamboat service, as in operation on the 30th of June, 1874.

Table D shows the increase and decrease of mail transportation and cost in the several States and Territories during the year ended June 30, 1874.

Table E shows the weight of the mails, the speed with which they are conveyed, the accommodations for mails and agents, the trips per week, and the rates of pay per mile per annum on railroad routes in the United States and Territories, the returns having been obtained with a view to the re-adjustment of the pay in accordance with the act of March 3, 1873.

Table F shows the re-adjustment, under the act of March 3, 1873, of the rates of pay per mile on certain railroad routes, and on certain new routes the adjustment of the rates based upon returns of the weight of the mails, the speed with which they are conveyed, the accommodations provided for mails and agents, and the number of trips per week.

Table G is a statement of the number, description, and cost of mail-bags and mail-catchers purchased by contract and put into service during the year ended June 30, 1874; also the number and cost of mail-locks and keys purchased and repaired during said year.

Table H is a list of railway post-office lines in the United States June 30, 1874, showing the increase in the service since June 30, 1873.

Through-mail tables, from 1 to 32, show the time occupied in the transmission of mails on a number of the leading and most important routes of the country for the year ended with the month of September, 1874.

Very respectfully, your obedient servant,

JOHN L. ROUTT,
Second Assistant Postmaster-General.

Hon. MARSHALL JEWELL,
Postmaster-General.

A.—Table of mail-service for the year ended June 30, 1874, as exhibited by the state of the arrangements at the close of the year.

[The entire service and pay on each route are set down to the State under which the route is numbered, though extending sometimes into other States, instead of being divided among the States in which the different portions lie.]

States and Territories.	Length of routes.	Annual transportation and cost.						Total annual trans- portation by celer- ity, certainty, and security.	Total annual trans- portation by steam- boat.	Total annual trans- portation by rail- road.	Total annual trans- portation.	Total annual cost.
		Celerity, certainty, and security.		By steamboat.		By railroad.						
	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
Maine	4,536	3,509	81,968			1,027	136,446	1,615,146	986,466	2,601,612		218,414
New Hampshire	1,719	1,012	28,867	89	2,678	618	64,407	458,848	28,756	700,643	1,188,247	95,952
Vermont	2,225	1,577	49,960			648	100,455	827,925		653,915	1,481,840	150,415
Massachusetts	2,735	883	47,255	30	2,500	1,822	306,878	544,024	18,700	2,710,377	3,273,101	356,633
Rhode Island	376	224	10,448			152	19,086	109,512		274,032	383,544	29,534
Connecticut	1,646	618	27,185			1,028	129,973	355,862		1,774,331	2,130,193	157,158
New York	12,101	6,255	259,810	195	9,200	5,651	1,159,514	3,139,078	139,707	8,524,431	11,803,216	1,428,524
New Jersey	2,261	926	35,620	72	3,736	1,263	144,821	479,459	70,382	1,943,789	2,493,630	184,177
Pennsylvania	13,981	10,021	292,612	88	6,011	3,872	439,525	4,038,966	46,020	5,758,092	9,843,078	738,148
Delaware	433	195	6,277			238	18,707	91,988		209,271	301,259	24,984
Maryland	3,066	1,779	66,684	190	6,150	1,097	216,768	1,013,350	77,168	1,817,890	2,908,408	289,602
West Virginia	5,220	4,605	58,045	250	13,320	365	33,428	934,648	108,888	227,788	1,271,324	104,793
Virginia	9,808	7,353	125,588	991	51,307	1,464	207,095	1,861,735	366,000	1,525,388	3,753,123	383,990
North Carolina	8,672	7,196	87,893	406	9,185	1,070	82,033	1,279,434	87,672	985,869	2,352,975	179,111
South Carolina	3,884	2,518	29,701	51	1,460	1,315	117,936	327,821	8,944	1,242,562	1,579,327	149,097
Georgia	6,452	3,905	59,254	224	4,894	2,323	181,342	611,598	39,416	2,286,257	2,937,271	245,490
Florida	8,180	2,358	36,257	5,378	176,523	444	23,171	348,406	519,920	304,268	1,172,594	235,951
Alabama	8,096	5,777	100,243	309	5,200	2,010	183,814	990,574	64,272	1,647,529	2,702,375	289,257
Mississippi	5,828	4,455	79,672	260	7,500	1,113	150,128	747,078	54,080	1,050,024	1,851,182	237,300
Louisiana	4,805	3,116	136,329	1,169	85,199	520	66,114	804,597	347,048	467,366	1,619,011	287,642
Texas	13,233	11,135	490,220	658	82,750	1,440	108,848	2,615,621	203,077	929,903	3,748,601	681,818
Arkansas	8,981	7,368	237,491	1,314	84,760	299	20,615	1,818,356	327,600	178,235	2,324,191	342,866
Missouri	14,110	10,010	232,544	450	26,320	3,650	489,066	2,719,537	177,840	3,056,944	5,954,321	747,930
Tennessee	6,133	4,750	70,723	155	14,500	1,228	149,459	1,004,104	96,720	1,278,498	2,379,322	234,682
Kentucky	7,493	5,208	96,416	1,038	47,400	1,247	134,601	1,333,072	434,382	1,147,961	2,915,415	278,417
Ohio	11,766	6,430	151,086	280	13,800	5,056	845,962	2,227,668	103,771	5,245,662	7,577,101	1,010,848
Indiana	7,682	4,722	80,067			2,960	323,587	1,138,748		3,192,246	4,330,994	403,654
Illinois	11,673	5,232	106,594			6,441	843,835	1,502,255		7,491,848	8,994,103	959,429
Michigan	9,222	4,854	113,899	997	26,765	3,371	262,936	1,369,095	195,369	2,983,730	4,548,194	403,600
Wisconsin	8,587	6,015	109,164	184	2,170	2,388	241,315	1,656,293	35,737	2,387,035	4,079,065	352,649
Iowa	9,700	6,284	124,260			3,416	316,895	1,750,073		2,696,847	4,446,920	441,065
Minnesota	7,628	5,470	115,622			2,158	150,986	1,296,676		1,620,435	2,917,111	266,608
Nebraska	4,366	2,965	65,648			1,401	351,185	779,792		1,737,693	2,517,485	416,833

	Kansas	8,666	6,287	160,770		2,379	261,066	1,679,628		1,671,525	3,351,153	421,896	
	Nevada	2,207	2,155	187,795		52	3,741	803,018		32,292	835,310	191,536	
	California	11,440	8,282	564,022	1,481	62,000	1,677	2,631,243	290,544	1,358,335	4,280,122	897,686	
	Oregon	2,676	2,434	70,742	242	31,000		396,280	129,480		525,760	101,742	
	Washington Territory	3,384	1,409	108,678	1,868	62,676	107	5,330	307,840	107,232	66,518	481,590	176,684
	Idaho Territory	1,303	1,303	109,739					362,174			362,174	109,739
	Montana Territory	1,400	1,400	123,672					518,560			518,560	123,672
	Dakota Territory	1,456	1,395	30,449			61	4,611	284,115		38,364	322,479	35,060
	Wyoming Territory	183	183	11,905					41,496			41,496	11,905
	Utah Territory	3,085	2,068	369,017			117	6,945	1,460,298		81,541	1,541,839	375,962
	Colorado Territory	2,617	2,371	183,905			246	15,465	785,819		174,645	960,464	199,370
	New Mexico Territory	2,052	2,052	329,817					717,308			717,308	329,817
	Arizona Territory	2,030	2,030	109,477					309,088			309,088	109,477
Total	269,097	182,994	5,973,390	18,369	839,004	67,734	8,589,663	52,088,206	4,078,725	72,460,545	128,627,476	15,402,057	
Estimated increase of cost by re-adjustment of pay on railroad routes from which returns were not received up to June 30, 1874, under act of March 3, 1873.							523,527					523,527	
Railway post-office clerks												1,058,200	
Route-agents												896,680	
Mail-route messengers												136,540	
Local agents												94,710	
Mail-messengers												595,772	
Aggregate							9,113,190					18,707,486	

JOHN L. ROUTT,
Second Assistant Postmaster-General.

13.—Railroad service as in operation on the 30th of June, 1874.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	MAINE.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
1	Augusta to Skowhegan	Maine Central	22	22	18	4,613 00		140 00	
			17	17	6			90 00	
2	Portland to Bangor	do	73 28	73	6	25,199 00		175 00	
			55	55	6			225 00	
3	Newport to Dexter	do	14	14	12	840 00		50 00	
4	Calais to Princeton	Saint Croix and Penobscot	21	21	6	2,100 00		50 00	\$140 per annum included for mail-messenger service.
5	{ Portland to Augusta	{ Maine Central	{ 64	{ 64	{ 14,520 00	{ 210 00			{ \$1,050 per annum included for mail-messenger service.
	{ Branch to Bath	{	{ 9	{ 9	{	{ 120 00			{ 12 times a week, 7 months, 6 times a week 5 months.
6	Portland to Canada Line	Grand Trunk	92	92	12	22,770 00		138 00	
			73	73	6				
7	Portland to Rochester, N. H.	Portland and Rochester	52	52	12	3,800 00		65 00	
8	Mechanic's Falls to Canton	Portland and Oxford Central	27.5	27.5	6	1,246 57		45 33	\$420 per annum included for mail-messenger service.
9	Bangor to Vanceborough	Consolidated European and North American	118 25	118 25	6	20,693 75		175 00	Old rate of pay.
		do	48.1	48.1	6	2,645 50		55 00	
10	Old Town to Guilford	do	48.1	48.1	6	2,645 50		55 00	
11	Belfast to Burnham Village	Maine Central	34.19	34.19	12	1,846 20		54 09	
12	Portland to Bartlett, N. H.	Portland and Ogdensburg	72.855	72.855	12	4,371 31		60 00	
13	Bath to Rockland	Knox and Lincoln	50	50	12	6,000 00		100 00	\$1,000 per annum included for ferriage.
14	Houlton to New Brunswick line ..	New Brunswick and Canada	3	3	6	150 00		50 00	Old rate of pay.
34	Farmington to Brunswick	Maine Central	71.5	71.5	6	5,412 50		75 00	\$50 per annum included for mail-messenger service at Lisbon.
124	Portland to Portsmouth, N. H.	Eastern	52	52	18	14,716 00		283 00	
221	Salmon Falls, N. H., to Portland, Me.	Boston and Maine	44.18	44.18	12	4,859 80		110 00	
231	West Waterville to Norridgewoock ..	Somerset	13.31	13.31	6	665 50		50 00	Pay estimated.
				1,027.165			136,446 12		
	NEW HAMPSHIRE.								
251	Concord to Nashua	Concord	36	36	18	8,100 00		225 00	
252	Concord to Wells River, Vt	Boston, Concord, and Montreal	52	52	18	13,160 00		125 00	\$1,410 per annum included for mail-messenger service.
			42	42	12				

253	{ Concord to White River Junction, Vt.	Northern New Hampshire.....	69	12	{ 14,910 00	190 00	{ \$1,150 per annum included for mail-messenger service.
254	{ Branch to Bristol	Concord and Claremont.....	13	6		50 00	
	{ Concord to Claremont Junction.....		54.99	12	6,998 80	120 00	
255	Concord to Portsmouth.....	Concord.....	60	12	3,600 00	60 00	{ \$400 per annum included for mail-messenger service.
256	Manchester to North Weare.....	do.....	20.5	6	1,025 00	50 00	
257	Nashua to Greenfield.....	Boston and Lowell and Nashua and Lowell.....	27	12	1,735 00	65 00	
258	Contoocook Village to Hillsborough Bridge.....	Contoocook River.....	15	6	750 00	50 00	{ 12 times a week 8 months, 9 times a week 4 months.
259	Dover to Alton Bay.....	Boston and Maine.....	28	6	1,400 00	50 00	
260	{ Brock's Crossing to North Conway.	Portsmouth, Great Falls, and Conway.....	6	12	4,256 60	60 00	
261	Groveton to Wells River, Vt.....	Boston, Concord and Montreal.....	10	18	4,860 00	90 00	Pay estimated. Do. Do.
262	Hooksett to Pittsfield.....	Suncook Valley.....	22	6	1,000 00	50 00	
			20	12	363 30	30 00	
351	Wolfborough Junction to Wolfborough.....	Eastern.....	12.11	6			Pay estimated. Do. Do.
352	Nashua to Acton, Mass.....	Nashua, Acton and Boston.....	23.44	6	1,172 00	50 00	
359	Wing Road to Twin Mountain.....	Boston, Concord and Montreal.....	9.49	6	474 50	50 00	
360	Portsmouth to Dover.....	Eastern.....	11.64	6	582 00	50 00	
VERMONT.			618.28		64,407 20		
401	Burlington to Rouse's Point, N. Y.	Central Vermont.....	24.5	15	9,802 50	185 00	{ \$1,435.87 per annum included for railway post-office car.
402	White River Junction to Derby Line.....	Connecticut and Passumpsic Rivers and Massawippi Valley.....	31	6	21,538 11	170 00	
			114.87	6		175 00	
403	Windsor to Burlington.....	Central Vermont.....	93	15	22,577 00	193 00	{ 178 00
405	Bellows Falls to Windsor.....	do.....	26	15	5,125 00	205 00	
406	Bellows Falls to Burlington.....	do.....	25	12	20,449 00	157 00	
407	Brattleborough to Bellows Falls.....	do.....	52	6	4,920 00	182 00	{ 205 00
408	Saint Albans to Canada line.....	do.....	67.5	18	1,445 00	85 00	
409	Saint Albans to Richford.....	do.....	24	12	2,149 50	75 00	
410	West Concord to Hyde Park.....	Portland and Ogdensburg.....	17	6	7,366 25	125 00	{ 100 00
522	Richford to Newport.....	Central Vermont.....	28.66	6	3,138 00	100 00	
525	Leicester Junction to Ticonderoga Station.....	do.....	58.93	6	1,450 00	100 00	
528	Wells River to Montpelier.....	Montpelier and Wells River.....	31.38	6	1,931 00	50 00	Pay estimated.
			14.5				
			38.62				
MASSACHUSETTS.			647 96		100,455 49		
601	Boston to Portsmouth, N. H.....	Eastern.....	56.5	24	16,667 50	295 00	{ 172 00
602	{ Boston to South Berwick Junction, Me.	Boston and Maine.....	75	11	13,050 00	50 00	
	{ Branch to Great Falls, N. H.....		3	12			

B.—Railroad service as in operation on the 30th of June, 1874—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	MASSACHUSETTS—Continued.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
603	Boston to Nashua, N. H.	Boston and Lowell and Nashua and Lowell.	42	.....	18	8,610 00	.....	265 00	
604	Boston to Fitchburgh.	Fitchburgh.	52	.....	18	11,440 00	.....	220 00	
605	Boston to Albany, N. Y.	Boston and Albany.	101	.....	26 {	109,123 00	.....	680 00	
606	Boston to Woonsocket Falls, R. I. .	Boston, Hartford and Erie.	102 {	.....	13 {	2,640 80	.....	396 50	
			39.68	.....	15			60 00	\$260 per annum included for mail-messenger service.
607	Boston to Southbridge.	do.	70	.....	12	7,560 00	.....	108 00	
608	Boston to Providence, R. I.	Boston and Providence.	23 {	.....	24 {	4,400 00	.....	100 00	
			21 {	.....	12 {				
609	Boston to Plymouth.	Old Colony.	11.28 {	.....	42 {	6,595 00	.....	150 00	\$895 per annum included for mail-messenger service.
			26.72 {	.....	12 {				
610	Boston to Medford.	Boston and Maine.	5½	.....	12	275 00	.....	50 00	
615	Boston to West Lynn Depot.	Eastern.	10	.....	12	500 00	.....	50 00	
616	Boston to Dedham.	Boston and Providence.	11	.....	12	550 00	.....	50 00	
617	Grafton Depot to Millbury.	Boston and Albany.	4	.....	12	200 00	.....	50 00	Pay estimated.
618	Salem to Gloucester.	Eastern.	16	.....	18	1,072 00	.....	67 00	
619	Salem to Marblehead.	do.	4	.....	12	200 00	.....	50 00	
620	Salem to Lawrence.	do.	20	.....	6	800 00	.....	40 00	
621	Georgetown to Haverhill.	Boston and Maine.	6.5	.....	12	325 00	.....	50 00	
622	Lawrence to Manchester, N. H.	Manchester and Lawrence.	28	.....	18	4,564 00	.....	163 00	
623	Lowell to Lawrence.	Boston and Lowell and Nashua and Lowell.	14	.....	21	1,050 00	.....	50 00	\$350 per annum included for mail-messenger service.
624	Winchester to Woburn.	do.	3	.....	12	150 00	.....	50 00	
625	Porter's Station to Concord.	do.	15.96	.....	12	798 00	.....	50 00	
626	South Acton Depot to Hudson.	Fitchburgh.	9	.....	12	500 00	.....	50 00	\$50 per annum included for mail-messenger service.
627	Ayer to Lowell.	Boston and Lowell and Nashua and Lowell.	17	.....	15	850 00	.....	50 00	
628	Ayer to Greenville.	Fitchburgh.	23	.....	12	1,437 50	.....	62 50	
629	Aburndale Station to Newton Lower Falls.	Boston and Albany.	2	.....	6	100 00	.....	50 00	
630	Natick to Saxonville.	do.	4	.....	12	200 00	.....	50 00	
631	South Framingham to Pratt's Junction.	Boston, Clinton and Fitchburgh.	29	.....	18	2,610 00	.....	90 00	
632	South Framingham to Milford.	Boston and Albany.	12	.....	24	1,020 00	.....	60 00	\$300 per annum included for mail-messenger service.

633	Canton Depot to Stoughton	Boston and Providence	4	12	250 00	50 00	\$50 per annum included for mail-messenger service.
634	South Braintree Junction to New- port, R. I.	Old Colony.....	61. 75	12	4, 202 75	53 00	\$930 per annum included for mail-messenger service.
635	South Abington to Bridgewater ..	do	7. 75	6	390 00	40 00	\$80 per annum included for mail-messenger service.
636	Braintree Depot to Cohasset	South Shore	12	12	1, 400 00	58 00	\$704 per annum included for mail-messenger service.
637	Middleborough to Hyannis.....	Old Colony.....	47	12	8, 191 00	153 00	\$1,000 per annum included for mail-messenger service.
638	Yarmouthport to Provincetown ..	do	60. 51	12	11, 140 18	118 00	\$4,000 per annum included for mail-messenger service.
639	New Bedford to West Wareham ..	New Bedford	16. 25	12	1, 093 75	50 00	\$281.25 per annum included for mail-messenger service.
640	Taunton to Middleborough	Old Colony.....	10. 54	30	527 00	50 00	
641	Taunton to Mansfield Junction.....	Taunton Branch	12	36½	1, 800 00	100 00	\$600 per annum included for mail-messenger service.
642	Taunton to New Bedford	New Bedford	20. 5	27	2, 457 50	90 00	\$612.50 per annum included for mail-messenger service.
643	Worcester to Nashua, N. H.	Worcester and Nashua	46. 25	18	4, 948 75	107 00	
644	Sterling Junction to Fitchburgh ..	Boston, Clinton and Fitchburgh ..	14	18	1, 260 00	90 00	
645	Fitchburgh to Bellows Falls, Vt.	Cheshire	64	18	10, 240 00	160 00	
646	{ Fitchburgh to Hoosac Tunnel... }	{ Fitchburgh	69	{ 6 }	14, 860 00	170 00	{ 160 00
	{ Branch to Turner's Falls..... }		18			160 00	
			5			50 00	
647	Palmer to Miller's Falls	Central Vermont.....	35	12	3, 500 00	100 00	
648	{ Springfield to South Vernon }	Connecticut River	50	15	11, 800 00	230 00	\$300 per annum included for mail-messenger service.
	{ Junction, Vt. }						
649	{ Branch to Chicopee	Cheshire	24	12	1, 500 00	62 50	
	{ South Vernon Junction, Vt., to Keene, N. H. }						
650	Pittsfield to North Adams	Boston and Albany	21	18	1, 575 00	60 00	\$315 per annum included for mail-messenger service.
651	Gloucester to Pigeon Cove	Eastern	6. 5	12	450 00	50 00	\$125 per annum included for mail-messenger service.
652	Wakefield to Newburyport	Boston and Maine.....	30. 5	12	1, 525 00	50 00	
653	South Braintree Junction to Fall River ..	Old Colony.....	34	6	6, 372 00	158 00	\$1,000 per annum included for mail-messenger service.
654	East Salisbury to Amesbury	Eastern	4	12	250 00	50 00	\$50 per annum included for mail-messenger service.
655	Palmer to Winchendon	Boston and Albany	{ 15. 75	{ 24 }	2, 462 50	50 00	
			7. 96				
			25. 54				
656	Mansfield to South Framingham ..	Boston, Clinton and Fitchburgh ..	22	6	1, 320 00	60 00	
657	Winchendon to Peterborough	Monadnock	16	6	800 00	50 00	
658	Springfield to Athol Depot	Springfield, Athol and North-eastern ..	52. 465	6	2, 623 25	50 00	Pay estimated.
659	South Framingham to Lowell	Boston, Clinton and Fitchburgh ..	29	12	1, 798 00	62 00	
660	Worcester to Winchendon	Boston, Barre and Gardner	37	12	3, 237 50	87 50	
661	Holyoke to Westfield	New Haven and Northampton	10. 53	12	526 50	50 00	
662	Milford to Bellingham Junction ..	Providence and Worcester	5	12	250 00	50 00	
736	Milford to Ashland	Hopkinton	11. 68	6	531 00	50 00	

B.—Railroad service as in operation on the 30th of June, 1874—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	MASSACHUSETTS—Continued.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
737	Cohasset Narrows to Wood's Hole	Old Colony.....	17.67		6	1,311 51		53 00	\$375 per annum included for mail-messenger service.
741	Wenham to Essex	Eastern.....	5.55		6	277 50		50 00	Pay estimated.
742	Lynn to Marblehead	do	6.05		6	302 50		50 00	Do.
743	Wakefield to Peabody	do	8.54		6	427 00		50 00	Do.
744	Miller's Falls to Brattleborough, Vt	Central Vermont.....	21		18	3,937 50		187 50	Do.
	RHODE ISLAND.			1,822.425			306,878 49		
801	Providence to Worcester, Mass...	Providence and Worcester.....	44		18	6,340 00		110 00	\$1,500 per annum included for mail-messenger service.
802	Providence to New London, Conn.	Stonington and Providence	63.75		22½	9,243 75		145 00	
803	Providence to Bristol	Providence, Warren and Bristol...	14.6		12	1,926 00		60 00	\$1,050 per annum included for mail-messenger service.
804	Warren to Fall River	Fall River, Warren and Providence	7		12	420 00		60 00	
823	Providence to Pascong	Providence and Springfield	23.12	152.47	6	1,156 00		50 00	Pay estimated.
	CONNECTICUT.								
901	Norwich to Worcester, Mass.....	Boston, Hartford and Erie	60		12	5,100 00		85 00	
902	New London to Palmer, Mass.....	Central Vermont.....	30		23 }	7,800 00		120 00	
903	Middletown to Berlin Depot	New York, New Haven and Hartford.	35		18 }	1,000 00		100 00	Old rate of pay.
904	New Haven to New London	do	10		18				
			50		23	7,567 00		150 00	Old rate of pay. \$67 per annum included for mail-messenger service.
905	New Haven to Springfield, Mass...	do	63.833		31	20,745 83		325 00	Old rate of pay.
906	{ New Haven to Williamsburgh, Mass.	New Haven and Northampton	85.48		12 }	14,504 80		160 00	
	{ Branch to New Hartford, Conn. }		16.56		12 }			50 00	
907	New Haven to New York, N. Y. ...	New York, New Haven and Hartford.	76.333		31	28,625 00		375 00	
908	{ Bridgeport to Winsted	Naugatuck	62		12 }			85 00	{ \$150 per annum included for mail-messenger service; also, \$620 per annum for second daily line route-agents.
	{ Branch to Watertown		5.75		6 }	6,327 50		50 00	

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909	Bridgeport to Pittsfield, Mass. } Branch to State Line } Branch to Brookfield Junction }	Housatonic	{ 110 11 5.5 23.5 4 6.01	{ 6 6 24 12 12 22½	11,275 00	{ 96 00 50 00 30 00 110 00 50 00 50 00 80 00
910	South Norwalk to Danbury } Branch to Ridgefield } Branch to Hawleyville }	Danbury and Norwalk	{ 122.5	{ 12 12 12	3,085 00	{ 50 00 50 00 50 00
911	Waterbury to Providence, R. I. } Vernon Depot to Rockville. }	Hartford, Providence and Fishkill	{ 4.625	{ 18	9,800 00	{ 50 00 50 00
912	Branch to Vernon } New Haven to Willimantic }	do	{ 24 6	{ 12 6	500 00	{ 50 00 50 00
913	Hartford to New Saybrook	New Haven, Middletown and Willimantic.	{ 43.16	{ 12	2,800 00	{ 50 00 60 00
914	New Haven to Ansonia	Connecticut Valley	{ 13.5	{ 12	2,589 60	{ 60 00 55 00
915	Hartford to Millerton, N. Y.	New Haven and Derby	{ 68	{ 12	742 50	{ 55 00 50 00
916	Litchfield to Hawleyville	Connecticut Western	{ 32.25	{ 9½	3,459 00	{ 50 00 60 00
917	East Thompson to Willimantic	Shepaug	{ 33.68	{ 12	1,935 00	{ 60 00 60 00
975		Boston, Hartford and Erie	{ 6	{ 6	2,116 80	{ 60 00 60 00
			1,028.681		129,973 03	
NEW YORK.						
1201	New York to Dunkirk	Erie	{ 66 393	{ 25½ 19½	323,595 00	{ 705 00 50 00
1202	Suffern to Piermont	do	{ 18	{ 6	900 00	{ 50 00 65 00
1203	Buffalo to Suspension Bridge	do	{ 25.94	{ 13	1,686 10	{ 65 00 65 00
1204	Newburgh to Chester } Branch, Vail's Gate to junction with main stem }	do	{ 19.75 12.75	{ 12 12	1,921 25	{ 65 00 50 00
1205	Rochester to Avon	do	{ 18	{ 12	1,440 00	{ 80 00 60 00
1206	Avon to Dansville	do	{ 30.73	{ 12	1,843 80	{ 60 00 275 00
1207	Attica to Corning	do	{ 111	{ 19½	30,525 00	{ 275 00 392 50
1208	Buffalo to Hornellsville	do	{ 91	{ 22½	32,987 50	{ 392 50 50 00
1209	Goshen to Montgomery	do	{ 10.25	{ 6	512 50	{ 50 00 40 00
1210	Goshen to Pine Island	do	{ 11	{ 6	440 00	{ 40 00 375 00
1211	New York to Troy	New York Central and Hudson River.	{ 150	{ 25	56,250 00	{ 375 00 75 00
1212	Troy to Schenectady	do	{ 22	{ 18	1,650 00	{ 75 00 125 00
1213	Syrac se to Rochester	do	{ 104	{ 12	13,000 00	{ 125 00 50 00
1214	Canandaigua to Niagara Falls	do	{ 97	{ 12	4,850 00	{ 50 00 50 00
1215	Buffalo to Lockport	do	{ 22	{ 12	1,100 00	{ 50 00 75 00
1216	Buffalo to Lewiston	do	{ 29	{ 12	2,175 00	{ 75 00 375 00
1217	Albany to Buffalo	do	{ 298	{ 25	111,750 00	{ 375 00 250 00
1218	Rochester to Niagara Falls	do	{ 76	{ 12	19,000 00	{ 250 00 100 00
1219	New York to Chatham Village	New York and Harlem	{ 130.5	{ 6	13,050 00	{ 100 00 150 00
1220	Saratoga Springs to Castleton, Vt.	Rensselaer and Saratoga	{ 54	{ 12	8,100 00	{ 150 00 150 00
1221	Eagle Bridge to Rutland, Vt.	do	{ 65.5	{ 12	9,375 00	{ 150 00 150 00
1222	Troy to Saratoga Springs	do	{ 32.81	{ 12	4,921 50	{ 150 00 50 00
1223	Schenectady to Ballston	do	{ 16	{ 12	800 00	{ 50 00 85 73
1224	Albany to Albany Junction	do	{ 12	{ 18	1,029 00	{ 85 73 65 00
1225	Oswego to Richland	Rome, Watertown and Ogdensburg.	{ 28.5	{ 12	1,852 50	{ 65 00 62 50
1226	Watertown to Cape Vincent	do	{ 26	{ 12	1,625 00	{ 62 50 62 50

\$268.50 per annum included for mail-messenger service.

\$96 per annum included for mail-messenger service.

Old rate of pay.

B.—Railroad service as in operation on the 30th of June, 1874—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	NEW YORK—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
1227	{ Rome to Ogdensburgh } Branch, Do Kalb Junction to Potsdam Junction.	Rome, Watertown and Ogdensburgh.	{ 72.62 69.38 25	18 } 12 } 6 }	18 } 12 } 6 }	21,158 50	.....	{ 138 00 138 00 62 50	
1228		Chenango Forks to Norwich	30.69	12	12	1,841 40	.....	60 00	
1229		do	54.5	12	12	4,360 00	.....	80 00	
1230	Oswego to Ithaca	do	35	12	12	2,800 00	.....	80 00	
1231	Cassville Junction to Richfield Springs.	do	21	12	12	1,155 00	.....	55 00	
1832	Mincola to Locust Valley	Long Island	12.25	12	12	612 50	.....	50 00	
1233	{ New York to Greenport } Branch, Mincola to Hempstead. }	do	{ 32 35 31	12 } 9 } 6 }	12 } 9 } 6 }	11,045 00	.....	90,00	{ \$2,000 per annum included for mail-messenger service in New York.
1234		Hicksville to Northport	16.5	12	12	825 00	.....	50 00	
1235		{ Oswego to Middletown } Branch, Summittville Junction to Ellenville. }	{ 249.98 8	12 } 6 }	12 } 6 }	12,899 00	.....	50 00	
1236	Sidney Plains to New Berlin	do	24.84	6	6	1,242 00	.....	50 00	Do.
1238	Norwich to Cortland Village	do	49.21	6	6	2,460 50	.....	50 00	Do.
1239	Clinton to Rome	do	13.75	12	12	687 50	.....	50 00	Do.
1240	Walton to Delhi	do	16	12	12	800 00	.....	50 00	Do.
1241	Buffalo to Chicago, Ill	Lake Shore and Michigan Southern.	{ 169 15.5 135.2 222.3	26 } 28 } 38 } 12 }	26 } 28 } 38 } 12 }	283,833 50	.....	{ 540 00 540 00 565 00 485 00	
1242	Rouse's Point to Ogdensburgh	Central Vermont	119	9	9	14,875 00	.....	125 00	
1243	Plattsburgh to Canada line	New York and Canada	23	12	12	1,150 00	.....	50 00	
1244	Cobleskill to Cherry Valley	Delaware and Hudson Canal	22.47	12	12	1,133 50	.....	50 00	
1245	Albany to Binghamton	do	142	18	18	14,200 00	.....	100 00	
1246	Schoharie to Middleburgh	Middleburgh and Schoharie	5.5	12	12	395 00	.....	50 00	Old rate of pay; \$120 per annum included for side service.
1247	Central Bridge to Schoharie	Schoharie Valley	5	18	18	400 00	.....	80 00	Old rate of pay.
1248	Utica to Smith's Valley Station	New York and Oswego Midland	31.4	6	6	1,570 00	.....	50 00	Do.

1249	Buffalo to Emporium	Buffalo, New York and Philadelphia.	123.51	6	7,410 50	60 00	
1250	Fredonia to Dunkirk Station	Dunkirk and Fredonia	3.5	27	509 00	142 85	
1251	Skaneateles Junction to Skaneateles.	Skaneateles	5.5	12	560 00	50 00	\$285 per annum included for mail-messenger service.
1252	Brocton to Corry, Pa.	Oil Creek and Allegheny River and Buffalo, Corry and Pittsburgh.	45.3	6	3,000 90	53 00	\$600 per annum included for side service.
1253	Chesterville to Warwick	Warwick Valley	11	12	550 00	50 00	Old rate of pay.
1254	Suspension Bridge to Detroit, Mich.	Great Western Railroad Company of Canada.	229	25	11,450 00	50 00	Do.
1255	Canandaigua to Elmira	Northern Central	68.5	12	10,275 00	150 00	Do.
1256	Syracuse to Oswego	Oswego and Syracuse	35.5	18	3,550 00	100 00	
1257	Syracuse to Binghamton	Syracuse, Binghamton and New York.	80	12	7,200 00	90 00	
1258	Rouse's Point to Canada line.	Champlain and Saint Lawrence	2.25	6	262 50	116 66	
	{ Troy to North Adams, Mass. }	{	{ 23.2	{ 24			
1259	{ Branch, Hoosick Junction to State line, Mass. }	{ Troy and Boston	{ 26.8	{ 18	6,937 50	125 00	
		{	{ 5.5	{ 6			
1260	Stapleton to Tottenville	Staten Island	21	12	1,800 00	50 00	\$750 per annum included for side service.
1261	Hudson to West Stockbridge, Mass.	Hudson and Boston	35	12	1,750 00	50 00	Old rate of pay.
1262	East Gainesville to Perry	Rochester and Pine Creek	6.55	12	327 50	50 00	
1263	Port Henry to Ticonderoga Station	New York and Canada	17	6	1,062 50	62 50	
1264	Syracuse to Earlville	Syracuse and Chenango	20	12	2,123 50	50 00	
		{	{ 22.47	{ 6			
1265	Dunkirk to Titusville, Pa.	New York Central and Hudson River.	91.16	6	4,558 00	50 00	
1266	Ithaca to State Line	Ithaca and Athens	34.6	6	1,730 00	50 00	
1267	Syracuse to Lacona	Syracuse Northern	41.92	12	2,470 60	55 00	
1268	Rondout to Stamford	New York, Kingston and Syracuse	73.3	12	3,665 00	50 00	
1269	Ithaca to Cortland Village	Utica, Ithaca and Elmira	23	12	1,495 00	65 00	
1270	Port Jervis to Monticello	Monticello and Port Jervis	24	6	1,200 00	50 00	
1271	Poughkeepsie to State Line	Poughkeepsie and Eastern	43.15	6	2,157 50	50 00	Old rate of pay.
1272	Canastota to Cazenovia	Cazenovia, De Ruyter and Canastota.	15	18	750 00	50 00	
1273	Fonda to Gloversville	Fonda, Johnstown and Gloversville.	10	12	1,390 00	64 00	\$750 per annum included for side service.
1274	Johnsonville to Greenwich	Greenwich and Johnsonville	14	12	600 00	42 85	Old rate of pay.
1275	Montgomery to Kingston	Walkill Valley	33.46	6	1,003 80	30 00	Do.
1276	Athens to Fair Haven	Southern Central	122	6	7,820 00	60 00	\$500 per annum included for side service.
	{ Newburgh to Millerton	{	{ 56.5	{ 6			
1277	{ Branch, Clove Branch Junction to Sylvan Lake. }	{ Dutchess and Columbia	{ 4.5	{ 6	3,050 00	50 00	
1278	Cooperstown to Cooperstown Junction.	Cooperstown and Susquehanna Valley.	16	12	1,000 00	62 50	
	{ Chatham Village to Rutland, Vt. }	{	{ 111.30	{ 6			
1279	{ Branch, North Bennington to State Line. }	{ Central Vermont	{ 2	{ 6	14,032 50	125 00	
		{	{	{		60 00	
1280	Plattsburgh to Au Sable Forks.	New York and Canada	23	6	1,150 00	50 00	
1281	New York to Manhasset	Flushing and North Side	13	12	2,400 00	110 55	Old rate of pay.
		{	{ 8.75	{ 6			

B.—Railroad service as in operation on the 30th of June, 1874—Continued.

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Number of route	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	NEW YORK—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
1282	New York to Patchogue	South Side	55		12	3,400 00		50 00	\$550 per annum included for side service; also \$100 per annum for supply of Boll-port and Fireplace.
1283	Utica to Watertown	Utica and Black River	92.22		12	5,994 30		65 00	
1284	Cayuga to Ithaca	Cayuga Lake	38.05		6	1,902 50		50 00	
1285	Sodus Point to Gorham Station	Sodus Point and Southern	34		6	1,700 00		50 00	
1286	Horseheads to Van Eteenville	Utica, Ithaca and Elmira	19.89		6	094 50		50 00	Pay estimated.
1287	Oswego to Ontario	Lake Ontario Shore	51.81		6	2,590 50		50 00	
1288	Carthage to Clayton	Utica and Black River	18		12	1,837 50		50 00	
1289	Freeville to Scipio	Utica, Ithaca and Elmira	18.75		6	1,441 00		50 00	
1290	Buffalo to Gowanda	Buffalo and Jamestown	28.82		6	1,712 50		50 00	
1291	Golden's Bridge to Mahopae	New York and Harlem	34.25		6	375 00		50 00	Old rate of pay.
1292	Crawford Junction to Pine Bush	New York and Oswego Midland	7.5		6	509 00		50 00	Pay estimated.
1293	Ithaca to Geneva	Geneva and Ithaca	10.18		6	2,012 50		50 00	Do.
			40.25	5,651.26			1,150,514.25		
	NEW JERSEY.								
2101	New York to Easton, Pa.	Central Railroad Company of New Jersey.	74		19	22,200 00		300 00	
2102	Somerville to Flemington	do	16.06		6	690 00		43 00	
2103	New York to New Brunswick	Pennsylvania	36		654	20,412 00		567 00	
2104	New Brunswick to Philadelphia, Pa.	do	54		844	30,132 00		558 00	
2105	{ Philadelphia, Pa., to South Am- boy, N. J. }	do	66		84	4,260 00		60 00	
	{ Branch, Bordentown to Trenton }		6		84			50 00	
2106	New York to Easton, Pa.	Morris and Essex	63		12	7,520 00		100 00	Old rate of pay.
2107	Camden to Atlantic City	Camden and Atlantic	24.47		6	3,000 00		50 00	Do.
2108	New York to Nyack	Northern Railroad Company of New Jersey.	60		12	2,158 00		50 00	\$658 per annum included for side service.
2109	{ Philadelphia, Pa., to Hightstown, } N. J. }	Pennsylvania	25		12			75 00	\$400 per annum included for mail-messenger service in Philadelphia.
	{ Branch, Burlington to M't Holly }		27.50		6	3,725 00		40 00	
			7		6			50 00	

2110	Philadelphia, Pa., to Bridgeton, N. J.	West Jersey	{ 18 20.4	18 12	4,824 00	110 00	{ \$600 per annum included for mail-messenger service in Philadelphia.
2111	Glassborough to Millville	do	22	12	2,200 00	100 00	
2112	Millville to Cape May	do	41	12	3,075 00	75 00	
2113	Elmer to Salem	do	16.6	12	1,060 00	60 24	
2114	Mount Holly to Medford	Pennsylvania	6.5	12	325 00	50 00	
2115	Jamesburgh to Squam Village	Freehold, Jamesburgh and Agricultural.	27	12	1,892 14	66 37	{ \$100 per annum included for side service at Englishtown.
2116	Trenton to Belvidere	Pennsylvania	68.7	20 1/2	5,496 00	80 00	
2117	Lambertville to Flemington	do	12.13	12	606 50	50 00	
2118	Greensborough Station to Pennington.	do	5.6	12	280 00	50 00	
2119	New York to New Bridge	Erie	16.5	6	825 00	50 00	
2120	New Bridge to Nanuet Junction	do	13.25	6	662 50	50 00	
2121	{ Waterloo to Franklin Furnace. Branch, La Fayette Junction to Branchville.	{ Sussex	{ 12 12.76 6.24	{ 12 6 6	1,650 00	50 00	{ \$100 per annum included for side service on branch.
2122	New York to Denville	Delaware, Lackawanna and Western.	35.93	12	1,796 50	50 00	Old rate of pay.
2123	Dover to Chester	Morris and Essex	10	6	500 00	50 00	Do.
2124	Newark to Mont Clair	Newark and Bloomfield	5.67	12	275 00	48 60	Do.
2125	Rocky Hill to Monmouth Junction	Pennsylvania	8	6	400 00	50 00	
2126	{ Sandy Hook to Pemberton Junction. Branch, Eatontown to Port Monmouth. Branch, Manchester to Barnegat Junction.	{ New Jersey Southern	{ 41.2 23.9 9.8 20.3	{ 12 6 12 12	6,387 50	75 00 75 00 50 00 50 00	Do.
2127	Whiting to Ateo	do	33.3	6	1,665 00	50 00	Do.
2128	Newark to Paterson	Erie	13.12	6	656 00	50 00	
2129	Atsion to Greenwich	Vineland	44.25	6	1,770 00	40 00	Old rate of pay.
2130	Whiting to Long Beach	Tuckerton	29.56	6	1,584 25	50 00	{ \$106.25 additional for three months' service on 8 1/2 miles.
2131	Kinkora to New Lisbon	Pennsylvania	14.41	6	576 40	40 00	
2133	Bridgeton to Port Norris	Bridgeton and Port Norris	20.24	6	1,257 20	30 00	{ \$650 per annum included for side service.
2134	Egg Harbor City to May's Landing	Camden and Atlantic	7.43	12	371 50	50 00	Old rate of pay.
2135	Jersey City to Ringwood Furnace.	New York and Oswego Midland	35.9	6	1,795 00	50 00	Pay estimated.
2136	Ateo to Williamstown	Williamstown	9	6	270 00	30 00	Old rate of pay.
2149	Summit to Bernardsville	New Jersey West Line	14.6	6	730 00	50 00	Do.
2209	Woodbury to Swedesborough	West Jersey	11	6	550 00	50 00	
2254	New York to Middletown	New Jersey Midland	88	6	7,304 00	83 00	
PENNSYLVANIA.					1,263.32	144,821 49	
2401	Philadelphia to Pittsburgh	Pennsylvania	353.6	40 1/2	154,876 80	438 00	
2402	Philadelphia to Pottsville	Philadelphia and Reading	92.5	14 1/2	11,562 50	125 00	
2403	Philadelphia to West Chester	West Chester and Philadelphia	26.13	18	2,062 50	75 00	{ \$102.75 per annum included for side service.

B.—Railroad service as in operation on the 30th of June, 1874—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
PENNSYLVANIA—Continued.									
2404	{ Philadelphia to Bethlehem	North Pennsylvania	{ 54.6	18	453	6,496 00		{ 110 00	
	{ Branch, Lansdale to Doylestown		{ 9.8					{ 50 00	
2405	Philadelphia to Norristown		16.24		12	891 55		55 00	
2406	Philadelphia to Darby		5		6	500 00		100 00	
2407	Bridgeport to Downingtown		21.48		6	644 40		30 00	
2408	Chester to Port Deposit, Md.	Philadelphia and Baltimore Central	59.25		12	3,555 00		60 00	
2409	Honesdale to Lackawaxen	Erie	25		12	1,500 00		60 00	
			{ 55	10	10	20,890 00		{ 115 00	
2410	Allentown to Waverly	Lehigh Valley	{ 105					{ 105 00	
			{ 29.5					{ 120 00	
2411	Penn Haven Junction to Mount Carmel	do	50		9½	2,500 00		50 00	
2412	Penn Haven Junction to Audenried	do	17.05		12	1,312 50		75 00	
2413	Pottsville to Herndon	Philadelphia and Reading	81.1		10½	4,460 50		55 00	
2414	Port Clinton to Williamsport	do	121.53		7	7,291 80		60 00	
2415	Sunbury to Tomhicken	Pennsylvania	44.1		6	2,381 40		54 00	
2416	Hazle Creek Bridge to Tomhicken	Lehigh Valley	{ 13.8	13	13	2,028 00		{ 85 00	\$344.50 per annum included for mail-messenger service.
2417	Seranton to Northumberland	Lackawanna and Bloomsburgh	{ 11.4					{ 75 00	
2418	Seranton to Carbondale	Delaware and Hudson Canal and Railroad Company.	80		7.5	7,200 00		90 00	
			17.11		12	1,200 00		50 00	
2419	Binghamton, N. Y., to New Hampton, N. J.	Delaware, Lackawanna and Western	144.5		9½	12,282 50		85 00	
2420	{ Blossburgh to Corning, N. Y.	Tioga	{ 39.88	12	12	3,713 00		{ 75 00	
	{ Branch to Fall Brook		{ 6.85					{ 50 00	
	{ Branch to Morris Run		{ 3.8					{ 50 00	
	{ Branch to Arnot		{ 3.79					{ 50 00	
2421	Williamsport to Elmira	Northern Central	78		12	13,650 00		175 00	Do. Old rate of pay.
2422	Sunbury to Erie	Pennsylvania	{ 39.8	18	18	36,010 20		{ 195 00	
			{ 247.8					{ 114 00	
2423	Sunbury to Mount Carmel	do	28		10	1,400 00		50 00	
2424	Alton to Carrollton	Erie	25.5		6	1,020 00		40 00	
2425	Irvine to Corry	Allegheny Valley	95		12	6,365 00		67 00	
2426	Strasburgh to Leaman Place	Herr and Company	4.25		6	250 00		58 82	
2427	Lancaster to Middletown	Pennsylvania	31.2		15	2,184 00		70 00	
2428	Harrisburgh to Auburn	Philadelphia and Reading	58.3		7½	2,915 00		50 00	
2429	New Castle to Homewood	Pittsburgh, Ft. Wayne and Chicago	15		6	750 00		50 00	

2430	Harrisburgh to Martinsburg, W. Va.	Cumberland Valley	18.5 44.75 30.75	18 12 6	7,300 00			\$100 per mile per annum on 52 miles. \$50 per mile per annum on 42 miles.
2431	{ Columbia to Sinking Springs ... Branch Junction to Lancaster. }	Reading and Columbia	{ 39.7 7.8	{ 8½ 8½	2,375 00		{ 50 00 50 00	
2432	York to Columbia	Pennsylvania	13.5	6	675 00		50 00	
2433	Hanover Junction to Frederick, Md.	Hanover Branch	50.4	7½	2,520 00		50 00	
2434	Hanover to Gettysburgh	Susquehanna, Gettysburgh and Potomac	17.5	12	1,050 00		60 00	
2435	{ Huntingdon to Mount Dallas Station.	Huntingdon and Broad-Top	{ 44	{ 6	3,000 00		60 00	
2436	{ Branch, Saxton to Dudley ... Tyrone to Clearfield	Pennsylvania	{ 6 40.6	{ 6 12	2,639 00		65 00	
2437	{ Altoona to Martinsburgh Branch, Duncansville to Newry Branch, Martinsburgh to Henrietta.	do	{ 22.3 3 6.7	{ 10½ 6 6	1,600 00		50 00 50 00 50 00	
2438	Cresson to Ebensburg	do	11	12	550 00		50 00	
2439	{ Tyrone to Lock Haven ... Branch, Milesburgh to Bellefonte }	do	{ 55.1 2.7	{ 12 12	3,605 75		62 50 60 00	
2440	Blairsville to Allegheny	do	63.7	9½	4,140 50		65 00	
2441	Washington to Wheeling, W. Va.	Hempfield	32	12	1,977 06		50 00	Old rate of pay: \$377 per annum included for side service.
2442	Pittsburgh to Oil City	Allegheny Valley	132.71	18	13,271 00		100 00	
2443	Branch, Junction to Indiana	Pennsylvania	19	12	1,140 00		60 00	
2444	Meadville to Oil City	Atlantic and Great Western	36.25	9	2,265 62		62 50	
2445	Miles Grove to Newcastle	Erie and Pittsburgh	83	12	6,640 00		80 00	Old rate of pay.
2446	Oil City to Ashtabula, Ohio	Lake Shore and Michigan Southern	87.09	6	4,354 50		50 00	Do.
2447	Bethlehem to Chapman's Quarries	Lehigh and Lackawanna	15	12	750 00		50 00	
2448	Downingtown to Honey Brook	Pennsylvania	18	6	900 00		50 00	
2449	West Chester to Intersection	West Chester	9	5	250 00		27 77	Do.
2450	Lewistown Junction to Milroy	Pennsylvania	12.5	12	625 00		50 00	
2451	Pottsville to Frackville	Philadelphia and Reading	8.51	10½	425 50		50 00	
2452	Greenville to Harrisville	Shenango and Allegheny	33.5	6	2,010 00		60 00	
2453	Carlisle to Mountain Creek	South Mountain Iron Company	18	6	450 00		25 00	Do.
2454	Freeport to Butler	Pennsylvania	21.3	12	1,465 00		50 00	
2455	Wilmington, Del., to Birdsborough, Pa.	Wilmington and Reading	63.6	6	3,180 00		50 00	
2456	Pittsburgh to Washington	Pittsburgh, Cincinnati and Saint Louis	32.8	12	1,482 00		65 00	
2457	Perkiomen Junction to Green Lane	Philadelphia and Reading	17.92	6½	806 40		45 00	
2458	Pottstown to Colebrookdale	do	13.05	6	522 00		40 00	
2459	Oleopolis to Pit-Hole City	Pit-Hole Valley	7	6	210 00		30 00	
2460	Lebanon to Tower City	Philadelphia and Reading	43.1	7½	1,734 00		40 00	
2461	Towanda to Bernice	Sullivan and Erie Coal and Railroad Company	29.32	6	1,172 50		40 00	Do.
2462	Schuylkill to Glen Carbon	Philadelphia and Reading	13.2	12	598 00		40 00	
2463	Topton to Kutztown	do	4.36	9	218 00		50 00	

B.—Railroad service as in operation on the 30th of June, 1874—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
PENNSYLVANIA—Continued.									
2464	{Pittsburgh to Cumberland, Md. Branch, Broad Top to Mount Pleasant. Branch, Connellsville to Uniontown.	Pittsburgh and Connellsville	147.8		12			85 00	Old rate of pay.
			9		12	13,661 00		50 00	
			12		12			54 00	
2465	Carbondale to Susquehanna.....	Erie	38.25		6	1,912 50		50 00	
2466	Lawrenceville to Antrim	Fall Brook Coal Company	37.1		12	2,442 50		65 84	
2467	Phoenixville to Eagle	Philadelphia and Reading	11.12		6	556 00		50 00	
2468	Lewisburgh to Mifflinburg	Pennsylvania	10.7		6	535 00		40 00	
2469	Lewiston Junction to Sunbury	do	45		6	1,800 00		40 00	
2470	Union City to Titusville	Allegheny Valley	14.1		6	705 00		50 00	
2471	Towanda to Barclay	Towanda Coal Company	12		6	480 00		40 00	
2472	Shaff's Bridge to Somerset	Somerset and Mineral Point.....	9.1		12	655 00		50 00	\$200 per annum included for mail-messenger service.
2474	{Marion Junction to Richmond Furnace. Branch, Mercersburgh Junction to Mercersburgh.	Cumberland Valley.....	19.13		6				50 00
			2.31		6	1,072 00			
2475	Mount Dallas Station to Cumberland, Md.	Pennsylvania	47.6		6	2,380 00		50 00	
2476	Allentown to Harrisburg	Philadelphia and Reading	90		21	20,880 00		232 00	
2477	Conshohocken to Flourtown	do	7.25		6	362 50		30 00	\$145 per annum included for mail-messenger service.
2479	Easton to Allentown	Lehigh Valley	16.58		36	4,078 68		246 00	
2484	Lawrenceville to Elkland	Fall Brook Coal Company	13.8		12	690 00		50 00	
				3,871.91			439,524 90		
DELAWARE.									
3401	Wilmington to Delmar.....	Philadelphia, Wilmington and Baltimore.....	96.92		12	11,145 80		115 00	
3402	Delmar to Crisfield	Eastern Shore	38		6	2,470 00		65 00	
3403	Clayton to Easton, Md	Maryland and Delaware	44		6	2,310 00		52 50	
3404	Harrington to Lewes	Junction and Breakwater	40		6	2,000 00		50 00	
3405	Wilmington to Laudenburgh	Wilmington and Western	19.53		6	781 20		40 00	
				238 45			18,707 00		

MARYLAND.									
3501	{ Baltimore to Philadelphia, Pa. } Branch, Perryville to Port Deposit.	Philadelphia, Wilmington and Baltimore.	{ 100 4 }	28 3/4 6 }	44,200 00	{ 440 00 50 00 }			
3502	Baltimore to Sunbury, Pa.	Northern Central	140	18	28,560 00	204 00			
3503	Baltimore to Washington, D. C.	Baltimore and Ohio	40	48	15,000 00	375 00		Old rate of pay.	
3504	Washington, D. C., to Wheeling, W. Va.	do	353	18	100,605 00	285 00		Do.	
3505	Araby to Frederick	do	3	18	300 00	100 00		Do.	
3506	Weverton to Hagerstown.	do	24.25	6	1,212 50	50 00			
3507	Baltimore to Williamsport	Western Maryland	{ 85.5 6.12 }	{ 12 12 }	6,718 50	{ 75 00 50 00 }		Pay estimated.	
3508	Annapolis to Annapolis Junction.	Annapolis and Elk Ridge	20.5	12	1,537 50	75 00		Old rate of pay.	
3509	Cambridge to Seaford, Del.	Dorchester and Delaware	33.5	6	1,675 00	50 00			
3510	Salisbury to Berlin	Wicomico and Pocomoke	23	6	1,150 00	50 00		Do.	
3511	Townsend, Del., to Centreville, Md.	Queen Anne and Kent	36	6	1,800 00	50 00		Do.	
3512	Cumberland to Piedmont, W. Va.	Cumberland and Pennsylvania	34	6	1,700 00	50 00			
3513	Massey's Cross-Roads to Chester-town.	Kent County	19.55	6	1,466 25	75 00		Do.	
3514	Baltimore to Washington, D. C.	Baltimore and Potomac	42.6	6	4,260 00	100 00			
3515	Bowie to Pope's Creek	do	48.68	6	2,434 00	50 00			
3516	Newtown Junction to Newtown	Worcester and Somerset	9	6	450 00	50 00		Do.	
3517	Berlin to Snow Hill	Worcester	14	6	700 00	50 00		Do.	
3518	Saint Denis to Point of Rocks	Baltimore and Ohio	60	6	3,000 00	50 00		Do.	
			1,096.7		216,768 75				
WEST VIRGINIA.									
4101	Harper's Ferry to Harrisonburgh, Va.	Baltimore and Ohio	102.625	6	5,131 25	50 00		Do.	
4102	Grafton to Parkersburgh	do	104	6	18,200 00	175 00		Do.	
4189	Laurel Junction to Volcano	Laurel Fork and Sand Hill	8	6	320 00	40 00			
4293	Huntington to Hinton	Chesapeake and Ohio	150.42	6	9,777 30	65 00			
			365.045		33,428 55				
VIRGINIA.									
4401	Game Point to Richmond	Richmond, Fredericksburgh and Potomac.	75.5	13	20,007 50	265 00			
4403	{ Alexandria to Lynchburgh } Branch to Warrenton	Orange, Alexandria and Manassas	{ 171 9 }	{ 14 14 }	43,200 00	{ 250 00 50 00 }			
4404	Alexandria to Hamilton	Washington and Ohio	45	6	2,250 00	50 00			
4405	Manassas to Strasburgh	Orange, Alexandria and Manassas	60	6	3,600 00	60 00			
4406	Richmond to Hinton, W. Va.	Chesapeake and Ohio	272.58	6	24,532 00	90 00			
4407	Richmond to Greensboro, N. C.	Richmond and Danville	190.5	14	24,384 00	128 00			
4408	Richmond to West Point	Richmond and York River	40	6	2,000 00	50 00			
4409	Richmond to Petersburg	Richmond and Petersburg	24.2	14	5,050 00	200 00		Old rate of pay; \$150 per annum included for mail-messenger service.	
4410	Petersburgh to Weldon, N. C.	Petersburgh	65.511	14	13,102 00	200 00		Old rate of pay.	
4411	Petersburgh to City Point	Atlantic, Mississippi and Ohio	12	6	600 00	50 00			

B.—Railroad service as in operation on the 30th of June, 1874—Continued.

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	VIRGINIA—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
4412	Petersburgh to Norfolk	Atlantic, Mississippi and Ohio	81.5		6	4,890 00		60 00	
4413	Petersburgh to Lynchburgh	do	123	.....	6	7,995 00	.....	65 00	
4414	Lynchburgh to Bristol, Tenn	do	205	.....	14	49,200 00	.....	240 00	
4415	Portsmouth to Weldon, N. C	Seaboard and Roanoke	80	.....	6	6,000 00	.....	75 00	
4701	Glade, Spring to Saltville	Atlantic, Mississippi and Ohio	9.5	.....	6	285 00	.....	30 00	Old rate of pay.
	NORTH CAROLINA.			1,464.59			207,095 50		
5001	Raleigh to Weldon	Raleigh and Gaston	97	.....	7	7,275 00	.....	75 00	
5002	{ Weldon to Wilmington	Wilmington and Weldon	162.25	.....	14	24,337 50	.....	150 00	
	{ Branch, Rocky Mount to Tarborough		17	.....	7	608 00	.....	35.765	
5003	Wilmington to Wadesborough	Wilmington, Charlotte and Ruth- erford	141	.....	7	7,050 00	.....	50 00	
5004	Goldsborough to Charlotte	Richmond and Danville	93	.....	12	2,468 00	.....	126 00	
5005	Goldsborough to Morehead City	Atlantic and North Carolina	130	.....	12		.....	75 00	
5006	Salisbury to Old Fort	Western North Carolina	95	.....	7	5,225 00	.....	55 00	
5007	Charlotte to Buffalo Paper Mills	Wilmington, Charlotte and Ruth- erford; Western Division	114	.....	6	5,760 00	.....	50 00	
			52.5	.....	6	2,625 00	.....	50 00	
5213	Charlotte to Statesville	Atlantic, Tennessee and Ohio	48.51	.....	6	1,936 00	.....	40 00	
5216	Raleigh to Sanford	Raleigh and Augusta Air-Line	45.78	.....	7	2,389 00	.....	50 00	
5216	Sanford to Fayetteville	Western	38.15	.....	7	1,907 50	.....	50 00	
5216	Sanford to Egypt Depot	do	7	.....	2	147 00	.....	21 00	
5280	Greensborough to Salem	Northwestern North Carolina	29.31	.....	6	1,465 50	.....	50 00	
	SOUTH CAROLINA.			1,070.5			82,033 50		
5501	Charlotte, N. C., to Augusta, Ga	Charlotte, Columbia and Augusta	195	.....	13	24,375 00	.....	125 00	
	{ Columbia to Greenville C. H	Greenville and Columbia	143.5	.....	6	11,400 00	.....	75 00	
5602	{ Branch, Hodges to Abbeville		11.5	.....	6		.....	30 00	
	{ C. H. .....			.....	6		.....	30 00	
5604	Branch, Belton to Anderson C. H	Wilmington, Columbia and Au- gusta	9.75	.....	6	24,663 00	.....	30 00	
	Columbia to Wilmington, N. C		82.08	.....	14		.....	100 00	
			109.70	.....	14		.....	150 00	

7 P M G	5605	{ Kingsville to Augusta, Ga. Branch, Kingsville to Camden... Branch, Kingsville to Columbia Branch, Branchville to Charles- ton.	South Carolina	{ 119 • 37. 5 27 62	{ 7 7 7 7	17, 055 00	{ 70 00 50 00 70 00 80 00
	5606	Charleston to Savannah, Ga.	Savannah and Charleston	104	7	13, 000 00	125 00
	5607	Charleston to Florence	Northeastern	104	13	13, 000 00	125 00
	5608	Florence to Cheraw	Cheraw and Darlington	40	7	2, 000 00	50 00
	5609	Chester C. H. to Yorkville	King's Mountain	23. 5	6	1, 175 00	50 00
	5610	Alston to Spartanburgh C. H.	Spartanburgh and Union	68. 75	6	3, 437 50	50 00
	5611	Newberry C. H. to Laurens C. H.	Joseph Crews	31. 52	3	1, 200 00	38 07
	5612	Anderson C. H. to Walhalla	Greenville and Columbia	34	6	1, 020 00	30 00
	5707	Port Royal to Augusta, Ga.	Port Royal	112. 28	7	5, 614 00	50 00
				1, 315. 08		117, 939 50	
		GEORGIA.					
	6001	August to Atlanta	Georgia	171. 666	13	21, 458 33	125 00
	6002	Atlanta to Chattanooga, Tenn.	Western and Atlantic	138	7	17, 250 00	125 00
	6003	Atlanta to West Point	Atlanta and West Point	86. 25	7	10, 781 25	125 00
	6004	Millen to Augusta	Central Railroad and Banking Co.	53. 125	14	6, 640 62	125 00
	6005	Washington to Double Wells	Georgia	18. 5	7	925 00	50 00
	6006	Union Point to Athens	do	41	7	3, 315 00	50 00
	6007	Kingston to Rome	Rome	20. 5	7	1, 025 00	50 00
	6008	{ Savannah to Live Oak, Fla. Branch, Lawton to Bainbridge. }	Atlantic and Gulf	{ 180. 75 105. 5	{ 7 7	23, 350 00	{ 100 00 50 00
	6009	Savannah to Macon	Central Railroad and Banking Co.	192. 125	21	21, 133 75	110 00
	6010	Macon to Columbus	Southwestern	100	13	7, 500 00	75 00
	6011	Macon to Atlanta	Macon and Western	103	14	10, 300 00	100 00
	6012	Macon to Brunswick	Macon and Brunswick	198	7	9, 900 00	50 00
	6013	Gordon to Milledgeville	Central Railroad and Banking Co.	18. 25	6	912 50	50 00
	6014	Eatonton to Milledgeville	do	22. 125	6	1, 106 00	50 00
		{ Fort Valley to Enola, Ala. Branch, Renwick to Albany Branch, Cuthbert to Fort Gaines }	Southwestern	{ 115. 666 22. 5 24	{ 13 7 7	10, 181 66	{ 70 00 50 00 40 00
	6016	Thomasville to Albany	Atlantic and Gulf	58. 333	7	2, 916 00	50 00
	6017	Atlanta to Charlotte, N. C.	Atlanta and Richmond Air-Line	266. 5	7	18, 655 00	70 00
	6018	Fort Valley to Perry	Southwestern	13. 32	6	666 00	50 00
	6143	Barnesville to Thomaston	Macon and Western	17. 25	6	690 00	40 00
	6144	Cartersville to Rock Mart	Cherokee	22	6	660 00	30 00
	6145	Camac to Macon	Macon and Augusta	61	6	3, 950 00	50 00
	6146	Griffin to Carrollton	Savannah, Griffin & North Alabama	79	6	1, 830 00	30 00
	6191	Brunswick to Albany	Brunswick and Albany	171. 25	6	5, 137 50	30 00
	6231	Columbus to Hamilton	North and South	23. 51	6	1, 057 95	45 00
				2, 323. 12		181, 341 56	
		FLORIDA.					
	6401	Fernandina to Cedar Keys	Atlantic, Gulf and West India Transit Company.	{ 47. 4 107. 4	{ 12 6	7, 740 00	{ 50 00 50 00

Pay estimated.

Old rate of pay.

B.—Railroad service as in operation on the 30th of June, 1874--Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	FLORIDA—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
6402	{ Jacksonville to Chattahoochee River. Branch, Tallahassee to Saint Mark's.	Jacksonville, Pensacola and Mobile.	{ 131.25 65.5 21.75	..... ..... .....	{ 6 6 3	12,157 50	..... ..... .....	{ 50 00 75 00 30 00	{ Old rate of pay.
6404	Pensacola to Whiting Junction, Ala.	Pensacola and Louisville.....	44	.....	7	2,200 00	.....	50 00	
6405	Tocoi to Saint Augustine.....	Saint John's.....	15.69	.....	6	784 50	.....	50 00	Do.
6406	Pensacola to Millview.....	Pensacola and Perdido.....	10.62	.....	6	318 75	.....	30 00	Do.
				443.61			23,170 75		
	ALABAMA.								
6601	Montgomery to West Point, Ga...	Western Railroad Company of Alabama.	88.5	.....	6	11,062 50	.....	125 00	
6602	Montgomery to Selma.....	do	50	.....	6	2,500 00	.....	50 00	
6603	Montgomery to Eufaula.....	Montgomery and Eufaula.....	81.24	.....	6	4,062 00	.....	50 00	
6604	Montgomery to Decatur.....	South and North Alabama.....	{ 63.8 119.05 271.5	..... ..... .....	{ 7 7 13	16,425 25 40,725 00	..... .....	{ 117 50 75 00 150 00	
6605	{ Memphis, Tenn., to Stevenson, Ala. Branch, Moscow, Tenn., to Somerville. Branch, Tusculumbia, to Florence.	Memphis and Charleston.....	{ 14.5 6.5	..... .....	{ 6 7	435 00 325 00	..... .....	{ 30 00 50 00	
6606	Marion Junction to Sawyerville.....	Selma, Marion and Memphis.....	45.12	.....	6	2,256 00	.....	50 00	
6607	Opelika to Columbus, Ga.....	Western Railroad Company of Alabama.	98	.....	6	2,100 00	.....	75 00	
6608	Columbus, Ga., to Troy, Ala.....	Mobile and Girard.....	90	.....	6	4,500 00	.....	50 00	
6609	Selma to York Station.....	Alabama Central.....	81.7	.....	7	6,127 50	.....	75 00	Do.
6610	Selma to Dalton, Ga.....	Selma, Rome and Dalton.....	237.5	.....	6	23,750 00	.....	100 00	
6611	Gainesville to Gainesville Junction, Miss.	Mobile and Ohio.....	23	.....	6	1,100 00	.....	50 00	Do.
6612	Mobile to Montgomery.....	Mobile and Montgomery.....	179	.....	7	26,850 00	.....	150 00	
6613	Mobile to New Orleans, La.....	New Orleans, Mobile and Texas..	140	.....	14	18,200 00	.....	130 00	

6614	Opelika to Buffalo	East Alabama and Cincinnati	22.5	6	675 00	30 00	Do.
6615	Chattanooga, Tenn., to Meridian, Miss.	Alabama and Chattanooga	290	7	15,370 00	53 00	
6616	Opelika to Salisbury	Savannah and Memphis	41.88	6	1,675 20	40 00	
6617	Selma to Pine Apple	Selma and Gulf	43.19	6	2,159 50	50 00	
6618	Mobile to Bigbee Bridge	Mobile and Alabama Grand Trunk	59.7	6	1,791 00	30 00	Do.
6619	Chehaw to Tuskegee	Tuskegee	6	6	300 00	50 00	
6620	Atalla to Gadsden	East Alabama and Cincinnati	6	6	300 00	50 00	Do.
6621	Eufaula to Clayton	Vicksburgh and Brunswick	22.5	6	1,125 00	50 00	
			2,010.18		183,813 95		
MISSISSIPPI.							
7001	Canton to Cairo, Ill.	Southern Railroad Association	342.98	13	68,596 00	290 00	Do.
7002	Memphis, Tenn., to Grenada, Miss.	Mississippi and Tennessee	101.7	7	8,136 00	80 00	
7003	Vicksburgh to Meridian	Vicksburgh and Meridian	45.5	13	11,690 00	100 00	
7004	{ Mobile, Ala., to Columbus, Ky. } Branch, Artesia to Columbus, Miss.	Vicksburgh and Meridian	95.2	7		75 00	
			472.7	7		125 00	
7006	{ Mobile, Ala., to Columbus, Ky. } Branch, Artesia to Columbus, Miss.	Mobile and Ohio	14	7	59,927 50	60 00	Do.
7006	Grand Gulf to Port Gibson	Grand Gulf and Port Gibson	8	6	600 00	75 00	
7007	Muldon to Aberdeen	Mobile and Ohio	9	6	450 00	50 00	Do.
7008	Middleton Station, Tenn., to Ripley, Miss.	Ripley	24.3	6	729 00	30 00	
			1,113.38		150,128 50		
LOUISIANA.							
8001	New Orleans to Brashear	Morgan's Louisiana and Texas Railroad.	83	7	12,850 00	150 00	\$400 per annum included for side supply.
8002	New Orleans to Canton, Miss.	New Orleans, Jackson and Great Northern.	206	13	41,200 00	200 00	
8003	Baton Rouge to Livonia	Baton Rouge, Grosse Tête and Opelousas.	28	3	360 00	12 86	
8004	Clinton to Port Hudson	Clinton and Port Hudson	21	3	630 00	30 00	
8005	Vicksburgh, Miss., to Monroe, La.	North Louisiana and Texas.	75.5	7	6,162 50	75 00	\$500 per annum included for ferriage and mail-messenger service.
8028	Saint Francisville to Woodville, Miss.	West Feliciana	27.57	3	964 95	35 00	
8090	New Orleans to Donaldsonville	New Orleans, Mobile and Texas	63.66	6	3,183 00	50 00	
8098	Terre Bonne to Houma	Morgan's Louisiana and Texas Railroad.	15.22	6	764 00	50 00	
			520.01		66,114 45		
TEXAS.							
8502	Houston to Galveston	Galveston, Houston and Henderson.	50	12	8,000 00	160 00	
8503	Houston to Denison	Houston and Texas Central	337.55	6	34,035 00	100 83	
8504	{ Harrisburgh to Columbus } { Columbus to Schulenburg }	Galveston, Harrisburgh and San Antonio.	84	6	8,400 00	100 00	
8505	Hempstead to Austin	Houston and Texas Central	24	6	1,200 00	50 00	Pay estimated.
			118.7	6	11,870 00	100 00	

B.—Railroad service as in operation on the 30th of June, 1874—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	TEXAS—Continued.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
8506	Shreveport, La., to Dallas	Texas and Pacific	189.2	.....	6	15,136 00	.....	80 00	
8577a	Bremoud to Waco	Waco and Northwestern, (operated by Houston and Texas Central.)	44.56	.....	6	2,896 40	.....	65 00	
8666	Rockdale to Longview	International and Great Northern	201.52	.....	6	10,076 00	.....	50 00	
8683	Houston to Mincola	do	249.5	.....	6	10,175 00	.....	50 00	Forty-six miles covered by route 8666.
8684	Indianola to Cuero	Gulf, Western Texas and Pacific	67.2	.....	6	3,360 00	.....	50 00	
8749	Marshall to Texarkana, Ark.	Texas and Pacific	74	.....	6	3,700 00	.....	50 00	Pay estimated.
				1,440.23			108,848 40		
	ARKANSAS.								
7501	Memphis, Tenn., to Argenta, Ark.	Memphis and Little Rock	134	.....	7	13,400 00	.....	100 00	
7502a	Helena to Clarendon	Arkansas Central	48.2	.....	6	2,169 00	.....	45 00	
7525a	Chicot to Pine Bluff	Texas, Mississippi River and Northwestern	72.78	.....	3	3,275 10	.....	45 00	
7645a	Chicot to Monticello	do	44.28	.....	6	1,771 20	.....	40 00	
				299.26			20,615 30		
	MISSOURI.								
10501	Saint Louis to Atchison, Kans.	Pacific Railroad Company of Missouri.	{ 285.5	.....	12 }	65,807 50	.....	{ 215 00	
	{ Saint Louis to Columbus, Ky. ... }		{ 44.25	.....	12 }			{ 100 00	
	{ Branch, Mineral Point to Potosi }		{ 197	.....	13 }			{ 100 00	
10502	{ Branch, Bismarck to Argenta, Ark. }	Saint Louis and Iron Mountain, and Cairo and Fulton.	{ 4	.....	6 }	40,860 00	.....	{ 50 00	
	{ Branch, Argenta, Ark., to Fulton }		{ 262	.....	6 }			{ 80 00	
	{ Branch, Cairo, Ill., to Poplar Bluff, Mo. }		{ 125	.....	6 }	6,250 00	.....	{ 50 00	Pay estimated.
			{ 73.73	.....	6 }	3,686 50	.....	{ 50 00	Do.
10503	Pacific to Vinita, Ind. T.	South Pacific	327.25	.....	6	32,725 00	.....	100 00	
10504	Saint Louis to Kansas City	Saint Louis, Kansas City and Northern	271.75	.....	6	48,915 00	.....	180 00	
10505	{ Quincy, Ill., to Saint Joseph, Mo }	Hannibal and Saint Joseph	{ 203.5	.....	13 }	49,456 25	.....	{ 237 50	
	{ Branch, Palmyra to Hannibal ... }		{ 15	.....	19 }			{ 75 00	

10506	{ Kansas City to Council Bluffs, Iowa. Branch, Saint Joseph to Hop- kins. Moberly to Ottumwa, Iowa	{ Kansas City, Saint Joseph and Council Bluffs.	{ 203 61.5	12 6	32,719 00	{ 143 00 60 00	
10507		Saint Louis, Kansas City and Northern.	131	12	9,825 00	75 00	
10508	Tipton to Boonville.	Pacific Railroad Company of Mis- souri.	25	6	1,250 00	50 00	
10509	Centralia to Columbia	Saint Louis, Kansas City and Northern.	22	12	1,188 00	54 00	
10510	Kansas City to Cameron.	Hannibal and Saint Joseph.	54	13	13,258 00	232 00	\$730 per annum included for ferriage.
10512	Sedalia to Dennison, Tex.	Missouri, Kansas and Texas	447	6	136,386 00	238 00	
10513	Saint Joseph to Lexington	Saint Louis and Saint Joseph.	76.75	6	3,837 50	50 00	
10514	Brunswick to Pattonsburgh	Brunswick and Chillicothe and Saint Louis, Council Bluffs and Omaha.	80.05	6	4,002 50	50 00	
10514a	Holden to Paola	Missouri, Kansas and Texas	55	6	2,750 00	50 00	
10515a	Hannibal to Sedalia.	do	142.88	6	30,719 30	215 00	
10516a	Alexandria to Centerville.	Missouri, Iowa and Nebraska.	85.63	6	4,281 50	50 00	
10517a	Pleasant Hill to Lawrence, Kans.	Saint Louis, Lawrence and Western	62	6	3,100 00	50 00	
10518a	Sedalia to Lexington.	Pacific Railroad Co. of Missouri ..	56.25	6	2,812 50	50 00	
10519a	Quincy, Ill., to Keokuk, Iowa	Mississippi Valley and Western	41	6	2,337 00	57 00	
10520a	Quincy, Ill., to Kirksville, Mo	Quincy, Missouri and Pacific	71.28	6	4,276 80	60 00	
10521a	Pierce City to Smithfield.	Memphis, Carthage and North- western.	45.31	6	2,265 50	50 00	
10522a	Mexico to Cedar City	Chicago and Alton.	50.62	6	2,531 00	50 00	
10523a	Roodhouse, Ill., to Mexico, Mo.	do	90	6	12,600 00	140 00	
10524a	Cuba to Salem	Saint Louis, Salem and Little Rock	40.88	6	1,226 40	30 00	
			3,650 13		489,066 15		
TENNESSEE.							
10001	Knoxville to Bristol.	East Tennessee, Virginia and Georgia.	130.7	14	29,407 50	225 00	Old rate of pay.
10002	{ Knoxville to Chattanooga } { Branch, Cleveland to Dalton, Ga }	do	{ 112 28.5	{ 14 7 }	28,050 00	{ 225 00 100 00 }	{ Do. Do.
10003	Rogersville to Bull's Gap.	Rogersville and Jefferson.	15	6	790 00	52 66	
10004	{ Nashville to Chattanooga } { Branch, Wartrace Depot to Shel- byville. }	Nashville and Chattanooga.	{ 114 39 8 }	{ 13 20 7 }	24,925 00	{ 145 00 205 00 50 00 }	
10005	Fayetteville to Decherd.	Southern Railway Security Com- pany.	40	6	1,600 00	40 00	Do.
10006	Nashville to Decatur, Ala.	Nashville and Decatur	122.333	12	10,765 33	88 00	
10007	Nashville to Hickman, Ky.	Nashville and Chattanooga.	170.82	6	13,323 96	78 00	
10008	Nashville to Guthrie, Ky.	Saint Louis and Southeastern.	48	7	5,376 00	112 00	
10009	Guthrie, Ky., to Paris, Tenn.	Memphis, Clarksville and Louis- ville.	82.5	7	8,250 00	100 00	Do.
10010	Memphis to Paris.	Louisville and Nashville.	132.5	12	19,212 50	145 00	
10011	Knoxville to Careyville.	Knoxville and Kentucky.	38.94	6	1,947 00	50 00	Pay estimated.
10012	Morristown to Riverside.	Cincinnati, Cumberland Gap and Charleston.	39.8	6	1,592 00	40 00	

R.—Railroad service as in operation on the 30th of June, 1874—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
TENNESSEE—Continued.									
10014	Tracy City to Cowan	Tennessee Coal and Railroad Company.	23	.....	6	690 00	.....	30 00	Old rate of pay.
10015	Memphis to Covington	Paducah and Memphis	38.31	.....	6	1,532 40	.....	40 00	
10095	Jasper to Bridgeport, Ala.	Nashville and Chattanooga	12	.....	6	360 00	.....	30 00	
10123	Nashville to Lebanon	Tennessee and Pacific	32.75	.....	6	1,637 50	.....	50 00	
KENTUCKY.				1,228.153			149,459 19		
9605	Ashland to Coalton	Lexington and Big Sandy	11	.....	6	325 00	.....	29 54	Do.
9606	Covington to Nicholasville	Kentucky Central	{ 99	.....	12 {	10,550 00	.....	{ 100 00	
9607	La Grange to Lexington	Louisville, Cincinnati & Lexington	{ 13	.....	6 {	.....	.....	{ 50 00	
9607a	Cincinnati, Ohio, to Louisville, Ky	do	67	.....	12	6,700 00	.....	100 00	
9608	Louisville to Nashville, Tenn.	Louisville and Nashville	111.5	.....	12	22,300 00	.....	200 00	
8609	Bardstown Junction to Bardstown	do	186.6	.....	12	38,719 50	.....	207 50	
	Lebanon Junction to Fish Point	do	17.3	.....	6	692 00	.....	40 00	
9610	{ Branch, Richmond Junction to } Richmond. }	do	{ 109.9	.....	6 {	.....	.....	{ 54 00	
9611	Bowling Green to Guthrie	do	{ 33.8	.....	6 {	7,624 60	.....	{ 50 00	
9612	Paducah to Trimble	do	51	.....	13	7,956 00	.....	156 00	
9612a	Evansville, Ind., to Guthrie, Ky ..	Paducah and Gulf	76.64	.....	6	3,832 00	.....	50 00	Pay estimated.
9738	Elizabethtown to Paducah	Saint Louis and Southeastern	110.66	.....	7	11,951 28	.....	108 00	Old rate of pay.
9742	Glasgow Junction to Glasgow	Louisville, Paducah and Southwestern	185	.....	6	15,725 00	.....	85 00	
9796a	Anchorage to Shelbyville	Louisville and Nashville	12	.....	6	600 00	.....	50 00	
9824	Grayson to Greenup Court-House ..	Louisville, Cincinnati & Lexington	19	.....	6	950 00	.....	50 00	Do.
9842	Owensborough to Owensborough Junction ..	Eastern Kentucky	23.75	.....	6	950 00	.....	40 00	
9843	Maysville to Paris	Owensborough and Russellville ..	36.13	.....	6	1,083 90	.....	30 00	Do.
9846a	Lexington to Mount Sterling	Maysville and Lexington	50	.....	12	2,950 00	.....	59 00	
		Louisville, Cincinnati & Lexington ..	33.84	.....	6	1,692 00	.....	50 00	
OHIO.				1,347 12			134,601 98		
9001	Bellaire to Columbus	Central Ohio	137.875	.....	12	24,128 12	.....	175 00	
9002	Pittsburgh, Pa., to Chicago, Ill.	Pittsburgh, Fort Wayne and Chicago ..	469.5	.....	12	140,850 00	.....	300 00	
9003	Rochester, Pa., to Bellaire, Ohio ..	Cleveland and Pittsburgh	68.75	.....	18	6,875 00	.....	100 00	

9005	Hudson to Columbus	Cleveland, Mount Vernon and Delaware.	145. 88	6	8,023 40	55 00	
9006	Cleveland to Sharon, Pa	Atlantic and Great Western	48. 75	6 }	6,555 50	100 00	
			32. 61	6 }		50 00	
9007	Cleveland to Wellsville	Cleveland and Pittsburgh	102. 36	18	15,558 72	152 00	
9008	Elyria to Millbury	Lake Shore and Michigan Southern	74. 98	6	52,860 90	705 00	
9009	Bayard to New Philadelphia	Cleveland and Pittsburgh	32. 5	6	1,625 00	50 00	
9010	Oneida Mills to Carrollton	Carrollton and Oneida	12	6	500 00	41 66	
9011	Sandusky to Newark	Baltimore and Ohio, lessees	116. 25	6	11,600 00	100 00	
9012	Xenia to Dayton	Pittsburgh, Cincinnati and Saint Louis.	17	12	1,598 00	94 00	
9013	Springfield to Sandusky	Cincinnati, Sandusky and Cleveland.	131. 35	12	6,567 50	50 00	Do.
9015	Columbus to Delaware	Cleveland, Columbus, Cincinnati and Indianapolis.	24. 75	24	2,970 00	120 00	
9016	Columbus to Xenia	Columbus and Xenia	55	6	11,550 00	210 00	
9017	Columbus to Indianapolis, Ind	Columbus, Chicago and Indiana Central.	188	12	31,208 00	166 00	
9018	Galion to Indianapolis, Ind	Cleveland, Columbus, Cincinnati and Indianapolis.	204	12	37,740 00	185 00	
9019	Blanchester to Hillsborough	Marietta and Cincinnati	21	6	1,050 00	50 00	
9020	Portsmouth to Reed's Mills	do	56	6	5,600 00	100 00	
			198	12		255 00	
9022	Toledo to Keokuk, Iowa	Toledo, Wabash and Western	256	12	123,466 00	273 00	22 miles covered by other service.
			4	12		90 00	
			44	12		62 00	
9024	Fremont to Saint Mary's	Lake Erie and Louisville	89. 35	6	4,467 50	50 00	
9025	Carey to Findlay	Cincinnati, Sandusky and Cleveland.	16	12	800 00	50 00	Old rate of pay.
9026	Dayton to Union City, Ind	Dayton and Union	48. 17	6	2,890 20	60 00	
9027	Dayton to Toledo	Dayton and Michigan	142. 96	18	21,444 00	150 00	
9028	Hamilton to Indianapolis, Ind	Cincinnati, Hamilton and Dayton.	99. 49	6	4,974 50	50 00	
9029	Hamilton to Richmond, Ind	Cincinnati, Richmond and Chicago	45. 1	6	5,321 80	118 00	
9030	Cincinnati to Dayton	Cincinnati, Hamilton and Dayton.	26. 53	43 }	10,062 37	187 50	
			33. 92	28 }		150 00	
9031	Cincinnati to Springfield	Pittsburgh, Cincinnati and Saint Louis.	65. 96	13	14,801 60	210 00	
			19	6		50 00	
9032	Cincinnati to Parkersburgh, W. Va.	Marietta and Cincinnati	206	6	36,050 00	175 00	
9033	Morrow to Dresden	Pittsburgh, Cincinnati and Saint Louis, lessees.	149. 4	6	11,205 00	75 00	
9034	Dayton to Richmond, Ind	do	42	6	2,730 00	65 00	
9035	Valley Junction to Hagerstown	White Water Valley	70. 45	6	4,403 12	62 50	
9036	{ Columbus to Pittsburgh, Pa	{ Pittsburgh, Cincinnati and Saint Louis.	{ 160	{ 12 }	{ 37,200 00	{ 230 00	
	{ Branch, Means to Cadiz	{ do	{ 8	{ 12 }	{	{ 50 00	
9037	Springfield to Columbus	Cincinnati, Sandusky and Cleveland.	45 86	6	2,293 00	50 00	Do.
9038	Salamanca, N. Y., to Dayton, Ohio	Atlantic and Great Western	389. 55	12	35,059 50	90 00	
9039	Youngstown to Cross Cut	Pittsburgh, Fort Wayne and Chicago.	22. 8	6	1,140 00	50 00	

B.—Railroad service as in operation on the 30th of June, 1874—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	OHIO—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
9040	{ Columbus to Athens..... Branch, Logan to New Straitsville. }	Columbus and Hocking Valley	{ 77.4 13.02 }	.....	{ 12 12 }	7,293 30	.....	{ 87 50 40 00 }	
9041	Niles to New Lisbon.....	Atlantic and Great Western, lessees.	33.94	.....	6	1,697 00	.....	50 00	
9042	Newark to Shawnee	Newark, Somerset and Straitsville	44.45	.....	12	1,761 80	.....	40 00	
9043	Clinton to Massillon	Cleveland, Mount Vernon and Delaware.	13.7	.....	6	542 00	.....	40 00	
9044	Marietta to Canal Dover.....	Marietta and Pittsburgh	99.47	.....	6	3,978 80	.....	40 00	
9045	Black River to Ulrichsville	Lake Shore and Tuscarawas Valley	102.45	.....	6	5,122 50	.....	50 00	
9046	Cleveland to Cincinnati	Cleveland, Columbus, Cincinnati and Indianapolis.	245.25	.....	12	55,181 25	.....	225 00	
9047	Mansfield to Toledo	Pennsylvania, lessees	88.1	.....	6	5,286 00	.....	60 00	
9048	Harbor to Youngstown	do	62.1	.....	6	3,105 00	.....	50 00	
9049	Toledo to Elkhart, Ind.	Lake Shore and Michigan Southern	133.6	.....	6	76,820 00	.....	575 00	
				5,056.575			845,962 38		
	INDIANA.								
12001	Indianapolis to Vincennes	Indianapolis and Vincennes	116.32	.....	6	5,816 00	.....	50 00	
12002	Indianapolis to Terre Haute	Terre Haute and Indianapolis	73	.....	21	14,600 00	.....	200 00	
12003	Indianapolis to Cincinnati, Ohio ..	Indianapolis, Cincinnati and Lafayette.	113.5	.....	18	30,418 00	.....	268 00	
12004	Indianapolis to Peru	Indianapolis, Peru and Chicago	{ 54 24 }	.....	{ 18 6 }	10,500 00	.....	{ 150 00 75 00 }	{ \$600 per annum included for side service.
12005	Indianapolis to La Fayette	Indianapolis, Cincinnati and La Fayette.	65.625	.....	18	17,193 75	.....	262 00	
12006	Columbus to Madison	Jeffersonville, Madison and Indianapolis.	46	.....	6	2,300 00	.....	50 00	
12007	New Albany to Indianapolis	do	114	.....	18	15,276 00	.....	134 00	
12008	New Albany to Michigan City	Louisville, New Albany and Chicago.	{ 61 227 }	.....	{ 12 6 }	14,400 00	.....	50 00	Old rate of pay.
12009	Richmond to Chicago, Ill.	Pittsburgh, Cincinnati and Saint Louis.	225.5	.....	12	16,912 50	.....	75 00	
12010	Cincinnati, Ohio, to East Saint Louis, Ill.	Ohio and Mississippi	341	.....	19	68,200 00	.....	200 00	

12011	Cambridge City to Columbus.....	Jeffersonville, Madison and Indianapolis.....	68	6	2,720 00	40 00
12012	Evansville to Terre Haute.....	Evansville and Crawfordsville....	110	12	11,000 00	100 00
12012a	Terre Haute to Rockville.....	Logansport, Crawfordsville and Southwestern.....	23	6	1,150 00	50 00
12013	State Line to Logansport.....	Pittsburgh, Cincinnati and Saint Louis.....	61	6	4,575 00	75 00
12014	Peru to La Porte.....	Chicago, Cincinnati and Louisville.....	73	6	4,015 00	55 00
12015	Fairland to Martinsville.....	Cincinnati and Martinsville.....	38.5	6	1,925 00	50 00
12016	Bradford, Ohio, to Logansport, Ind.....	Pittsburgh, Cincinnati and Saint Louis.....	114.6	6	5,730 00	50 00
12017	Indianapolis to Peoria, Ill.....	Indianapolis, Bloomington and Western.....	212.2	6	37,135 00	175 00
12018	Jeffersonville to North Vernon.....	Ohio and Mississippi.....	53.5	6	5,350 00	100 00
12019	Fort Wayne to Connersville.....	Fort Wayne, Muncie and Cincinnati.....	109	6	6,322 00	58 00
12020	Richmond to Fort Wayne.....	Cincinnati, Richmond and Fort Wayne.....	91.5	6	4,575 00	50 00
12021	Marion to Goshen.....	Cincinnati, Wabash and Michigan.....	82	6	4,100 00	50 00
12022	Princeton to Albion, Ill.....	Louisville, New Albany and Saint Louis Air-Line.....	{ 10.85 20.18	{ 6 6 }	1,334 50	{ 30 00 50 00
12023	Terre Haute to Danville, Ill.....	Evansville, Terre Haute and Chicago.....	56.6	6	2,830 00	50 00
12024	Indianapolis to Terre Haute.....	Indianapolis and Saint Louis.....	72	18	8,280 00	115 00
12025	La Porte to Michigan City.....	Indianapolis, Peru and Chicago.....	12.36	6	618 00	50 00
12026	Anuburn to Logansport.....	Detroit, Bel River and Illinois.....	82.8	6	4,305 60	52 00
12027	Rockville to Logansport.....	Logansport, Crawfordsville and Southwestern.....	92.1	6	4,605 00	50 00
12028	La Fayette to Kankakee, Ill.....	Cincinnati, La Fayette and Chicago.....	57.35	6	15,025 70	262 00
12029	Terre Haute to Martz.....	Cincinnati and Terre Haute.....	26.15	6	915 25	35 00
12030	Attica to Veedersburgh.....	Indiana, North and South.....	14	6	560 00	40 00
12030a	Evansville to Boonsville.....	Lake Erie, Evansville, and Southwestern.....	18	6	900 00	50 00
			2,959.635	323,587 30		
ILLINOIS.						
11401	Chicago to Milwaukee, Wis.....	Chicago and Northwestern.....	87	18	19,140 00	220 00
11402	Chicago to Freeport.....	do.....	{ 92.5 28.5	{ 18 12 }	25,410 00	210 00
11403	Chicago to Council Bluffs, Iowa.....	do.....	{ 98 392	{ 24 18 }	127,730 00	{ 255 00 275 00
11404	Chicago to Davenport, Iowa.....	Chicago, Rock Island and Pacific.....	{ 159 24	{ 12 12 }	52,440 00	{ 280 00 305 00
11405	{ Chicago to Burlington, Iowa } { Branch to Galena Junction } { Branch to Keithsburg }	Chicago, Burlington and Quincy ..	{ 207.7 13 59.3	{ 18 6 6 }	85,317 10	{ 273 00 50 00 50 00
11406	Chicago to East Saint Louis.....	Chicago and Alton.....	283	12	56,600 00	200 00
11407	Chicago to Cairo.....	Illinois Central.....	{ 55 310	{ 12 12 }	67,900 00	{ 220 00 180 00
11408	Elgin to Geneva.....	Chicago and Northwestern.....	44	6	1,760 00	40 00

Pay estimated.

On 351 miles.
On 139 miles.
{ \$600 per annum included for
railway post-office cars.
{ \$25,000 per annum included
for Sunday service.

B.—Railroad service as in operation on the 30th of June, 1874—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	ILLINOIS—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
11409	{ Rushville to Yates City	Chicago, Burlington and Quincy ..	{ 63.75		6 }	6,525 00		60 00	\$150 per per annum included for mail-messenger service. \$600 per annum included for ferriage. Pay estimated.
11410	{ Branch, Elmwood to Buda		{ 45	.....	6 }		.....		
	Courtland Station to Sycamore.....	Sycamore and Courtland	5	.....	12	400 00	.....	80 00	
11411	{ State Line, Ind., to Warsaw, Ill. }	Toledo, Peoria and Warsaw	{ 228.75	.....	6	15,240 00	.....	64 00	
	{ Branch, La Harpe to Burling- ton, Iowa.		{ 19.25		6		962 50			.....	50 00
11412	Bureau Junction to Peoria	Chicago, Rock Island and Pacific..	47	.....	6	4,230 00	.....	90 00	
11413	Joliet to Lake Station, Ind.	Michigan Central	45	.....	6	1,800 00	.....	40 00	
11414	Peoria to Jacksonville	Peoria, Pekin and Jacksonville ..	87.4	.....	6½	6,555 00	.....	75 00	
11415	Peoria to Galesburgh	Chicago, Burlington and Quincy ..	54	.....	6	8,370 00	.....	155 00	
11416	Bloomington to Godfrey	Chicago and Alton	{ 111.4	.....	{ 12 }	18,948 00	.....	{ 130 00	
			{ 40.6	.....	{ 12 }		.....		
11417	Galesburgh to Quincy	Chicago, Burlington and Quincy ..	100	.....	18	19,000 00	.....	190 00	
11418	Dubuque, Iowa, to Centralia, Ill. .	Illinois Central	344	.....	12	48,160 00	.....	140 00	
11419	Terre Haute, Ind., to East Saint Louis, Ill.	Indianapolis and Saint Louis.....	189	.....	12	40,635 00	.....	215 00	
11421	Carbondale to Grand Tower	Grand Tower Mining, Manufac- turing, and Transportation Com- pany.	25	.....	9	1,000 00	.....	40 00	
11422	East Saint Louis to Du Quoin.....	Saint Louis, Alton and Terre Haute	71.8	.....	12	7,180 00	.....	100 00	
11424	{ Washington to Dwight	Chicago and Alton	{ 60.21	.....	{ 12 }	3,540 50	.....	50 00	
	{ Branch, Varna to Lacon		{ 10.6	.....	{ 12 }		.....		
11425	East Saint Louis to Terre Haute, Ind.	Terre Haute and Indianapolis, les- sees.	165.4	.....	12	28,945 00	.....	175 00	
11426	Decatur to East Saint Louis	Toledo, Wabash and Western.....	112	.....	12	17,696 00	.....	158 00	
11427	Pekin to Decatur	do	68.46	.....	6	3,423 00	.....	50 00	
11428	Peoria to Rock Island	Peoria and Rock Island	92	.....	12	5,520 00	.....	60 00	
11429	Sterling to Alton Junction	Rockford, Rock Island and Saint Louis.	{ 170	.....	{ 12 }	24,372 00	.....	90 00	
			{ 100.8	.....	{ 18 }		.....		
11430	Sagetown to Keithsburg	do	18	.....	6	540 00	.....	30 00	
11431	Quincy to Louisiana	Quincy, Alton and Saint Louis ..	43	.....	6	3,440 00	.....	80 00	
11432	Burlington, Iowa, to Quincy, Ill. .	Chicago, Burlington and Quincy ..	71.85	.....	6	5,388 75	.....	75 00	
11433	Beardstown to Shawneetown	Springfield and Illinois Southeast- ern.	229.7	.....	6	17,227 59	.....	75 00	
11434	Chicago to Danville	Chicago, Danville and Vincennes..	127		6	5,832 00		54 00		Pay for 108 miles; 19 miles covered by other service.

11900	Saint Louis, Mo., to Evansville, Ind.	Saint Louis and Southeastern	164.75	6		110 00
	Branch, McLeansborough to Shawneetown.		41.25	6	20,185 00	50 00
11901	Streator to Aurora.	Chicago, Burlington and Quincy	60.79	6	4,187 40	60 00
	Branch, Aurora to Batavia.	do	9	6		
11902	Mendota to Clinton		64.19	6	3,209 50	50 00
11903	Hannibal, Mo., to Naples, Ill.	Toledo, Wabash and Western	45.5	6	4,291 25	87 50
	Branch, Maysville to Pittsfield.		6	6		50 00
11906	Mattoon to Hervey City.	Chicago and Illinois Southern	31.66	6	1,266 40	40 00
11907	Springfield to Gilman.	Gilman, Clinton and Springfield	111.6	6	5,500 00	50 00
11908	Carbondale to Marion.	Carbondale and Shawneetown	18	6	720 00	40 00
11909	Jacksonville to Virden.	Jacksonville, Northwestern and Southeastern.	31.39	6	1,255 60	40 00
11910	Urbana to Havana.	Indianapolis, Bloomington and Western.	102.7	6	5,402 00	40 00
	Branch, White Heath to Decatur.		32.35	6		
11911	Chester to Tamaroa.	Chester and Tamaroa Coal and Railroad Company.	42	6	2,100 00	50 00
11913	Aurora to Foreston.	Chicago and Iowa.	81.64	6	3,265 60	40 00
11914	Terre Haute, Ind., to Decatur, Ill.	Paris and Decatur	98.53	6	3,941 20	40 00
11915	Springfield to Havana.	Springfield and Northwestern	48.2	6	1,928 00	40 00
11916	La Fayette, Ind., to Bloomington, Ill.	Toledo, Wabash and Western	116.43	6	5,821 50	50 00
11917	Vincennes, Ind., to Cairo, Ill.	Cairo and Vincennes.	156.625	6	10,963 75	70 00
11918	Paris to Danville.	Paris and Danville.	36	6	1,800 00	50 00
11919	Rock Falls to Shabbona.	Chicago, Burlington and Quincy	47.23	6	1,889 20	40 00
11920	Streator to Pekin.	Chicago, Pekin and Southwestern.	65.28	6	3,591 40	55 00
11921	Chicago to Milwaukee, Wis.	Milwaukee and Saint Paul.	88.25	12	15,548 75	175 00
11922	Streator to Windsor.	Chicago and Paducah	128.62	6	6,431 00	50 00
11923	East Saint Louis to Murphysborough.	Cairo and Saint Louis	91	6	4,550 00	50 00
11924	Chicago to Elgin.	Chicago and Pacific	36	6	1,800 00	50 00
11925	Decatur to Montezuma.	Indiana and Illinois Central	87	6	3,480 00	40 00
			6,440.955		843,834 90	
MICHIGAN.						
12502	Toledo, Ohio, to Detroit, Mich.	Lake Shore and Michigan Southern	64.75	6	8,093 75	125 00
12503	Monroe to Adrian.	do	35	6	2,625 00	75 00
12504	Adrian to Jackson.	do	47.2	6	2,360 00	50 00
12505	White Pigeon to Kalamazoo.	do	38.33	6	2,874 75	75 00
12506	Detroit to Chicago, Ill.	Michigan Central	76	30		
			209.25	24	60,615 62	212 50
12507	Detroit to Grand Haven.	Detroit and Milwaukee	190	12	19,950 00	105 00
12508	Detroit to Port Huron.	Grand Trunk	64.5	6	5,353 50	83 00
12509	Jackson to Port Wayne, Ind.	Port Wayne, Jackson and Saginaw	96.3	6	5,489 10	57 00
12510	Jackson to Otsego Lake.	Michigan Central	225.8	6	11,290 00	50 00
12511	Jackson to Grand Rapids.	do	94.5	6	7,087 50	75 00
12512	Kalamazoo to Grand Rapids.	Lake Shore and Michigan Southern	58.875	6	4,121 25	70 00
12513	Ridgeway to Romeo.	Saint Clair and Chicago Air-Line.	14.6	6	730 00	50 00
12515	Bay City to Monroe.	Flint and Pere Marquette	132	12	15,840 00	120 00
12516	East Saginaw to Reed City.	do	90.47	6	5,156 79	57 00

Pay estimated.
Do.

Do.

B.—Railroad service as in operation on the 30th of June, 1874—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	MICHIGAN—Continued.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
12517	Detroit to Howard City.....	Detroit, Lansing and Lake Michigan.	164.67	.....	6	10,703 55	.....	65 00	
12518	Fort Wayne, Ind., to Walton, Mich.	Grand Rapids and Indiana	260.1	.....	6	13,005 60	.....	50 00	
12519	Kalamazoo to South Haven.....	Michigan Central	39.81	.....	6	1,990 50	.....	50 00	
12520	Lansing to Fort Wayne Junction, Ind.	Chicago and Lake Huron.....	168.92	.....	6	8,446 00	.....	50 00	
12521	New Buffalo to Pent Water.....	Chicago and Michigan Lake Shore	165.5	.....	12	15,503 00	.....	86 00	
	Branch, Holland to Grand Rapids }		25.4	.....	12			50 00	
12522	Port Huron to Flint.....	Chicago and Lake Huron	68	.....	6	3,400 00	.....	50 00	
12523	Monteith to Muskegon.....	Michigan Lake Shore	68.75	.....	6	3,437 50	.....	50 00	
12525	Ypsilanti to Banker's	Detroit, Hillsdale and Indiana ..	65.4	.....	6	2,943 00	.....	45 00	
12526	Jackson to Niles	Michigan Central	103	.....	6	5,150 00	.....	50 00	
12527	Grand Rapids to Newaygo.....	Grand Rapids, Newaygo and Lake Shore.	36.4	.....	6	1,820 00	.....	50 00	
12528	Niles to South Bend	Michigan Central	12.2	.....	6	610 00	.....	50 00	
12529	Jonesville to Lansing	Lake Shore and Michigan Southern	60.87	.....	6	3,043 50	.....	50 00	
12529a	Detroit to Bay City	Detroit and Bay City	111.13	.....	6	7,556 84	.....	68 00	
12846	Esconawba to Negaunee	Chicago and Northwestern	62.22	.....	6	5,288 70	.....	85 00	
12847	Negaunee to Marquette.....	Marquette and Ontonagon	14	.....	6	1,050 00	.....	75 00	
12849	Negaunee to Champion	do	18	.....	6	900 00	.....	50 00	
12948	Flint to Otter Lake	do	19.125	.....	6	573 75	.....	30 00	
12949	Saginaw to Saint Louis.....	Saginaw Valley and Saint Louis ..	33.47	.....	6	1,338 80	.....	40 00	
12950	Fort Howard, Wis., to Esconawba,	Chicago and Northwestern	114.6	.....	6	9,741 00	.....	85 00	
12953	Muskegon to Big Rapids.....	Chicago and Michigan Lake Shore ..	56.64	.....	6	1,699 20	.....	30 00	
12954	Ionia to Stanton	Detroit, Lansing and Lake Michigan.	25.3	.....	6	1,012 00	.....	40 00	
12955	Walton to Traverse City.....	Continental Improvement Company.	26.26	.....	6	1,444 30	.....	55 00	
12956	Toledo, Ohio, to Detroit, Mich.	Toledo, Canada Southern and Detroit.	56.37	.....	6	2,818 50	.....	50 00	Pay estimated.
12957	Grosse Isle to Fayette	do	69.95	.....	6	3,497 50	.....	50 00	Do.
12958	Saint Clair to Richmond	Michigan Midland and Canada.....	16.74	.....	6	837 00	.....	50 00	Do.
24038	Walton to Petoskey	Grand Rapids and Indiana	70.80	.....	3	3,540 00	.....	50 00	Do.
				3,371.2			262,936 90		

WISCONSIN.							
13001	Chicago, Ill., to Green Bay, Wis.	Chicago and Northwestern	182	14 1/2	51,450 00	210 00	
13002	Kenosha to Rockford, Ill.	do	63	14 1/2			
13003	Racine to Rock Island Junction, Ill.	Western Union	73.6	6	4,416 00	60 00	
13004	Milwaukee to North McGregor, Iowa.	Chicago, Milwaukee and Saint Paul.	189.4	12	13,258 00	70 00	
			197.2	12	24,650 00	125 00	
13005	Milwaukee to La Crosse	do	198	12	45,540 00	230 00	
13006	Milwaukee to Berlin	do	94.8	12	8,532 00	90 00	
13007	Milton Junction to Monroe	do	42.8	6	2,140 00	50 00	
13008	Watertown to Madison	do	38.45	12	3,845 00	100 00	
13009	Horicon to Portage City	do	45.25	6	2,262 50	50 00	
13010	Nepeuskun to Winneconne	do	16.25	6	650 00	40 00	
13011	Warren to Mineral Point	Mineral Point	33	6	1,650 00	50 00	
13012	Sheboygan to Princeton	Sheboygan and Fond du Lac	79.05	6 1/2	4,803 00	60 00	\$60 per annum included for mail-messenger service.
13013	Caledonia Station, Ill., to Winona Junction, Wis.	Chicago and Northwestern	190.35	6	14,276 25	75 00	
13014	{ Elroy to Saint Paul, Minn. } { Branch, Stillwater Junction, Minn., to Stillwater. }	West Wisconsin	{ 198.40 3.25 }	{ 12 6 }	{ 19,840 00 97 50 }	{ 100 00 30 00 }	
13015	Calamine to Platteville	Mineral Point	18.7	6	935 00	50 00	
13016	Madison to Portage City	Chicago and Superior	39.5	6	1,975 00	50 00	
13017	Winona, Minn., to Winona Junction, Wis.	Chicago and Northwestern	28	12	6,020 00	215 00	
13018	Menasha to Colby	Phillips and Colby, operating Wisconsin Central.	114.20	6	6,852 00	60 00	
13019	Tomah to Grand Rapids	Wisconsin Valley	48	6	2,400 00	50 00	Pay estimated.
13020	{ Milwaukee to Two Rivers } { Branch, Manitowoc to Appleton }	Wisconsin, Lake Shore and Western.	{ 85 44.5 }	{ 6 6 }	{ 7,475 00 1,050 00 }	{ 67 00 50 00 }	
13394	Oshkosh to Ripon	Chicago, Milwaukee and Saint Paul	21	6	1,050 00	50 00	
13395	Green Bay to Winona, Minn.	Green Bay and Lake Pepin	216.41	6	10,820 50	50 00	
13396	{ Milwaukee to Green Bay. } { Branch, Hilbert to Menasha. }	Phillips and Colby, operating Wisconsin Central.	{ 111.54 16 }	{ 12 12 }	{ 6,377 00 241,314 50 }	{ 50 00 50 00 }	
IOWA.			2,388.1				
11001	Keokuk to Fort Dodge	Des Moines Valley	249.7	12	18,727 50	75 00	
11002	Keokuk to Burlington	Chicago, Burlington and Quincy	42.75	6	3,420 00	80 00	
11003	{ Burlington to East Plattsmouth } { Branch, Red Oak to Eastport }	Burlington and Missouri River	{ 279.14 50 }	{ 12 12 }	{ 58,828 00 19,366 20 }	{ 200 00 60 00 }	
11004	Wilton Junction to Leavenworth, Kans.	Chicago, Rock Island and Pacific	332.77	6		60 00	
11005	Davenport to Missouri River	do	{ 54 264 }	{ 6 6 }	{ 80,850 00 3,322 20 }	{ 275 00 60 00 }	
11006	Farley to Cedar Rapids	Dubuque and Southwestern	55.37	6		250 00	
11007	Dubuque to Sioux City	Illinois Central	327.12	12	35,001 84	107 00	
11008	Abia to Northwood	Central Railroad Company of Iowa	189.2	6	9,460 00	50 00	
11009	Calmar to Algona	Milwaukee and Saint Paul	127.8	6	6,390 00	50 00	
11010	Waterloo to Mona	Illinois Central	80	6	5,040 00	63 00	

B.—Railroad service as in operation on the 30th of June, 1874—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
IOWA—Continued.									
11011	{ Missouri Valley to Sioux City . Branch, California Junction to Wisner, Nebr. }	Sioux City and Pacific	{ 76 83.4 }		{ 6 6 }	10,630 00		{ 85 00 50 00 }	Pay estimated.
11012	Burlington to Plymouth	Burlington, Cedar Rapids and Minnesota.	238	.....	6	17,100 00	.....	75 00	
11013	Davenport to Fayette	Davenport and Saint Paul	{ 90 39.33 }	.....	{ 6 6 }	6,466 50	.....	{ 50 00 50 00 }	
11014	Davenport to Maquoketa	do	42.76	.....	6	1,454 00	.....	34 00	
11015	Clinton to Anamosa	Iowa Midland	74.1	.....	6	2,964 00	.....	40 00	
11016	Clinton to La Crescent Junction, Minn.	Chicago, Dubuque and Minnesota.	179.77	.....	6	10,786 20	.....	60 00	
11017	Sabula to Marion	Milwaukee and Saint Paul	87.75	.....	6	3,510 00	.....	40 00	
11018	Creston to Hopkins, Mo.	Burlington and Missouri River	44.4	.....	6	2,640 00	.....	60 00	
11019	Viele Junction to Unionville, Mo.	Burlington and Southwestern	104.75	.....	6	5,447 00	.....	52 00	
11003, 3d p't	Chariton to Leon	Burlington and Missouri River	37.44	.....	6	1,872 00	.....	50 00	
11003, 4th p't	Villisca to Clarinda	do	16	.....	6	800 00	.....	50 00	
11005a	{ Des Moines to Indianola	Chicago, Rock Island and Pacific.	{ 21.4 27.1 }	.....	{ 6 6 }	2,425 00	.....	50 00	
	{ Branch, Summerset Junction to Winterset. }		.....	.....	.....	.....	.....	.....	
11005b	Washington to Sigourney	do	29	.....	6	1,160 00	.....	40 00	
11012a	Muscataine to Riverside	Burlington, Cedar Rapids and Minnesota.	32.23	.....	6	1,229 20	.....	40 00	
11012b	Cedar Rapids to Postville	do	99.8	.....	6	4,990 00	.....	50 00	
11016a	Conover to Decorah	Milwaukee and Saint Paul	9.5	.....	6	522 50	.....	55 00	
11017b	Stanwood to Tipton	Chicago and Northwestern	8.81	.....	6	440 50	.....	50 00	
11020a	Beulah to Elkader	Iowa Eastern	17.75	.....	6	887 50	.....	50 00	
11012d	Vinton to Traer	Burlington, Cedar Rapids and Minnesota.	24.77	.....	6	990 80	.....	40 90	
MINNESOTA.				3,415.91			316,804.94		
13501	La Crosse, Wis., to Winnebago City, Minn.	Southern Minnesota	170.5		6	10,230 00		60 00	
13503	{ Winona to Saint Peter	Winona and Saint Peter	{ 141.35 4.25 }		{ 6 6 }	12,376 00		85 00	
	{ Branch, Mankato Junction to Mankato. }								

13504	Minneapolis to North McGregor, Iowa.	Chicago, Milwaukee and Saint Paul	215. 7	6½	19, 413 00	90 00	
13505	Saint Paul to Sioux City, Iowa.	Saint Paul and Sioux City	271	8½	18, 926 25	77 25	26 miles covered by another route.
13506	Saint Paul to Breckenridge	Saint Paul and Pacific	219. 25	7	10, 962 50	50 00	
13507	Saint Paul to Sauk Rapids	do	78	11½	5, 850 00	75 00	
13508	Saint Paul to Du Luth	Lake Superior and Mississippi	156	7½	11, 700 00	75 00	
13511	Austin to Mason City, Iowa	Chicago, Milwaukee and Saint Paul	41. 38	6	1, 655 20	40 00	
13512	Saint Paul to Stillwater	Lake Superior and Mississippi	24. 95	18	660 00	50 00	Pay for 13.2 miles; 11.75 miles covered by another route.
13513	Saint Paul to Winona	Chicago, Milwaukee and Saint Paul	103. 84	12	20, 768 00	200 00	
13514	Hastings to Glencoe	do	74. 59	6	3, 729 50	50 00	
13837	White Bear Lake to Sioux City Junction.	Minneapolis and Saint Louis	41	6	2, 054 00	50 00	
13838	Du Luth to Bismarck, Dak.	Northern Pacific	{ 229 195. 12 23	{ 6 6 6	{ 24, 183 00 }	{ 63 00 50 00 }	{ 23 miles covered by Route 13508. Pay estimated.
13839	Saint Peter to Marshall	Chicago and Northwestern	109. 66	6	5, 483 00	50 00	
13840	East Saint Cloud Station to Melrose.	Saint Paul and Pacific	35	6	1, 750 00	50 00	
13841	Winona to La Crescent	Chicago, Milwaukee and Saint Paul	25	6	1, 250 00	50 00	
			2, 158. 59		150, 986 45		
	NEBRASKA.						
14401	Omaha to Ogden City, Utah	Union Pacific	1, 032. 2	14	325, 143 00	315 00	
14451	Plattsmouth to Kearney Junction.	Burlington and Missouri River Railroad in Nebraska.	191	6	13, 370 00	70 00	
14478	Omaha to Herman	Omaha and Northwestern	40. 2	6	2, 010 00	50 00	
14479	Omaha to Concord	Burlington and Missouri River Railroad in Nebraska.	21. 5	6	1, 925 50	75 00	\$313 per annum included for ferriage.
14483	Nebraska City to Seward	Midland Pacific	84. 1	6	7, 148 50	85 00	
14497	Crete to Beatrice	Burlington and Missouri River Railroad in Nebraska.	31. 76	6	1, 588 00	50 00	
			1, 400. 76		351, 185 00		
	KANSAS.						
14001	{ Kansas City, Mo., to Cheyenne, Wyo. Branch, Lawrence to Leavenworth.	Kansas Pacific	{ 745 33	{ 7 7	{ 144, 520 00 }	{ 190 00 90 00 }	
14002	Atchison to Waterville	Central Branch Union Pacific	100	7	7, 500 00	75 00	
14003	{ Lawrence to Coffeyville Branch, Cherry Vale to Independence.	Leavenworth, Lawrence and Galveston.	{ 140. 3 10	{ 12 12	{ 14, 530 00 }	{ 100 00 50 00 }	
14004	Elwood to Hastings, Nebr	Saint Joseph and Denver City	227. 2	6	12, 496 00	55 00	
14005	Kansas City, Mo., to Baxter Springs, Kans.	Missouri River, Fort Scott and Gulf	164. 6	6	16, 460 00	100 00	
14006	Junction City to Parsons	Missouri, Kansas and Texas	156. 5	6	9, 390 00	60 00	
14143	{ Atchison to Sargent Branch, Newton to Wichita....	Atchison, Topeka and Santa Fé	{ 470. 25 26	{ 6 6	{ 37, 088 75 }	{ 75 00 70 00 }	

B.—Railroad service as in operation on the 30th of June, 1874—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	KANSAS—Continued.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
14211	Olathe to Ottawa.....	Leavenworth, Lawrence and Galveston.	32	.....	6	3,200 00	.....	100 00	
14212	Atchison to Lincoln, Nebr.....	Atchison and Nebraska.....	152.28	.....	6	9,136 80	.....	60 00	
14235	Leavenworth to Holton.....	Kansas Central.....	56	.....	6	2,800 00	.....	50 00	
14311	Lawrence to Carbondale.....	Saint Louis, Lawrence and Western.	32.9	.....	6	1,974 00	.....	60 00	
14314	Junction City to Clay Centre.....	Junction City and Fort Kearney..	33.85	.....	6	2,031 00	.....	60 00	
				2,379.28			261,066 55		
	NEVADA.								
16419	Virginia City to Reno.....	Virginia and Truckee.....	51.75	.....	6	3,741 00	.....	72 29	Old rate of pay.
				51.75			3,741 00		
	CALIFORNIA.								
14701	San Francisco to Ogden City, Utah	Central Pacific.....	877.5	.....	7	204,457 50	.....	233 00	
14702	{ San Francisco to Soledad..... }	Southern Pacific.....	143.3	.....	14	11,464 00	.....	80 00	
	{ Branch, Gilroy to Hollister..... }		14	.....	7	700 00	.....	50 00	
14703	Roseville to Tehama.....	Central Pacific, (Oregon division)	105	.....	7	13,125 00	.....	125 00	
14704	Folsom City to Shingle Springs.....	Placerville and Sacramento Valley	26	.....	6	1,300 00	.....	56 00	
14705	Sacramento City to Folsom City.....	Sacramento Valley.....	23.2	.....	12	1,450 00	.....	62 50	
14707	{ Sacramento City to San Francisco }	California Pacific.....	83	.....	14	12,450 00	.....	150 00	
	{ Branch, Davisville to Marysville. }		42	.....	6	3,150 00	.....	75 00	
14708	Napa Junction to Calistoga.....	do.....	36	.....	6	1,800 00	.....	50 00	
14709	Marysville to Oroville.....	California Northern.....	30	.....	6	1,500 00	.....	50 00	
14728	Wilmington to Los Angeles.....	Los Angeles and San Pedro.....	22	.....	6	1,650 00	.....	75 00	
14876	Lathrop to Goshen.....	Central Pacific.....	144.91	.....	6	11,592 80	.....	80 00	
14877	Elmira to Vacaville.....	Vaca Valley.....	4	.....	7	200 00	.....	50 00	
14880	San Francisco to Cloverdale.....	San Francisco and North Pacific..	56	.....	6	2,800 00	.....	50 00	
14881	{ Stockton to Milton..... }	Stockton and Copperopolis.....	30	.....	6	1,500 00	.....	50 00	
	{ Branch, Peters to Oakdale..... }		19	.....	6	950 00	.....	50 00	
14945	Goshen to Tipton.....	Southern Pacific, (Tulare division)	21	.....	7	1,575 00	.....	75 00	
				1,676.91			271,664 30		

Do.

Do.

WASHINGTON TERRITORY.									
43001	Kalama to Tacoma.....	North Pacific, (Pacific division) ..	106. 6	----- 106. 06	6	5, 330 00	----- 5, 330 00	50 00	Pay estimated.
DAKOTA TERRITORY.									
13929	Sioux City, Iowa, to Yankton, Dak.	Dakota Southern	61. 48	----- 61. 48	6	4, 611 00	----- 4, 611 00	75 00	
UTAH TERRITORY.									
16633	Salt Lake City to Ogden City	Utah Central	36. 5	-----	6	2, 920 00	-----	80 00	
16651	Ogden City to Franklin	Utah Northern.....	80. 5	----- 117	7	4, 025 00	----- 6, 945 00	50 00	Do.
COLORADO TERRITORY.									
17038	{ Denver to Black Hawk	Colorado Central.....	{ 32. 5	-----	7	2, 310 00	-----	60 00	
	{ Branch, Golden Junction to		{ 39	-----	7	1, 950 00	-----	50 00	
	{ Longmont.			-----			-----		
17051	{ Hughes Station to Erie	Denver and Boulder Valley	15	-----	6	1, 125 00	-----	75 00	
	{ Denver to Pueblo.....	Denver and Rio Grande	119	-----	7	8, 330 00	-----	70 00	
17064	{ Branch, Pueblo to Coal Creek	Denver and Arkansas Valley	35	----- 246. 5	6	1, 750 00	----- 15, 465 00	50 00	Old rate of pay.

JOHN L. ROUTT,
Second Assistant Postmaster-General.

C.—Steamboat service as in operation on the 30th of June, 1874.

Number of route.	State and termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	NEW HAMPSHIRE.	<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
316	{ Alton Bay to Wolfborough	10	.....	6	.....	.....	During navigation, say 7 months. Do. Do.
320	{ Centre Harbor to Meredith Village	20	.....	3	1,200 00	.....	
321	{ Centre Harbor to West Ossipee	29	.....	6	828 57	.....	
	{ Weir's Bridge to Wolfborough	30	.....	6	650 00	.....	
			89			2,678 57	
	MASSACHUSETTS.						
688	Wood's Hole to Nantucket	30	.....	6	2,500 00	.....	
			30			2,500 00	
	NEW YORK.						
1389	Whitehall to Rouse's Point	130	.....	11	6,000 00	.....	During navigation, say 8 months.
1694	Geneva to Watkins	65	.....	6	3,200 00	.....	
			195			9,200 00	
	NEW JERSEY.						
2105	New York to South Amboy	27	.....	12	1,620 00	.....	Six times a week 8 months; three times a week 4 months.
2126	New York to Sandy Hook	19½	.....	12	1,462 50	.....	
2141	New York to Keyport	25	.....		654 00	.....	
			71½			3,736 50	
	PENNSYLVANIA.						
2501	Pittsburgh to Greensborough	88½	.....		6,011 25	.....	Six times a week during navigation; three times a week residue of year.
			88½			6,011 00	
	MARYLAND.						
3521	Baltimore to Queenstown	40	.....	6	750 00	.....	Four times a week 8 months, to Crisfield, 108 miles; twice a week 4 months; twice a week 8 months; residue, 42 miles, once a week 4 months.
3696	Baltimore to Pitt's Wharf	150	.....		5,400 00	.....	
			190			6,150 00	
	WEST VIRGINIA.						
4104	Wheeling to Parkersburgh	99	.....	6	7,200 00	.....	
4122	Parkersburgh to Gallipolis, Ohio	86	.....	3	4,395 00	.....	
4136	Kanawha Court-House to Gallipolis, Ohio	65	.....	3	1,724 50	.....	
			250			13,319 50	

VIRGINIA.					
4401	Washington, D. C., to Game Point, Va.	55½	13	14,707 50	
4417	Norfolk to Baltimore, Md.	200	6	18,000 00	
4418	Norfolk to Eastville	57	3	3,500 00	
4419	Norfolk to Matthew's Court-House	60	2	2,000 00	
4420	Norfolk to Richmond	151	3	4,500 00	
4702	Washington, D. C., to Norfolk, Va.	218	2	6,000 00	
4755	Fredericksburgh to Baltimore, Md.	250	2	2,600 00	
		991½		51,307 50	Ten months in the year.
NORTH CAROLINA.					
5025	Wilmington to Fayetteville.	120	2	1,745 00	
5037	Plymouth to Franklin Depot.	106	3	4,500 00	
5237	Ocracoke to Hatteras	20	1	290 00	
5276	Wilmington to Smithville	30	2	600 00	
5279	Manteo to Hatteras.	55	1	600 00	
5284	Norfolk, Va., to Poplar Branch, N. C.	75	2	1,450 00	
		406		9,185 00	
SOUTH CAROLINA.					
5699	Beaufort to Hilton Head	16	1	260 00	
5714	Charleston to Edisto Island.	35	2	1,200 00	
		51		1,460 00	
GEORGIA.					
6119	Trader's Hill to Fernandina, Fla.	69	1	1,294 00	
6189	Rome to Gadsden, Ala.	155	2	3,600 00	
		224		4,894 00	
FLORIDA.					
6410	New York to Key West	1589	1	31,200 00	
6411	Baltimore, Md., to New Orleans, La.	1700		31,200 00	Twice a month.
6412	New Troy to Cedar Keys	165	1	2,500 00	
6413	New Orleans, La., to Key West, Fla.	888	1	76,000 00	
6414	Eufaula, Ala., to Apalachicola, Fla.	291		11,500 00	Twice a week to Chattahoochee, 140 miles; once a week residue.
6419	Cedar Keys to Tampa	225	1	7,448 00	
6420	Pilatka to Jacksonville	83	6	5,700 00	
6421	Pilatka to Mellonville	141	2	3,500 00	
6514	Key West to Tampa	296		7,475 00	Twice a month.
		5,378		176,523 00	
ALABAMA.					
6630	Mobile to Selma	309	2	5,200 00	
		309		5,200 00	
MISSISSIPPI.					
7024	Vicksburgh to Greenwood	260	2	7,500 00	
		260		7,500 00	

C.—Steamboat service as in operation on the 30th of June, 1874—Continued.

Number of route.	State and termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	LOUISIANA.	<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
8006	Vicksburgh, Miss., to New Orleans, La.	408	.....	3	29,980 00	.....	Twice a week 4 months, once a week 8 months.
8007	Brashear to New Iberia	70	.....	6	12,500 00	.....	
8010	New Orleans to Pilot Town	117	.....	2	7,264 00	.....	
8011	New Orleans to Covington	48	.....	3	4,500 00	.....	
8014	New Orleans to Saint Francisville	170	.....	2	18,000 00	.....	
8103	New Orleans to Grand Isle	96	.....	.....	2,300 00	.....	
8114	Lake Charles to Leesburgh	50	.....	2	4,880 00	.....	
8117	New Orleans to Red River Landing	210	.....	3	5,775 00	.....	
	TEXAS.		1,169			85,199 00	
8507	Galveston to Brashear, La.	220	.....	.....	50,000 00	.....	Three times a week 6 months, six times a week 6 months.
8538	Galveston to Indianola	130	.....	.....	10,000 00	.....	Twice a week 4 months, three times a week 8 months.
8510	Galveston to Liberty	98	.....	2	8,000 00	.....	
8685	Orange to Wiess Bluff	150	.....	2	9,750 00	.....	
8750	Galveston to Sabine Pass	60	.....	2	5,000 00	.....	
	ARKANSAS.		658			82,750 00	
7504	Memphis, Tenn., to White River, Ark.	180	.....	3	21,500 00	.....	
7505	White River to Vicksburgh, Miss.	229	.....	3	27,000 00	.....	
7506	White River to Pine Bluff	182½	.....	2	10,990 00	.....	
7507	Pine Bluff to Little Rock	105	.....	2	6,000 00	.....	
7509	White River to Jacksonport	356	.....	2	11,800 00	.....	
7510	Jacksonport to Pochontas	150	.....	2	5,000 00	.....	
7648	Memphis, Tenn., to Friar's Point, Ark.	112	.....	3	2,470 00	.....	
	MISSOURI.		1,314½			84,760 00	
10516	Saint Louis to Memphis, Tenn.	{ 120 330	.....	{ 6 3 }	26,320 00	.....	
	TENNESSEE.		450			26,320 00	
10216	London to Rockwood	45	.....	6	4,000 00	.....	
10217	Rockwood to Chattanooga	110	.....	6	10,500 00	.....	
			155			14,500 00	

KENTUCKY.						
9601	Louisville to Cincinnati, Ohio.....	143	7	9,000 00		
9602	Louisville to Evansville, Ind.....	202	6	15,000 00		
9603	Evansville, Ind., to Cairo, Ill.....	200	6	15,000 00		
9744	Bowling to Evansville, Ind.....	225	1	2,400 00		
9771	Paducah to Eastport, Miss.....	268	2	6,000 00		
		1,038			47,400 00	
OHIO.						
9061	Portsmouth to Cincinnati.....	127	3	4,500 00		
9062	Cincinnati to Maysville, Ky.....	65	3	2,000 00		
9063	{ Portsmouth to Huntington.....	51.35	6 }	7,300 00		
	{ Huntington to Gallipolis.....	36.65	3 }			
		280			13,800 00	
MICHIGAN.						
12564	Detroit to Sault de Ste. Marie.....	350	2	1,600 00		During navigation, say 6½ months.
12648	Bay City to Alpena.....	143	6	8,000 00		April 16 to November 14, in each year.
12802	Grand Haven to Milwaukee, Wis.....	88	6	2,730 00		During navigation, say 7 months; pay estimated.
12839	Port Huron Railroad Station to Mackinaw.....	240	3	845 00		Do.
12850	Marquette to Hancock.....	76	6	13,000 00		May 1 to November 15, in each year.
12867	Cheboygan to Alpena.....	100	1	590 00		May 1 to November 14, in each year.
		997			26,765 00	
WISCONSIN.						
13026	Oshkosh to New London.....	62½	6	1,200 00		May 1 to Nov. 14, in each year; pay estimated.
13136	Berlin to Oshkosh.....	26	6	800 00		May 1 to November 15, in each year.
13366	Washington Harbor to Green Bay.....	96	1	170 00		May 1 to November 30, in each year.
		184½			2,170 00	
CALIFORNIA.						
13712	San Francisco to Petaluma.....	51	6	4,000 00		Three trips a month.
14799	San Francisco to Portland, Oreg.....	600		25,000 00		Five trips a month.
14873	San Francisco to San Diego.....	600		25,000 00		
14882	San Francisco to Sacramento.....	230	6	8,000 00		
		1,481			62,000 00	
OREGON.						
15101	Portland to Astoria.....	{ 53	6 }	13,000 00		
		{ 69	3 }			
15102	Portland to The Dalles.....	120	6	18,000 00		
		242			31,000 00	
WASHINGTON TERRITORY.						
15406	Olympia to Victoria.....	{ 66	3 }	16,235 00		
		{ 108	2 }			
15412	Seattle to Whatcom.....	143	1	3,141 00		
15424	Portland, Oreg., to Sitka, Alaska Territory.....	1,400		34,800 00		Once a month.
15438	Port Townsend to Semiahmoo.....	151	1	8,500 00		
		1,868			62,676 00	

JOHN L. ROUTT,
Second Assistant Postmaster-General.

D.—Table showing the increase and decrease in mail.

States and Territories.	CELERITY, CERTAINTY, AND SECURITY.				STEAMBOAT.				RAILROAD.			
	Length of routes.		Cost.		Length of routes.		Cost.		Length of routes.		Cost.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	Miles.			Miles.	Miles.			Miles.	Miles.		
1 Maine*	26		\$10,315						88		\$45,263	
2 New Hampshire*	176		3,867		4		\$83		69		21,539	
3 Vermont*	118		7,455						15		20,605	
4 Massachusetts*	113		\$4,478						128		86,270	
5 Rhode Island*	36		2,411		160		\$2,500		22		5,112	
6 Connecticut*	57		2,472						67		12,843	
7 New York*	169		63,135		40		751		727		432,136	
8 New Jersey*	22		287					586	79		20,920	
9 Pennsylvania	37		1,800						33		35,180	
10 Delaware	6			123							535	
11 Maryland	111			485	150		5,400		46		\$8,247	
12 West Virginia	194		4,121					1,244	51		4,886	
13 Virginia	316		8,405		17		607		51		10,852	
14 North Carolina	95		1,453		130		2,326		29		633	
15 South Carolina	117		613						\$1		5,333	
16 Georgia	391		6,761						252		17,418	
17 Florida	40		3,302		1,936		38,675				3,281	
18 Alabama	588		30,343		309		5,200		13		10,013	
19 Mississippi	569		9,614		237		2,000		106		21,196	
20 Louisiana	173		14,855		45		2,794					
21 Texas	481		25,682		60		4,750		273		17,458	
22 Arkansas	340		24,933				7,167		165		7,215	
23 Missouri	309		27,516				5,320		320		125,831	
24 Tennessee	115		4,917				5,250		11		3,868	
25 Kentucky	131		1,059		20			3,600	18		18,308	
26 Ohio		405		2,180	1		966		179		67,107	
27 Indiana	9		2,165						60		36,039	
28 Illinois		61		826					399		159,996	
29 Michigan	222		1,875		\$1				74		\$46,070	
30 Wisconsin	166			2,709					396		57,952	
31 Iowa		20		658					145		61,930	
32 Minnesota	35		4,991						309		32,438	
33 Nebraska	601		13,760						10		45,149	
34 Kansas	1,352		34,852						\$3		23,745	
35 Nevada	71		7,683									
36 California	1,116		37,990		600		30,000		46			26,429
37 Oregon	251		5,645		\$10							
38 Washington Ter.		69		8,102	\$1				107		5,330	
39 Idaho Ter.	128		4,230									
40 Montana Ter.	19		9,366									
41 Dakota Ter.	302		6,053									
42 Wyoming Ter.	20		364									
43 Utah Ter.	65			2,241					81		5,120	
44 Colorado Ter.	177		3,611						34		4,890	
45 New Mexico Ter.	240		10,400									
46 Arizona Ter.	498		17,080									
Total	8,780	1,777	416,039	21,149	2,664	1,057	79,289	39,930	4,337	60	1,421,827	89,360
	1,777		21,149		1,057		39,930		60		89,360	
	7,003		394,890		1,607		39,359		4,277		1,332,467	

* Close of the first year of the new contract-term.

† Route from Rutland, Vt., to Bennington, transferred to New York section.
Erie, Pa., to Cleveland, Ohio, transferred to New York section.
Toledo to Cleveland, transferred to New York section.
Toledo, Ohio, to Chicago, Ill., transferred to New York section.
Toledo, Ohio, to Elkhart, Ind., transferred to Ohio section.

transportation and cost during the year ended June 30, 1874.

ANNUAL TRANSPORTATION—								ANNUAL COST.	
By celerity, certainty, and security.		By steamboat.		By railroad.		Total.		Total.	
Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
77, 637				206, 857		284, 494		\$55, 578	1
7, 340			5, 044	180, 639		182, 935		25, 429	2
970					9, 640		8, 670	28, 060	3
	160, 803		20	163, 746		2, 923		81, 792	4
	8, 606		99, 840		9, 732		118, 178	5, 023	5
	5, 110			290, 818		285, 708		15, 315	6
261, 737		22, 830	23, 573	1, 467, 876		1, 706, 040		496, 072	7
5, 202		4, 542		572, 801		600, 823		20, 621	8
608				1, 436, 109		1, 641, 259		36, 980	9
	1, 716						1, 716	407	10
	36, 114	52, 208			68, 646		52, 552	\$9, 332	11
67, 444				31, 824		99, 268		7, 763	12
125, 464		3, 744			31, 077	98, 131		19, 864	13
36, 048		18, 200		18, 357		72, 605		4, 412	14
1, 938				19, 698		21, 636		4, 720	15
63, 596					114, 213		50, 617	24, 179	16
30, 736		178, 320				209, 056		38, 696	17
101, 520		64, 272		143, 885		309, 677		45, 556	18
37, 496		2, 392		300, 790		340, 678		28, 810	19
86, 471		45, 240				131, 711		17, 649	20
103, 307		12, 480		125, 664		241, 451		47, 890	21
179, 168		18, 720		80, 415		278, 303		39, 315	22
68, 271			87, 360	55, 077		35, 988		158, 667	23
53, 722		34, 320		134, 601		232, 643		14, 035	24
55, 584		43, 240		13, 191		25, 535		15, 767	25
	66, 660	702			||373, 856	439, 814		65, 893	26
	55, 520			87, 757		32, 237		38, 204	27
	35, 245			828, 089		792, 844		159, 170	28
	29, 330	833			500, 866	529, 363		44, 195	29
	51, 916			450, 920		399, 004		55, 243	30
6, 612				85, 217		91, 829		62, 588	31
18, 386				51, 338		69, 724		37, 429	32
146, 172				760, 571		906, 743		62, 909	33
242, 400				2, 421		244, 821		58, 597	34
44, 524						44, 524		7, 683	35
219, 798			72, 000	70, 517		218, 315		18, 439	36
27, 320		3, 120				30, 440		5, 645	37
	43, 036	104		66, 518		23, 586		2, 772	38
15, 294						15, 294		4, 230	39
6, 240						6, 240		9, 366	40
66, 513						66, 513		6, 053	41
2, 080						2, 080		364	42
	8, 820			58, 765		49, 945		2, 879	43
14, 312				42, 669		56, 981		8, 501	44
24, 960						24, 960		10, 400	45
51, 792						51, 792		17, 080	46
2, 250, 662	502, 876	462, 017	331, 077	7, 947, 130	1, 108, 030	9, 918, 736	1, 200, 910	1, 840, 174	73, 458
502, 876		331, 077		1, 108, 030		1, 200, 910		73, 458	
1, 747, 786		130, 940		6, 839, 100		8, 717, 826		1, 766, 716	

† Route from Newport, R. I., to New York, N. Y., abandoned by carriers; re-advertised; service to commence July 1, 1874.

§ Corrected distance.

JOHN L. ROUTT,
Second Assistant Postmaster-General.

E.—Table showing the weight of the mails, the speed with which they are conveyed, the accom-
on railroad routes in the United States and Territories, the returns having been obtained

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture complete; m. c., mail
line; t. l., triple line; q. l., quadruple line; r. a., route-agent; w. t., way trains. A number followed
column refer to the order of the routes in this table.]

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
1	N. Y.	1001	1201	New York, Dunkirk	Erie	Miles. 460	33
2	Mass.	605	605	Boston, Springfield	Boston and Albany	101	30
3	N. Y.	1079	1217	Albany, Buffalo	New York Cent'l & Hudson River	298	30
4	N. Y.	1002	1211	New York, Troy	do	150	30
5	N. J.	2103	.....	New York, New Brunswick	Pennsylvania	36	30
6	Mass.	605	605	Boston, Albany	Boston and Albany	203	30
7	N. J.	2104	.....	New Brunswick, Philadel- phia.	Pennsylvania	54	30
8	N. Y.	1039	1241	Buffalo, Chicago	Lake Shore & Michigan Southern	542	28
9	Pa.	2401	.....	Philadelphia, Pittsburgh	Pennsylvania	353.6	29
10	Md.	3501	.....	Baltimore, Philadelphia	Philadelphia, Wilmington and Baltimore.	100	33
11	N. Y.	1038	1208	Buffalo, Hornellsville	Erie	91	33
12	Ohio	9016	.....	Columbus, Xenia	Columbus and Xenia	55	25
13	Mass.	605	605	Springfield, Albany	Boston and Albany	102	30
14	N. Y.	1035	1207	Attica, Corning	Erie	111	30
15	Pa.	2476	.....	Allentown, Harrisburgh	Philadelphia and Reading	90	25½
16	Pa.	2479	.....	Easton, Allentown	Lehigh Valley	16.58	25
17	Md.	3502	.....	Baltimore, Sunbury	Northern Central	140	23
18	Md.	3504	.....	Washington, Wheeling	Baltimore and Ohio	353	26
19	Nebr.	14401	34001	Omaha, Ogden	Union Pacific	1,032.2	25
20	Ohio	9036	.....	Columbus, Pittsburgh	Pittsburgh, Cincinnati & St. Louis	160	30
21	Cal.	14701	46001	San Francisco, Ogden	Central Pacific	877½	20
22	N. Y.	1282	1218	Rochester, Niagara Falls	New York Cent'l & Hudson River	76	30
23	Ohio	9022	.....	Toledo, Quincy	Toledo, Wabash and Western	476	24
24	Ill.	11405	23007	Chicago, Burlington	Chicago, Burlington and Quincy ..	207.70	24

modations for mails and agents, the trips per week, and the rates of pay per mile per annum, with a view to the re-adjustment of the pay in accordance with the act of March 3, 1873.

catchers; r. p. o., railway post-office; apt., apartment; b. c., baggage-car; s. l., single line; d. l., double by an asterisk (*) shows the equivalent in round trips. The figures in parentheses in the "Remarks"

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
1248441	532, 846	1781287	1175109	39, 170	r. p. o., 50 by 9.6, f. f. c., d. l.; r. a. apts., 42 by 11, 26 by 11, 16 by 11, f. f. c., s. l., 66 m.	208*	\$375 00	.....	1
.....	.....	.....	1123264	37, 442	r. p. o., (average,) 30.5 by 8.8, f. f., q. l.	2	375 00	.....	2
930, 509	325, 221	1255730	971, 381	32, 378	r. p. o., 48 by 9, f. f. c., d. l. to Rochester, 229 m., s. l. residue, 69 m.	34	375 00	.....	3
846, 693	231, 621	1078314	959, 801	31, 992	r. p. o., 48 by 9, f. f. c., d. l. . .	54	375 00	.....	4
547, 203	324, 321	871, 524	839, 925	27, 997	r. p. o., 50 by 9, f. f., d. l.; r. a. apt., 11 by 8.5, f. f., 2½ l.	65½*	375 00	.....	5
747, 748	582, 633	1330381	820, 974	27, 385	r. p. o., (average,) 30.5 by 8.8, f. f., q. l. to Springfield, 101 m.; d. l. residue, 102 m.	19½*	375 00	102 miles at \$300, (13) . .	6
538, 460	324, 692	863, 152	817, 821	27, 260	r. p. o., 50 by 9, f. f., d. l., r. a. apt., 11 by 8.5, f. f., d. l.	83½*	375 00	.....	7
3137614	781, 319	3918933	773, 787	25, 792	r. p. o., 51.6 by 10.9, f. f. c., d. l. 319.7 m., (Buffalo to Elyria, Millbury to Toledo, and Elkhart to Chicago,) with additional r. p. o., 41 by 10.9, f. f. c., s. l. 357.5 m., (Cleveland to Chicago.)	23½*	375 00	Extended from Jan. 1, 1874, 453 miles, covering Ohio routes 9004 and 9021, and Mich. route 12501; weight in Mar., 1874.	8
652, 368	319, 277	971, 645	649, 429	21, 647	r. p. o., 46 by 8.4, f. f. c., s. l.; r. a. apt., 10.9 by 8, f. f. c., s. l.	403*	375 00	.....	9
183, 798	409, 592	593, 390	517, 454	17, 248	r. p. o., 50 by 9, f. f., d. l.; r. a. apt., 24 by 9, f. f., q. l. to Lamokin, 14½ m., d. l. to Wilmington, 13½ m., and s. l. residue, 72 m.	288*	375 00	Main route; branch \$50, (506.)	10
256, 529	344, 891	601, 420	499, 020	16, 634	r. p. o., 42 by 11, 26 by 11, 16 by 11, (average 28 by 11), f. f. c., s. l.	22½	375 00	.....	11
106, 327	74, 391	180, 718	173, 342	5, 845	15.6 by 8.6, f. f., s. l.	24	325 00	.....	12
.....	.....	.....	533, 357	17, 778	r. p. o., (average,) 30.5 by 8, f. f., d. l.	13	300 00	Part; residue \$375, (6)	13
137, 837	231, 660	369, 497	326, 590	10, 886	42 by 11, 26 by 11, 16 by 11, f. f. c., s. l.	19½	300 00	.....	14
227, 967	44, 101	272, 068	227, 623	7, 587	11.6 by 8.8, f. f., s. l.	21*	300 00	.....	15
206, 299	36, 655	242, 954	224, 702	7, 490	32 by 8.6, f. f., 2½ lines . . .	36*	300 00	.....	16
133, 471	107, 041	240, 512	112, 406	3, 746	r. p. o., 40 by 8.6, f. f., s. l.; r. a. apt., 14.6 by 8.6, f. f., s. l.	18	300 00	.....	17
344, 221	187, 627	531, 848	342, 102	11, 403	r. p. o., 52.4 by 8.9, f. f., d. l. to Grafton, 254 m., s. l. res., 99 m.; r. a. apt., 17 by 8.7½, f. f., s. l. between Grafton and Wheeling, 99 m.	18*	285 00	.....	18
283, 362	91, 389	374, 751	328, 897	10, 963	r. p. o., (say) 50 by 9, f. f. c., s. l.	7	275 00	r. p. o., with platforms, &c., 54.5 by 9.9.	19
82, 382	167, 340	249, 722	222, 876	7, 425	15 by 8.6, f. f. and m. c., s. l. .	23	275 00	Main route; branch \$50, (509.)	20
137, 786	220, 120	357, 906	158, 896	5, 296	r. p. o., 48 by 9.5½, f. f. c., s. l.	7	275 00	.....	21
95, 618	54, 310	149, 928	121, 545	4, 051	r. p. o., 48 by 9, f. f. c., s. l. . .	24	250 00	.....	22
294, 191	162, 683	456, 874	231, 032	7, 701	r. p. o., 36 by —, 198 m., 50.5 by —, 278 m., f. f., s. l.	12	225 00	Main route; branches \$75, \$55, (272, 341.)	23
299, 336	84, 255	383, 591	229, 322	7, 643	r. p. o., (say) 50 by 9, f. f. c., s. l.	20½*	225 00	Main route; branches \$50, (456, 557;) r. p. o., with platforms, 58 by 9; weight in Nov., 1873; company report r. p. o., 55.6 by 9.6, f. f. c., from Mar. 30, 1874.	24

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
25	Va.	4403	.....	Alexandria, Lynchburgh.	Washington City, Virginia Midland & Great Southern, (late Orange, Alexandria & Manassas.)	Miles. 171	21
26	Ill.	11405	23007	Chicago, Burlington.	Chicago, Burlington and Quincy..	207. 70	26½
27	Tenn. { 12001 } { 10002 }	19002		Bristol, Chattanooga.	East Tennessee, Virginia & Georgia	242. 7	18½
28	Va.	4414	.....	Lynchburgh, Bristol.	Atlantic, Mississippi and Ohio ...	205	19
29	Ohio.	9046	.....	Cleveland, Cincinnati.	Cleveland, Columbus, Cincinnati and Indianapolis.	245. 25	28
30	Ohio.	9031	.....	Cincinnati, Xenia.	Little Miami.	65. 96	25
31	Ohio.	9031	.....	Cincinnati, Springfield.	do.	84. 96	25
32	Ill.	11404	23015	Chicago, Davenport.	Chicago, Rock Island and Pacific	183	23½
33	Mass.	601	601	Boston, Portsmouth.	Eastern.	56½	24
34	Ill.	11403	23003	Chicago, Clinton.	Chicago and Northwestern.	139	24
35	Ill.	11403	23003	Chicago, Council Bluffs.	do.	490	24
36	Ill.	11403	23003	Clinton, Council Bluffs.	do.	351	24
37	Va.	4401	.....	Washington, Richmond.	Richmond, Fredericksburgh and Potomac.	131	30
38	Tenn.	10004	19004	Stevenson, Chattanooga.	Nashville, Chattanooga and Saint Louis, (late Nashville and Chattanooga.)	39	25
39	Minn.	13513	26013	Saint Paul, Winona.	Chicago, Milwaukee & St. Paul, (late Milwaukee & St. Paul.)	103. 84	25
40	Iowa.	11003	27005	Burlington, East Plattsmouth	Burlington and Missouri River...	279. 14	21½
41	Ill.	11406	23017	Chicago, East Saint Louis.	Chicago and Alton.	283	30
42	Ohio.	9017	.....	Columbus, Indianapolis.	Columbus, Chicago and Indiana Central.	188	25
43	Ohio.	9018	.....	Galion, Indianapolis.	Cleveland, Columbus, Cincinnati and Indianapolis.	204	28
44	La.	8002	.....	New Orleans, Canton.	New Orleans, Jackson, and Great Northern.	206	19
45	Miss.	7001	.....	Canton, Jackson.	Southern Railroad Association...	237	19
46	Mass.	608	602	Boston, Providence.	Boston and Providence.	44	26
47	Vt.	482	406	Rutland, Burlington.	Central Vermont, (late Rutland and Burlington.)	67½	23½
48	Vt.	482	406	Bellows Falls, Burlington.	do.	119½	23½
49	Me.	114	124	Portland, Portsmouth.	Eastern, (late Portland, Saco & Portsmouth.)	52	24
50	W. V.	4102	.....	Grafton, Parkersburgh.	Baltimore and Ohio.	104	26
51	Mo.	10505	28005	Quincy, Saint Joseph.	Hannibal and Saint Joseph.	203½	22
52	Mass.	604	604	Boston, Fitchburgh.	Fitchburgh.	52	30
53	Mo.	10504	28004	Saint Louis, Moberly.	Saint Louis, Kansas City and Northern, (late North Missouri.)	146½	22
54	Ill.	11921	23035	Chicago, Milwaukee.	Chicago, Milwaukee and Saint Paul, (late Milwaukee and Saint Paul.)	88. 85	26
55	Ky.	9608	20005	Louisville, Nashville.	Louisville and Nashville.	186. 6	20
56	Mich.	12506	24005	Detroit, Chicago.	Michigan Central.	285. 25	27

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
186,830	62,243	249,073	211,786	7,059	r. p. o., 42.3 by —, f. f. c., s. l.	13	\$225 00	Main route; branch \$50, (624.)	25
264,714	86,234	350,948	207,509	6,916	r. p. o., (say) 50 by 9, f. f. c., s. l.	20½*	225 00	Main route; branches \$50, (456, 557,) r. p. o., with platforms, 58.6 by 9; in Oct., 1873.	26
163,010	65,229	228,239	196,454	6,548	r. p. o., 40.6 by 9.6, f. f., s. l.	14	225 00	Main route; branch \$100, (157.)	27
158,399	59,894	218,293	189,982	6,332	r. p. o., 40.5 by 9, f. f. c., s. l.	14	225 00		28
240,107	115,267	355,374	178,916	5,964	r. p. o., 39.2 by 9.2, f. f. c., s. l.	12	225 00		29
			175,706	5,856	15.6 by 8.6, f. f., s. l.	24	225 00		30
82,592	117,901	200,493	133,097	4,503	do	24	225 00	19 miles at \$100, (30)	31
258,644	37,531	296,175	278,830	9,293	r. p. o., (say) 40 by 10, s. l. to Geneseo, 159 m., d. l. res., 24 m.	12	200 00	r. p. o., with platforms, 46.6 by 10.	32
194,990	116,293	311,283	260,091	8,669	r. p. o., 40 by 8.9, f. f., d. l.; r. a. apt., 22 by 9, f. f., ½ l.	30½*	200 00		33
204,592	47,304	251,896	233,811	7,793	r. p. o., (say) 50 by 10, f. f., s. l.	19½*	200 00	Part; res. \$200, (36,) r. p. o., with platforms, 56 by 10.	34
			203,150	6,771	do	18½*	200 00	r. p. o., with platforms, 56 by 10.	35
178,627	68,348	246,975	191,076	6,369	do	18	200 00	Part; res. \$200, (34,) r. p. o., with platforms, 56 by 10.	36
141,489	51,791	193,280	185,399	6,180	r. p. o., 43 by —, f. f. c., d. l.	13	200 00		37
			131,416	4,320	r. p. o., 23 by 9.10, f. f. c., s. l.; r. a. apt., 12.6 by 8.9, f. f., s. l.	12½*	200 00	Part; res. \$150, (91,) branch \$40, (655.)	38
39,778	96,956	136,734	117,724	3,925	r. p. o., (say) 40 by 10.3, f. f. c., s. l.	12	200 00	r. p. o., with platforms, 46 by 10.3.	39
124,184	48,712	172,896	113,081	3,769	r. p. o., 42 by 8.6, f. f. c., s. l.	12	200 00	In Nov., 1873; company report r. p. o. 50 by 9, f. f. c., from Apr. 6, 1874.	40
123,919	96,101	225,020	105,571	3,519	r. p. o., 32 by 10, f. f. c., and m. c.; s. l.; r. a. apt., 24 by 10, f. f. c., s. l. 28.8 m.	18½*	200 00	In May, 1874; 45 feet r. p. o. to be furnished.	41
75,178	49,433	124,611	88,968	2,965	12 by 9, f. f., s. l.	20	200 00		42
116,318	42,981	159,299	75,575	2,519	r. p. o., 39.2 by 9.2, f. f. c., s. l.	12	200 00		43
41,082	63,772	104,854	67,607	2,253	r. p. o., 46 by 9.10, f. f., s. l.	13	200 00		44
34,703	70,545	105,248	64,509	2,150	do	13	200 00		45
38,099	23,840	61,939	31,792	1,059	No apt.; no r. a.	20½*	200 00		46
			118,611	3,953	25 by 9.3, f. f., s. l.	15*	181 81	Part; residue \$100, (144.)	47
91,697	65,136	156,833	98,341	3,277	do	15*	180 81	52 miles at \$100, (144.)	48
93,322	150,866	244,188	230,825	7,683	r. p. o., 40 by 8.9, f. f., d. l.; r. a. apt., 22 by 9, f. f., ½ l.	24	175 72		49
197,271	99,001	296,272	272,900	9,096	r. p. o., 52.4 by 8.9, f. f., d. l.	14	175 00	In August, 1874.	50
172,318	82,676	254,994	180,623	6,020	r. p. o., 40 by 9.10, s. l.	13	175 00	Main route; branch \$175, (65.)	51
119,486	86,671	206,157	173,694	5,789	r. p. o., 25 by 8, 15 by 7, 12 by 7, 12 by 6.9, 11 by 6.6, (average, 15 by 7,) f. f., s. l.	18	175 00		52
			150,807	5,026	24 by 7.6, f. f., s. l., 2 agents 58 m.	19½*	175 00	Part; residue \$175, (64)	53
103,810	31,407	135,217	136,737	4,558	No r. a.	18	175 00		54
148,330	57,314	205,644	137,573	4,252	r. p. o., 31.8 by 9.3, f. f., s. l.; apt. in b. c., 14.10 by 7.6, in charge of baggage-master.	34½*	175 00		55
130,946	119,425	250,371	119,175	3,972	r. p. o., (say) 45 by 10.6, s. l.	33½*	175 00	r. p. o., with platforms, 51.8 by 10.6.	56

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
57	Mo ...	10504	28004	Saint Louis, Kansas City...	Saint Louis, Kansas City and Northern, (late North Missouri.)	Miles. 271.75	22
58	Vt	461	403	Windsor, Burlington.....	Central Vermont, (late Vermont Central.)	119	24
59	Ohio ...	9030	.....	Cincinnati, Hamilton	Cincinnati, Hamilton and Dayton	26.53	30
60	Iowa ...	11003	27005	Burlington, East Plattsmouth	Burlington and Missouri River ..	279.14	22½
61	Wis ...	13001	25009	Chicago, Green Bay.....	Chicago and Northwestern	245	24
62	Ill	11401	23004	Chicago, Milwaukee	do	87	24
63	Vt	412	401	Burlington, Rouse's Point...	Central Vermont, (late Vermont Central & Vermont & Canada.)	55.50	22
64	Mo ...	10504	28004	Moberly, Kansas City	St. Louis, Kansas City and Northern, (late North Missouri.)	125½	22
65	Mo ...	10505	28005	Palmyra, Hannibal	Hannibal and Saint Joseph	15	22
66	Ala ...	6612	.....	Mobile, Montgomery.....	Mobile and Montgomery.....	179	17.3
67	Ill	11417	23010	Galesburg, Quincy	Chicago, Burlington and Quincy	100	22
68	Ind ...	12003	22003	Indianapolis, Cincinnati ...	Indianapolis, Cincinnati and La Fayette.	113½	28
69	Ind ...	12028	22028	La Fayette, Kankakee.....	Cincinnati, La Fayette & Chicago	57.35	25
70	Ind ...	12005	22005	Indianapolis, La Fayette ...	Indianapolis, Cincinnati and La Fayette	65½	28
71	Iowa ...	11005	27014	Davenport, Missouri River	Chicago, Rock Island & Pacific	318	20
72	N. H. ...	251	251	Concord, Nashua.....	Concord	36	30
73	Mass ...	702	648	Springfield, South Vernon Junction.	Connecticut River	50	25
74	Ky ...	9607a	20004	Covington, Louisville	Louisville, Cincinnati and Lexington.	108½	25
75	Mass ...	603	603	Boston, Nashua	Boston and Lowell and Nashua and Lowell.	42	25
76	Wis ...	13005	25002	Milwaukee, La Crosse	Chicago, Milwaukee and Saint Paul, (late Milwaukee and Saint Paul.)	198	25
77	Kans ...	14001	33001	Kansas City, Cheyenne ...	Kansas Pacific.....	745	20
78	Ill	11402	23002	Chicago, Freeport	Chicago and Northwestern	121	24
79	Mo ...	10512	28011	Sedalia, Denison	Missouri, Kansas and Texas.....	447	21
80	Conn ...	936	904	New Haven, New London ...	New York, New Haven and Hartford.	50	27
81	Pa ...	2422	.....	Sunbury, Williamsport.....	Pennsylvania.....	39.8	23
82	Mass...	602	602	Boston, South Berwick Junction.	Boston and Maine.....	75	30
83	Ala ...	6605	.....	Memphis, Stevenson	Memphis and Charleston	271.50	20
84	Tenn ...	10004	19004	Nashville, Chattanooga	Nashville, Chattanooga & Saint Louis, (late Nashville and Chattanooga.)	153	25
85	Ill	11426	23023	Decatur, St. Louis	Toledo, Wabash and Western....	112	27
86	Ky ...	9611	20008	Bowling Green, Guthrie ...	Louisville and Nashville, (late Paducah and Gulf.)	51	20
87	Ohio ...	9030	.....	Hamilton, Dayton	Cincinnati, Hamilton and Dayton	33.92	30
88	Ohio ...	9007	.....	Cleveland, Wellsville	Cleveland and Pittsburgh.....	102.36	30
89	{ Mass ...	602	602	{ Boston, Portland.....	Boston and Maine.....	119.18	30
90	{ Mo ...	221	221	{			
	Tenn ...	10010	19010	Memphis, Paris	Louisville and Nashville & Great Southern, (late Louisville and Nashville.)	132.50	20

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
132, 860	55, 863	194, 723	112, 081	3, 736	24 by 7.6, f. f., s. l., 2 agents 58 m.	193*	\$175 00		57
179, 238	153, 488	332, 726	112, 026	3, 734	r. p. o., 24 by 9.7, 25 by 9.7, f. f. c., s. l. 93 m.; r. a. apt., 25 by 9.3, 13.7 by 9.7, f. f., s. l. residue, 26 m.	124*	175 00		58
79, 879	37, 999	117, 878	110, 048	3, 669	12 by 8, f. f., d. l.	43*	175 00	Part; residue \$150, (87.)	59
109, 395	52, 845	162, 240	103, 376	3, 445	r. p. o., 42 by 8.6, f. f. c., s. l.	12	175 00	Main route; branch \$50, (431.) In October, 1873.	60
143, 752	67, 352	211, 104	98, 919	3, 297	r. p. o., (say) 50 by 10, f. f. c., s. l.	14*	175 00	r. p. o., with platforms, 56 by 10.	61
84, 291	40, 579	124, 870	97, 923	3, 263	r. p. o., 42.6 by 10, d. l.	24	175 00		62
150, 690	106, 186	256, 876	96, 163	3, 205	r. p. o., 24 by 9.7, 25 by 9.7, f. f. c., s. l. 24.50 m.; r. a. apt., 25 by 9.3, 13.7 by 9.7, f. f., s. l. residue, 31 m.	14*	175 00		63
			68, 728	2, 290	24 by 7.6, f. f., s. l.	19	175 00	Part; residue \$175, (53.)	64
2, 612	13, 457	16, 069	15, 955	532	b. c.; no r. a.	19	175 00	Branch; main route \$175, (51.)	65
40, 359	38, 770	79, 129	68, 872	2, 296	10.3 by 8.8, f. f., s. l.	7	160 00		66
59, 295	28, 561	87, 856	67, 542	2, 250	r. p. o., (say) 50 by 9, f. f. c., s. l.	18	160 00	r. p. o., with platforms, 58.6 by 9.	67
78, 415	167, 822	246, 237	217, 246	7, 241	r. p. o., 50 by —, f. f. c., s. l.; r. a. apt., 12 by 7.5, f. f., s. l.	19	150 00		68
124, 019	86, 703	210, 722	204, 191	6, 806	r. p. o., 50 by 10, f. f. c., s. l.; r. a. apt., 10 by 8, 8 by 8, f. f., s. l.	13	150 00		69
139, 063	82, 720	221, 783	203, 934	6, 797	r. p. o., 50 by —, f. f. c., s. l.; r. a. apt., 12 by 7.5, f. f., s. l.	19	150 00		70
216, 984	74, 596	290, 580	198, 455	6, 614	r. p. o., (say) 40 by 10, d. l. to Iowa City, 54 m., s. l. residue, 264 m.	12	150 00	r. p. o., with platforms, 46.6 by 10.	71
93, 191	129, 154	222, 345	174, 490	5, 816	r. p. o., 22.3, 12 by 6.11, f. f., s. l.; r. a. apt., 17 by 7, 12 by 6.5, f. f., d. l. 18 m.	33*	150 00		72
103, 436	91, 444	194, 880	164, 988	5, 439	r. p. o., 23.4 by 6.5, 20.9 by 6.5, f. f., d. l.	16*	150 00		73
137, 547	69, 201	206, 748	164, 281	5, 476	10 by 7.3, f. f., s. l.	20	150 00		74
110, 275	73, 594	183, 869	162, 795	5, 426	22 by 9.6, f. f. and m. c., s. l.	18	150 00		75
147, 774	53, 310	201, 084	157, 766	5, 257	r. p. o., (say) 40 by 10.3, s. l.	12	150 00	r. p. o., with platforms, 46 by 10.3.	76
233, 956	135, 611	369, 567	133, 719	4, 457	44 3 by 10.6, f. f., s. l.	9*	150 00	Main route; branch \$85, (205.)	77
108, 895	45, 740	154, 635	129, 309	4, 309	r. p. o., 43.4 by 10, s. l.	12	150 00		78
115, 965	48, 775	164, 740	120, 896	4, 029	r. p. o., 51.2 by 9.10, f. f., s. l.	7	150 00	In June, 1874	79
81, 424	41, 782	123, 206	111, 485	3, 716	12.6 by 6.9, f. f. c. and m. c., s. l. and r. a. in b. c.	28	150 00	do	80
			82, 773	2, 759	r. p. o., 40 by 9.6, 45 by 9.6, f. f. c., s. l.; r. a. apt. 8.10 by 5.7, f. f., d. l.	18	150 00	Part; residue \$100, (161.)	81
			82, 098	2, 736	13 by 6.10, f. f., d. l.	12	150 00	Main route; branch \$50, (452.)	82
37, 906	93, 611	131, 517	78, 868	2, 623	r. p. o., 23 by 9.10, f. f. c., s. l.	14	150 00	Main route; branches \$50, \$30.	83
62, 428	89, 220	151, 648	75, 768	2, 525	12 6 by 8.9, f. f., s. l.	10*	150 00	Main route; branch \$40, (655;) 39 miles at \$200.	84
58, 970	28, 776	87, 746	75, 560	2, 518	12 by —, f. f., s. l.	12	150 00		85
59, 168	16, 892	76, 060	71, 982	2, 399	14.10 by 7.6, f. f., s. l.	19	150 00		86
42, 513	27, 245	69, 758	65, 328	2, 178	12 by 8, f. f., s. l.	28*	150 00	Part; residue \$175, (59.)	87
66, 207	58, 961	125, 168	64, 216	2, 140	13 by 9, f. f., s. l.	15*	150 00		88
112, 485	85, 061	197, 546	61, 216	2, 040	13 by 6.10, f. f., d. l.	12	150 00	(Pay fixed only on the 75 miles next to Boston.)	89
33, 964	64, 553	98, 517	56, 787	1, 892	13.6 by 7.6, f. f., s. l.	13	150 00		90

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
91	Tenn.	10004	19004	Nashville, Stevenson.....	Nashville, Chattanooga and Saint Louis, (late Nashville and Chattanooga.)	114	25
92	Ind...	12007	22007	New Albany, Indianapolis..	Jeffersonville, Madison and Indianapolis.	114	27
93	Wis...	13004	25001	Milwaukee, North McGregor	Chicago, Milwaukee and Saint Paul, (late Milwaukee & Saint Paul.)	197.20	25
94	Ind...	12004	22004	Indianapolis, Kokomo.....	Indianapolis, Peru and Chicago..	54	20
95	La.....	8001	.....	New Orleans, Brashear City	Morgan's Louisiana and Texas...	83	21
96	Ind...	12004	22004	Indianapolis, Peru.....	Indianapolis, Peru and Chicago..	78	20
97	Mass...	677	641	Taunton, Mansfield Junction	New Bedford, (late Taunton Branch.)	12	33
98	Minn.	13504	26009	Minneapolis, North McGregor.	Chicago, Milwaukee and Saint Paul, (late Milwaukee and Saint Paul.)	215.70	25
99	Cal...	14707	46006	Sacramento, San Francisco..	California Pacific	83	20
100	Ind...	12009	22009	Richmond, Chicago	Pittsburgh, Cincinnati and Saint Louis.	225½	20
101	Vt.....	487	407	Brattleborough, Bellows Falls.	Central Vermont, (late Vermont Valley.)	24	25
102	Vt.....	481	405	Bellows Falls, Windsor.....	Central Vermont, (late Sullivan).	25	23
103	N. H....	254	253	Concord, White River Junction.	Northern	69	27
104	Mo...	10506	23006	Kansas City, Council Bluffs	Kansas City, Saint Joseph and Council Bluffs.	203	21
105	Mo...	10510	23010	Kansas City, Cameron.....	Hannibal and Saint Joseph	54	22
106	Me.....	9	2	Portland, Bangor	Maine Central	128.25	24
107	Me...	131	9	Bangor, New Brunswick....	Consolidated European and North American.	118½	24
108	N. Y....	1037	1213	Syracuse, Rochester	New York Central and Hudson River.	104	30
109	Mass...	609	609	Boston, Plymouth.....	Old Colony and Newport	38	30
110	Ohio...	9027	.....	Dayton, Toledo	Dayton and Michigan	142.96	30
111	Me...	116	6	Portland, South Paris.....	Grand Trunk	48	21
112	R. I....	802	802	Providence, New London...	Stonington and Providence	63½	25
113	Va.....	4407	.....	Richmond, Greensborough	Richmond and Danville	190½	18
114	N. C....	5004	.....	Charlotte, Greensborough..	do	93	18
115	Pa.....	2402	.....	Philadelphia, Pottsville.....	Philadelphia and Reading.....	92.5	22½
116	N. Y....	1017	1259	Troy, North Adams	Troy and Boston	50	25
117	Ohio...	9015	.....	Columbus, Delaware.....	Cleveland, Columbus, Cincinnati and Indianapolis.	24.75	25
118	S. C....	5606	.....	Charleston, Savannah.....	Savannah and Charleston	104	17
119	Ga.....	6003	.....	Atlanta, West Point.....	Atlanta and West Point.....	86½	20
120	Ala....	6001	.....	Montgomery, West Point...	Western, of Alabama	88.50	15
121	Ohio...	9003	.....	Rochester, Bellaire	Cleveland and Pittsburgh.....	68½	30
122	Ga.....	6004	.....	Millen, Augusta	Central Railroad and Banking Co.	53½	17.5
123	S. C....	5605	.....	Kingsville, Augusta	South Carolina.....	119	18
124	N. Y....	1017	1259	Hoosac Junction, State Line.	Troy and Boston	5½	25
125	Mass...	639	645	Fitchburgh, Bellows Falls...	Cheshire and Ashuelot.....	64	27
126	N. Y....	1023	1258	Rouse's Point, Canada Line.	Champlain and Saint Lawrence ..	24	23
127	Ill.....	11407	23020	Chicago, Cairo	Illinois Central	365	22
128	N. Y....	1026	1227	Rome, Ogdensburgh	Rome, Watertown and Ogdensburgh.	142	30
129	N. Y....	1026	1227	De Kalb Junction, Potsdam Junction.	do	25	30
130	N. Y....	1338a	1250	Fredonia, Dunkirk.....	Dunkirk and Fredonia	3½	6
131	Me...	115	5	Portland, Augusta	Maine Central, (late Portland and Kennebeck.)	64	24

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
.....	.....	.....	56, 170	1, 872	12.6 by 8.9, f. f., s. l.	9*	\$150 00	Part; residue \$200, (38,) branch \$40, (655.)	91
25, 950	42, 583	68, 533	50, 142	1, 671	13 by 7.4, f. f., s. l.	18	150 00	.....	92
61, 352	33, 718	95, 070	46, 255	1, 541	23 by 10, f. f., s. l.	12	150 00	.....	93
.....	.....	.....	33, 965	1, 132	12 by 8, f. f., s. l.	18	150 00	Part; residue \$75, (252.)	94
20, 062	14, 701	34, 763	31, 214	1, 040	14.7 by 6.5, f. f., s. l.	6	150 00	.....	95
20, 810	23, 088	43, 898	29, 607	986	12 by 8, f. f., s. l.	18	150 00	24 miles at \$75.	96
13, 163	15, 716	28, 879	28, 090	936	No apt.; no r. a.	36½	150 00	.....	97
44, 300	43, 617	87, 917	25, 647	854	27 by 10.3, f. f., s. l.	6½*	150 00	.....	98
17, 736	18, 224	35, 960	24, 870	829	10 by 8.10, f. f., s. l.	7	150 00	Main route; branch \$75, (284.)	99
20, 258	21, 533	41, 791	15, 873	529	12 by 8.6, f. f., s. l.	6	150 00	.....	100
77, 385	69, 264	146, 650	144, 256	4, 808	22.6 by 9.3, f. f., d. l.	12	140 00	.....	101
83, 554	68, 708	152, 262	143, 164	4, 772	22.6 by 9.3, f. f., d. l.	12	140 00	.....	102
78, 892	56, 593	135, 485	117, 906	3, 930	r. p. o., 22.3½ by 6.11, f. f., s. l.	18	140 00	Main route; branch \$50, (522.)	103
55, 000	37, 849	92, 849	46, 832	1, 561	r. p. o., 24.10½ by 9.1½, 22.9 by 8.8, f. f. c., s. l.	12	140 00	Main route; branch \$50, (413.)	104
120, 340	54, 113	174, 453	168, 537	5, 618	r. p. o., 40 by 9.10, s. l.	13	125 00	.....	105
120, 275	73, 647	193, 922	108, 767	3, 635	16 by —, f. f., s. l. to Water-ville, 55 m.; r. p. o., 42 by 9, f. f., d. l. res., 55 m.	9*	125 00	.....	106
74, 203	46, 804	121, 007	103, 763	3, 458	18 by 7, f. f., s. l.	9*	125 00	.....	107
76, 301	72, 139	148, 440	65, 018	2, 167	14.6 by 8.6, f. f. c., & b. c., s. l.	21½	125 00	.....	108
108, 836	71, 322	180, 158	60, 983	2, 032	12.6 by 9, f. f. & m. c., d. l. 11.23 m.; no r. a. res.	23½*	125 00	.....	109
58, 832	38, 208	97, 040	59, 032	1, 967	12 by 8, f. f., s. l.	18	125 00	.....	110
.....	.....	.....	115, 131	1, 918	23 by 8, f. f., s. l.	12	125 00	Part; residue \$100, (149,) 60 days, in October, 1873, and February, 1874.	111
25, 707	49, 587	75, 294	56, 997	1, 899	11 by 6, f. f., s. l.	22½*	125 00	.....	112
55, 658	18, 955	74, 613	51, 772	1, 725	18.4 by 8.6, f. f., s. l.	16*	125 00	.....	113
.....	.....	.....	45, 590	1, 519	21 by 8, f. f., s. l.	14	125 00	Part; residue \$82.11, (213.)	114
55, 708	38, 131	93, 839	45, 076	1, 592	15 by 8.8, 11.6 by 8.8, f. f., s. l.	14½*	125 00	.....	115
52, 249	33, 242	85, 491	42, 616	1, 420	15.2 by 6.8, f. f., s. l.	20½*	125 00	Main route; branch \$125, (124.)	116
29, 015	16, 097	45, 112	42, 256	1, 408	b. c.; no r. a.	12	125 00	.....	117
30, 371	12, 575	42, 946	26, 896	1, 229	8 by 6, f. f., s. l.	13	125 00	In April, 1874.	118
28, 312	11, 753	40, 065	34, 264	1, 142	18.6 by 8.9, fixtures, s. l.	7	125 00	.....	119
17, 318	29, 617	46, 935	33, 751	1, 125	18.4 by 8.8, f. f., s. l.	7	125 00	.....	120
35, 893	30, 486	66, 379	29, 528	984	13 by 9, f. f., s. l.	18	125 00	.....	121
8, 830	10, 775	19, 605	17, 492	583	8.2 by 7, f. f., s. l.	14	125 00	.....	122
13, 346	10, 417	23, 763	8, 220	274	16.2 by 8.2, f. f., d. l.	13	125 00	Main route; branches \$75, (265,) \$60, (322,) \$50, (576.)	123
4, 941	1, 586	6, 527	5, 979	199	No r. a.	6	125 00	Branch; main route \$125, (116.)	124
56, 321	38, 876	95, 197	81, 643	2, 721	24 by 8.8, fixtures, s. l.	18	117 18	.....	125
967	430	1, 397	1, 397	47	b. c.; no r. a.	6	116 66	.....	126
149, 027	150, 150	299, 177	88, 231	2, 940	r. p. o., 50 by 10, 26.8 by 9, f. f., d. l. to Kankakee, 55 m., s. l. res., 3.10 m.	f, 12	115 35	.....	127
70, 002	40, 463	110, 470	52, 826	1, 760	23 by 9, 23.6 by 7, fixtures, s. l.	15	115 00	Main route; branch \$115, (129.)	128
11, 571	7, 811	19, 382	10, 907	363	No r. a.	12	115 00	Branch; main route \$115, (128.)	129
3, 322	4, 346	7, 668	7, 668	255	No apt.; street car	27*	114 28	.....	130
110, 427	74, 911	185, 338	122, 629	4, 087	r. p. o., 42 by 9, f. f. c., s. l.; r. a. apt., 16 by —, f. f. c., s. l.	12	113 35	Main route; branch \$113.35, (132.)	131

E.—Table showing the weight of mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
132	Me	115	5	Brunswick, Bath.....	Maine Central, (late Portland and Kennebeck.)	9	22
133	Ala	6613		Mobile, New Orleans.....	New Orleans, Mobile, and Texas.	140	40
134	Ohio	9029		Hamilton, Richmond.....	Cincinnati, Hamilton and Dayton	45.1	30
135	Me	221	221	Salmon Falls, Portland.....	Boston and Maine.....	44.18	30
136	Ga	6009		Savannah, Macon.....	Central Railroad and Banking Co	192½	21
137	Del	3401		Wilmington, Delmar.....	Philadelphia, Wilmington and Baltimore.	96.92	22
138	N. J.	2105		Philadelphia, New York.....	Pennsylvania.....	93	30
139	N. J.	2105		Bordentown, Trenton.....	do.....	6	30
140	Mass	690	744	Miller's Falls, Brattleborough	Central Vermont, (late Vermont and Massachusetts.)	21	21
141	Vt	452	402	White River Junction, Derby Line.	Connecticut and Passumpsic Rivers and Massawippi Valley, (late Connecticut & Passumpsic Rivers.)	114.17	25
142	Mass	690	646	Fitchburgh, Hoosac Tunnel	Vermont and Massachusetts.....	87	21
143	Mich	12502	24001	Toledo, Detroit.....	Lake Shore & Michigan Southern	64.75	22
144	Vt	482	405	Bellows Falls, Rutland.....	Central Vermont, (late Rutland and Burlington.)	52	22½
145	Tenn	10009	19009	Guthrie, Paris.....	Memphis, Clarksville and Louisville.	82½	25
146	Mass	663	637	Middleborough, Hyannis.....	Cape Cod.....	47	30
147	Mass	627	622	Lawrence, Manchester.....	Manchester and Lawrence.....	28	25
148	Me	116	6	Portland, Canada Line.....	Grand Trunk.....	165	21
149	Me	116	6	South Paris, Canada Line.....	do.....	117	21
150	N. H.	253	252	Concord, Wells River.....	Boston, Concord and Montreal...	93	25
151	Ill	11418	23021	Dubuque, Centralia.....	Illinois Central.....	344	22
152	Conn	926	902	New London, Willimantic.....	Central Vermont, (late Vermont Central.)	30	22
153	Md	3514		Baltimore, Washington.....	Baltimore and Potomac.....	426	25
154	Vt	1582	525	Ticonderoga, Leicester Junction.	Central Vermont, (late Vermont Central and Vermont and Canada.)	14½	19
155	Ala	6604		Montgomery, Calera.....	South and North Alabama.....	63.8	20
156	Pa	2422		Sanbury, Erie.....	Pennsylvania.....	287.6	23
157	Tenn	10002	19002	Cleveland, Dalton.....	East Tennessee, Virginia and Georgia.	28½	14½
158	N. J.	2110		Philadelphia, Bridgeton.....	West Jersey.....	38.40	25
159	Ill	11416	23018	Bloomington, Godfrey.....	Chicago and Alton.....	152	24
160	Pa	2404		Philadelphia, Bethlehem.....	North Pennsylvania.....	54.6	30
161	Pa	2422		Williamsport, Erie.....	Pennsylvania.....	247.8	23
162	Mass	670	638	Yarmouthport, Wellfleet.....	Cape Cod.....	31	30
163	Iowa	11007	27021	Dubuque, Sioux City.....	Illinois Central.....	327.12	22
164	Mass	683	643	Worcester, Nashua.....	Worcester and Nashua.....	46.25	21½
165	Mich	12507	24006	Detroit, Grand Haven.....	Detroit and Milwaukee.....	190	21
166	Pa	2410		Allentown, Waverly.....	Lehigh Valley.....	189.5	25
167	Mo	10502	28002	Saint Louis, Columbus.....	Saint Louis and Iron Mountain and Cairo and Fulton.	197	21
168	Miss	7003		Vicksburgh, Jackson.....	Vicksburgh and Meridian.....	45.5	16
169	Ill	11422	23030	East Saint Louis, Du Quoin.	Saint Louis, Alton and Terre-Haute.	71.80	23½

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
20,668	11,725	32,393	32,393	1,079	12 by —, t. l.	18	\$113 35	Branch; main route \$113.35, (131.)	132
22,796	30,348	53,144	48,006	1,600	17 by 7, f. f., s. l.; (space in through mail-car 18 by 5.)	14	110 00	.....	133
33,951	11,494	45,445	40,910	1,363	12 by 8, f. f., s. l.	12	110 00	.....	134
21,721	17,287	39,008	30,523	1,017	13 by 6.10, f. f., d. l.	12	110 00	.....	135
23,754	25,903	49,657	18,135	604	8.2 by 7, f. f., s. l.	14	110 00	.....	136
41,269	22,209	63,478	33,009	1,100	24 by 9, f. f., d. l.	12	109 59	.....	137
16,286	12,688	28,974	9,836	327	8 by 6.6, fixtures, s. l.	8 $\frac{3}{4}$ *	103 00	Main route; branch \$103, (139.)	138
1,168	1,791	2,959	2,959	98	do.....	12	103 00	Branch; main route \$103, (138.)	139
99,360	95,384	194,744	111,366	3,712	15 by 7, f. f., d. l.	18	160 00	.....	140
64,114	51,106	115,220	84,294	2,809	r. p. o., 23 by 9, f. f., s. l.	12	100 00	.....	141
95,672	90,111	185,783	80,854	2,684	15 by 7, f. f., d. l., 69 m., s. l., res. 18 m.	16 $\frac{1}{2}$ *	100 00	Main route; branch \$100, (189.)	142
91,859	32,533	124,392	74,327	2,477	13 by 9, f. f., s. l.	6	100 00	.....	143
72,718	2,423	75,141	72,718	2,423	25 by 9.3, f. f., s. l.	15*	100 00	Part; residue \$180.81, (47.)	144
57,277	15,620	72,897	67,139	2,237	13.7 by 7.10, f. f., s. l.	13	100 00	.....	145
56,090	37,246	93,336	66,472	2,215	12.6 by 9, f. f. & m. c., s. l. to Yarmouth Junction, 41.24 m.; no r. a. residue.	12	100 00	.....	146
41,308	31,858	73,166	66,394	2,213	17 by 7, 12 by 6.8, f. f., d. l.	18	100 00	.....	147
94,593	76,417	171,010	106,422	1,773	23 by 8, f. f., s. l.	10 $\frac{3}{4}$ *	100 00	48 miles at \$125; weight for 60 days, in October, 1873, and February, 1874.	148
.....	.....	.....	102,753	1,712	do.....	7 $\frac{3}{4}$ *	100 00	Part; residue \$125, (111.) 60 days, in Oct., 1873, and Feb., 1874.	149
41,512	31,036	72,548	47,051	1,568	17 by 6.8, f. f., s. l.	13 $\frac{3}{4}$ *	100 00	.....	150
81,081	120,685	201,766	46,871	1,562	r. p. o., 28.1 by 9.6, f. f., s. l.	12	100 00	.....	151
.....	.....	.....	45,567	1,518	11.5 by 9.3, f. f., s. l.	18	100 00	Part; residue \$75, (229.)	152
.....	.....	.....	43,233	1,440	14.6 by 8.6, f. f., s. l.	6	100 00	.....	153
21,015	23,126	44,141	42,341	1,411	14 by 9.3, f. f., s. l.	6	100 00	Formerly in New York section.	154
.....	.....	.....	40,563	1,352	14.10 by 7.6, f. f., s. l.	12	100 00	Part, residue \$75, (260.)	155
98,377	68,206	166,583	37,233	1,241	8.10 by 5.7, f. f., d. l. 64.9 m., s. l. 157.3 m., t. l. 65 $\frac{1}{2}$ m., r. p. o. 39.8 m.	18*	100 00	39.8 miles at \$150, (81.)	156
27,075	11,200	38,275	37,165	1,238	22 by 8.4, f. f., s. l.	7	100 00	Branch; main route \$225, (27.)	157
37,916	27,648	65,564	36,191	1,206	10.10 by 6.5, 10.8 by 6.5, f. f., s. l.	12	160 00	.....	158
52,282	50,201	102,483	36,170	1,205	r. p. o., 32 by 10, f. f. c. and m. c., s. l. 11.4 m.; r. a. apt., 24 by 10, f. f. c., s. l. residue, 40.6 m.	12	100 00	In May, 1874.	159
33,595	22,020	55,615	35,892	1,196	10.6 by 6.6, f. f., s. l.	45 $\frac{3}{4}$ *	100 00	Main route; branch \$75, (280.)	160
.....	.....	.....	29,643	1,188	8.10 by 5.7, f. f., d. l. 25.1 miles, s. l., 157.2 m., t. l. 65 $\frac{1}{2}$ miles.	17*	100 00	Part; residue \$150, (81.)	161
26,842	19,833	46,695	35,151	1,172	12.6 by 9, f. f., d. l.	12	100 00	.....	162
62,038	57,126	119,164	34,682	1,156	19.13 by 9.2, f. f., s. l.	12	100 00	.....	163
32,443	25,717	58,160	34,262	1,142	12.4 by 6.6, f. f., s. l.	18	100 00	.....	164
53,753	29,395	83,248	34,079	1,135	18 by 9, fixtures, s. l.	15*	100 00	.....	165
68,871	49,418	118,289	33,011	1,100	22 by 8.6, f. f., d. l. 29 $\frac{1}{2}$ m., d. l. 55 m., s. l., res.	10*	100 00	.....	166
42,928	21,726	64,654	32,620	1,087	19.6 by 9, 14 by 8.10, s. l.	13	100 00	Main route; branches \$50, (374, 613.)	167
.....	.....	.....	32,133	1,071	12.6 by 7.1, f. f., s. l.	6	100 00	Part; residue \$75, (276.)	168
27,794	15,503	43,297	29,493	984	20 by 7.6, f. f., s. l.	14 $\frac{3}{4}$ *	100 00	.....	169

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
170	Ky ...	9606	20002	Covington, Nicholasville....	Kentucky Central	112	23
171	N. Y..	1013	1245	Albany, Binghamton.....	Delaware and Hudson Canal Com- pany.	142	22
172	Ark ...	7501	.....	Memphis, Argenta.....	Memphis and Little Rock	134	15
173	Ohio ...	9606	.....	Cleveland, Leavittsburg.....	Atlantic and Great Western	49.75	26
174	N. Y. ...	1006	1233	New York, Greenport.....	Long Island	100½	22
175	Ky ...	9607	20003	La Grange, Lexington.....	Louisville, Cincinnati and Lex- ington.	67	20
176	Vt....	508	408	Saint Albans, Canada Line..	Central Vermont, (late Vermont and Canada.)	17	25½
177	Va....	4406	.....	Richmond, Hinton.....	Chesapeake and Ohio	272.58	23
178	N. J. ...	2111	.....	Glassborough, Millville.....	West Jersey	22	38
179	Mich.	12508	24007	Detroit, Port Huron	Grand Trunk	64½	27
180	Ohio ...	9006	.....	Cleveland, Sharou	Atlantic and Great Western	81.36	26
181	Cal ...	14702	46002	San Francisco, Salina.....	Southern Pacific.....	118	20
182	Conn.	955	911	Waterbury, Providence.....	Hartford, Providence and Fishkill	129½	22
183	Kans.	14143	33007	Atchison, Sargent.....	Atchison, Topeka and Santa Fé.	470½	20
184	Wis ...	13013	25010	Caledonia, Elroy	Chicago and Northwestern	135.45	24
185	Kans.	14143	33007	Newton, Wichita	Atchison, Topeka and Santa Fé.	26	18
186	Mass	654	634	South Braintree Junction, Newport.	Old Colony and Newport.....	61.75	25
187	Me ...	84	4	Calais, Princeton	Saint Croix and Penobscot	21	20
188	Ohio ...	9031	.....	Xenia, Springfield	Little Miami	19	25
189	Mass ...	690	646	Greenfield, Turner's Falls...	Vermont and Massachusetts	5	21
190	Cal ...	14702	46002	Gilroy, Hollister.....	Southern Pacific.....	14	20
191	Pa....	2476	.....	Philadelphia, Darby	Philadelphia and Darby	5	.....
192	Ind ...	13017	23017	Indianapolis, Peoria	Indianapolis, Bloomington and Western.	212.2	26
193	N. Y. ...	1022	1242	Rouse's Point, Ogdensburg	Central Vermont, (late Ogdens- burgh and Lake Champlain)	119	23.6
194	Tenn	10068	19008	Nashville, Guthrie.....	Saint Louis and Southeastern, Consolidated, (late Edgefield and Kentucky.)	48	22
195	Ill ...	11900	23032	East Saint Louis, Evansville	Saint Louis and Southwestern, Consolidated, (late Saint Louis and Southeastern.)	164½	23
196	Mass ...	607	607	Boston, Southbridge	Boston, Hartford and Erie	70	26½
197	N. Y..	1028	1257	Syracuse, Binghamton.....	Syracuse, Binghamton and New York.	80	25
198	Ill ...	11429	23005	Sterling, Alton Junction....	Rockford, Rock Island and Saint Louis.	270.8	21
199	N. Y. ...	1040	1230	Owego, Ithaca	Delaware, Lackawanna and Western.	35	24
200	N. Y. ...	1005	1260	Stapleton, Tottenville	Staten Island	21	25
201	Conn.	945	910	South Norwalk, Danbury...	Danbury and Norwalk	23½	22
202	Pa....	2442	.....	Pittsburgh, Oil City	Allegheny Valley	132.71	22
203	Ind ...	13012	22012	Evansville, Terre Haute....	Evansville and Crawfordsville...	110	24
204	Ohio ...	9012	.....	Xenia, Dayton	Pittsburgh, Cincinnati and Saint Louis.	17	20
205	Kans.	14001	33001	Leavenworth, Lawrence....	Kansas Pacific	33	20
206	Me ...	204	13	Bath, Rockland	Knox and Lincoln	49	20
207	Mass ...	678	642	Taunton, New Bedford.....	New Bedford, (late New Bedford and Taunton.)	20½	31½
208	Conn..	942	908	Bridgeport, Winsted	Naugatuck	62	22
209	Mich.	12950	24031	Fort Howard, Esconawba...	Chicago and Northwestern	114.6	20
210	Pa....	2425	.....	Oil City, Corry	Oil Creek and Allegheny River and Buffalo, Corry and Pitts- burgh, (late Allegheny Valley.)	44.8	25
211	N. J. ...	2254	.....	New York, Middletown.....	New Jersey Midland	88	25
212	N. C. ...	5004	.....	Charlotte, Goldsborough...	Richmond and Danville.....	223	18
213	N. C. ...	5004	.....	Greensborough, Goldsbor- ough.	do	130	18

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Remarks.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
30,007	20,824	50,891	29,535	984	12 by 8, f. f., d. l. 99 m., s. l. res.	11½*	\$100 00	.....	170
42,563	28,263	70,826	28,135	937	15 by 8, fixtures and m. c., s. l.	18	100 00	.....	171
24,203	9,241	33,444	27,938	931	10.4 by 8.2, 9.4 by 6.4, f. f., s. l.	6	100 00	.....	172
26,482	10,724	37,206	27,780	926	12.6 by 8, f. f., s. l.	15*	100 00	Part; residue \$60, (330.)	173
37,310	20,724	58,034	25,579	852	10 by 8, 10.4 by 8.3, f. f., s. l.	9*	100 00	.....	174
20,757	18,490	39,247	25,510	850	10 by 7.3, f. f., s. l.	12	100 00	.....	175
17,352	7,102	24,454	24,454	815	17 by 9.3, f. f., s. l.	6	100 00	.....	176
45,313	25,359	70,672	24,311	810	20.7 by 6.10, f. f., s. l.	12	100 00	.....	177
15,142	11,513	26,655	22,555	751	8 by 6.4, f. f., s. l.	12	100 00	Speed 22 miles per hour in winter.	178
18,526	6,992	25,518	19,990	666	22 by 7.2, f. f. c., s. l.	12	100 00	.....	179
26,482	14,074	40,556	19,130	637	12.6 by 8, f. f., s. l.	12½*	100 00	31.61 miles at \$60.	180
24,172	11,643	35,815	18,407	613	11 by 9, 11.6 by 9, f. f., s. l.	7	100 00	Main route; branch \$100, (190.)	181
42,598	37,463	80,061	18,366	612	14.2 by 6.6, f. f., s. l.	22½*	100 00	.....	182
41,178	24,747	65,925	17,056	568	14 by 9, 10 by 7, 11 by 7, f. f., s. l.	6	100 00	119 miles at \$50; main route; branch \$100, (185.)	183
22,076	13,416	35,492	17,057	568	42.6 by 10, f. f. c., s. l.	6	100 00	.....	184
9,682	6,813	16,495	12,994	432	14 by 9, 11 by 7, 10 by 7, f. f., s. l.	6	100 00	Branch; main route \$100 and \$50, (183.)	185
16,354	12,285	28,639	8,160	272	b. c.; no r. a.	12	100 00	.....	186
2,041	2,976	5,017	4,522	150	10 by 7, f. f.; no r. a.	6	100 00	.....	187
1,451	1,158	2,609	2,428	81	104 15.6 by 8.6, f. f., s. l.	24	100 00	Part; residue \$225, (30.)	188
1,469	663	2,132	2,132	71	No r. a.	12	100 00	Branch; main route \$100, (142.)	189
603	282	885	885	29	No r. a.	7	100 00	Branch; main route \$100, (181.)	190
51,943	41,126	93,069	53,127	1,770	r. p. o., (say) 50 by 10, f. f. c. and m. c., s. l.	12	100 00	Street railway.	191
40,942	33,958	74,900	48,723	1,624	13.8 by 7.3, f. f., s. l.	9	90 00	Railway post-office, with platforms, 56 by 10.	192
18,028	26,180	44,208	38,762	1,292	12 by 6.6, f. f., s. l.	6	90 00	Trips 6 at weighing, usually 12.	194
45,668	26,156	71,824	36,352	1,211	do	12	90 00	Main route; branch \$40, (656.)	195
26,723	22,587	49,310	29,089	969	12.10 by 6.10, 12.7 by 6.10, f. f., d. l.	12	90 00	.....	196
23,626	17,370	40,996	20,423	680	20 by 7.6, f. f., s. l.	12	90 00	.....	197
31,234	33,070	64,304	18,110	604	10.11 by 9.4, f. f., s. l.	10½*	90 00	.....	198
13,987	7,395	21,382	18,036	601	8 by 7.8, f. f., s. l.	12	\$5 71	.....	199
2,973	2,182	5,155	5,155	171	No apt.; no r. a.	12	85 71	.....	200
21,911	17,732	39,643	30,206	1,007	10 by 6, f. f., d. l.	24½*	85 11	Main route; branches \$50, (489.) \$30, (709.)	201
40,589	30,092	70,681	32,676	1,089	14.8 by 8.8, f. f., s. l.	18	85 00	.....	202
19,268	30,735	50,003	29,061	968	12.6 by 8, f. f., s. l.	12	85 00	.....	203
12,079	15,252	27,331	26,536	884	15.6 by 8.6, f. f., s. l.	24	85 00	.....	204
15,906	11,896	27,802	24,811	827	44.3 by 10.6, f. f., s. l.	13	85 00	Branch; main route \$150, (77.)	205
21,137	13,227	34,364	24,318	810	14.6 by 7.2, 13 by 6.8, f. f., d. l.	12	85 00	.....	206
14,112	12,081	26,193	23,417	801	Locked room in b. c.; no r. a.	27*	85 00	.....	207
29,313	16,358	45,671	22,891	762	10.6 by 6.6, f. f., s. l.	12	85 00	Main route; branch \$75, (283.)	208
30,879	16,922	47,801	22,552	751	18 by 10, f. f., s. l.	6	85 00	.....	209
.....	.....	.....	16,301	543	8 by 7, f. f., s. l.	12	85 00	Part; residue \$55, (349.)	210
18,311	12,147	30,458	19,774	659	18 by 7, f. f., s. l.	6	83 00	.....	211
20,597	50,669	71,266	27,804	926	21 by 8, f. f., s. l.	9½*	82 11	93 miles at \$125.	212
.....	.....	.....	15,081	502	do	7	82 11	Part; residue \$125, (114.)	213

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
214	Ohio	9038	.....	Salamanca, Dayton	Atlantic and Great Western	389.55	26
215	Conn.	943	909	Bridgeport, Pittsfield	Housatonic	110	32
216	Mich.	12521	24021	New Buffalo, Pentwater	Chicago and Michigan Lake Shore.	165.5	20
217	Pa.	2419	.....	Binghamton, New Hampton	Delaware, Lackawanna and Western.	144.50	25
218	Tex.	8506	.....	Dallas, Shreveport	Texas and Pacific	189.2	18
219	Iowa	11002	27011	Keokuk, Burlington	Chicago, Burlington and Quincy	42.75	21
220	Ill.	11410	23052	Cortland, Sycamore	Sycamore and Cortland	5	20
221	Conn.	943	909	Van Dusenville, State Line	Housatonic	11	22
222	Conn.	943	909	Danbury, Brookfield Junct'n	do	5½	22
223	Ohio	12301½	9049	Toledo, Elkhart	Lake Shore and Michigan Southern.	133.60	28
224	Conn.	938	906	New Haven, Williamsburgh	New Haven and Northampton	83	28
225	Cal.	14703	46003	Roseville Junction, Tehama	California and Oregon	105	20
226	Mass.	696	647	Palmer, Miller's Falls	Central Vermont, (late New London Northern)	35	.....
227	Mich.	12515	24015	Bay City, Monroe	Fliut and Pere Marquette	132	21
228	Conn.	926	902	New London, Palmer	Central Vermont, (late Vermont Central.)	65	22
229	Conn.	926	902	Willimantic, Palmer	do	35	22
230	Ky.	9612a	20010	Evansville, Guthrie	Saint Louis and Southeastern, Consolidated, (late Saint Louis and Southeastern.)	110.66	22
231	R. I.	801	801	Providence, Worcester	Providence and Worcester	44	20
232	N. Y.	1037	1216	Buffalo, Lewiston	New York Central and Hudson River.	29	30
233	N. Y.	1029	1256	Syracuse, Oswego	Oswego and Syracuse	35½	26
234	Pa.	2417	.....	Scranton, Northumberland	Lackawanna and Bloomsburgh	80	20
235	Me.	1	1	Augusta, Skowhegan	Maine Central, (late Portland and Kennebeck.)	39	28
236	Ala.	6604	.....	Montgomery, Decatur	South and North Alabama	153.3	20
237	Wis.	13006	25003	Milwaukee, Berlin	Chicago, Milwaukee and Saint Paul, (late Milwaukee and Saint Paul.)	94.80	20
238	Ill.	11412	23016	Bureau Junction, Peoria	Chicago, Rock Island and Pacific	47	22
239	Tenn.	10006	19006	Nashville, Decatur	Nashville and Decatur	122½	20
240	Ohio	9040	.....	Columbus, Athens	Columbus and Hocking Valley	77.40	20
241	Conn.	925	901	Norwich, Worcester	Boston, Hartford and Erie	60	25
242	Mich.	12846	24029	Escanawba, Negaunee	Chicago and Northwestern	62.22	20
243	Iowa	11011	27029	Missouri Valley, Sioux City	Sioux City and Pacific	76	25
244	Me.	19	34	Farmington, Brunswick	Androscoggin	71½	20
245	Mass.	688	644	Sterling Junction, Fitchburgh	Boston, Clinton and Fitchburgh	14	28
246	Iowa	11001	27019	Keokuk, Des Moines	Keokuk and Des Moines	162	22
247	Mass.	640	631	South Framingham, Pratt's Junction.	Boston, Clinton, and Fitchburgh	29	28
248	N. Y.	1032	1205	Rochester, Avon	Erie	18	30
249	N. Y.	1016	1212	Troy, Schenectady	New York Central and Hudson River.	22	30
250	Pa.	2408	.....	Chester, Port Deposit	Philadelphia and Baltimore Central.	59½	20
251	N. J.	2116	.....	Trenton, Intersection with Delaware, Lackawanna and Western Railroad.	Pennsylvania	68.70	30
252	Ind.	12004	22004	Kokomo, Peru	Indianapolis, Peru and Chicago	24	20
253	Tenn.	10007	19007	Nashville, Hickman	Nashville, Chattanooga and Saint Louis, (late Nashville and Chattanooga.)	170	25
254	Miss.	7003	.....	Vicksburgh, Meridian	Vicksburgh and Meridian	140.70	16

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
63,385	65,529	128,914	24,835	827	12.6 by 8 f. f., s. l.	16*	\$80 00	61.55 miles at \$110.	214
33,460	20,566	54,026	22,047	734	11.6 by 6 f. f., s. l. 79 m., d. 13½*	13½*	80 00	Main route; branches \$80, (221, 222.) In March, 1874.	215
70,303	38,212	108,515	43,596	727	12 by 10 f. f., s. l.	14½*	80 00	Main route; branch \$50, (488.) 60 days in September, 1873, and January, 1874.	216
21,092	36,541	57,633	20,554	655	19 by 7 f. f., s. l.	9½*	80 00	.....	217
18,348	19,460	37,808	19,023	634	14.4 by 8 f. f., s. l.	6	80 00	.....	218
7,764	13,644	21,408	17,601	585	15 by 7.6 f. f., s. l.	12	80 00	.....	219
2,233	1,497	3,730	3,730	123	No r. a.	18	80 00	.....	220
3,294	689	3,983	3,393	113	No apt.; no r. a.	6	80 00	Branch; main route \$80, (215.) In March, 1874.	221
320	598	918	918	30	do.....	6	80 00	Branch; main route \$80, (215.) In March, 1874.	222
744,840	145,554	890,394	858,872	28,629	r. p. o., 51.6 by 10.9 f. f. c. 26 and m. c., d. l.	26	75 00	Transferred from Michigan section.	223
49,558	43,280	92,838	64,095	2,136	12 by 10 f. f., d. l.	12	75 00	Main route; branch \$75, (282.)	224
45,937	14,123	60,060	45,362	1,512	12.9 by 8.10 f. f. c., s. l.	7	75 00	.....	225
24,165	24,626	49,092	44,707	1,490	11.5 by 5.8 f. f., s. l.	6	75 00	.....	226
27,900	122,404	150,304	41,983	1,399	21 by 8.10½ f. f., s. l.	14½*	75 00	.....	227
38,718	32,638	71,356	41,423	1,380	11.5 by 5.8 f. f., s. l.	18	75 00	30 miles at \$100	228
.....	.....	.....	37,869	1,261	do.....	18	75 00	Part; residue \$100, (152.)	229
24,516	35,976	60,492	35,578	1,186	12 by 6.6 f. f., s. l.	6	75 00	Company state mail usually carried 12 times a week.	230
34,161	30,665	61,826	31,322	1,044	14.10 by 6.1, 13.6 by 6.2 f. f. c. d. l.	18	75 00	.....	231
21,298	20,344	41,641	29,583	986	b. c.	6	75 00	.....	232
19,456	11,296	30,752	22,783	867	11 by 6 fixtures, d. l.	18	75 00	.....	233
24,165	26,407	50,572	25,725	857	11 by 6.8 f. f., s. l.	7½*	75 00	.....	234
17,020	31,612	48,632	25,239	841	r. p. o., 42 by 9 d. l. to Fairfield, 22 m.; r. a. apt., 16 by —, s. l.	13*	75 00	.....	235
24,726	31,171	55,897	23,993	799	14.10 by 7.6 f. f., s. l.	8*	75 00	63 8 miles at \$100	236
32,248	16,753	49,001	23,703	790	22.6 by 10.3 f. f., s. l.	12	75 00	.....	237
18,558	9,657	28,215	23,581	785	14 by 10 f. f., s. l.	12	75 00	.....	238
22,539	14,297	36,836	22,995	766	15 by 7.8 f. f., s. l.	12	75 00	.....	239
21,372	14,024	35,396	22,660	755	14 by 10 f. f., s. l.	12	75 00	Main route; branch \$40, (675.)	240
21,395	20,187	41,582	21,317	710	12 by 7 f. f., s. l.	15*	75 00	.....	241
13,804	7,517	21,321	21,321	710	18 by 10 f. f., s. l.	12	75 00	.....	242
18,537	8,499	27,036	21,133	704	20 by —, f. f., s. l.	12	75 00	Part; residue \$50, (471.) In May, 1874.	243
15,340	20,318	35,658	21,104	703	12 by —, fixtures, s. l.	6	75 00	.....	244
16,678	13,404	30,082	20,755	691	12 by 6.6 f. f., d. l. beyond Pratt's Junction; no r. a. residue, 5 m.	25½*	75 00	.....	245
26,455	24,031	50,486	20,087	684	16.6 by 9 f. f., s. l.	12	75 00	Part. No returns from residue.	246
15,814	13,033	28,847	20,015	667	12 by 6.6 f. f., d. l.	12	75 00	.....	247
12,689	8,189	20,878	19,398	646	b. c.; no r. a.	12	75 00	.....	248
12,026	8,586	20,612	19,237	641	b. c.	18	75 00	.....	249
21,542	18,401	39,943	19,197	639	½ car, d. l.	12	75 00	In August, 1874.	250
23,443	16,014	39,457	18,506	617	9.6 by 6 f. f., s. l.	20¼*	75 00	.....	251
.....	.....	.....	18,398	613	12 by 8 f. f., s. l.	18	75 00	Part; residue \$150, (94.)	252
19,156	13,364	32,520	17,305	577	12 by 9 f. f., s. l.	12½*	75 00	.....	253
14,471	32,290	46,761	16,646	554	12.6 by 7.1 f. f., s. l.	6	75 00	45½ miles at \$100	254

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
255	Ill . . .	11433	23033	Beardstown, Shawneetown . . .	Springfield and Illinois South-eastern . . .	229.70	22
256	Ga. . . .	6010		Macon, Columbus . . .	Southwestern . . .	100	22
257	Pa. . . .	2416		Hazle Creek Bridge, Tom-hicken . . .	Lehigh Valley . . .	25.2	20
258	Mo . . .	10507	28007	Moberly, Ottumwa . . .	Saint Louis, Kansas City and Northern, (late North Mis-souri.) . . .	131	22
259	N. C. . .	5001		Raleigh, Weldon . . .	Raleigh and Gaston . . .	97	20
260	Ala. . . .	6604		Calera, Decatur . . .	South and North Alabama . . .	119.5	20
261	Mich . .	12503	24002	Monroe, Adrian . . .	Lake Shore & Michigan Southern	35	22
262	N. J. . .	2109		Philadelphia, Pemberton Junction . . .	Pennsylvania . . .	25	30
263	Ohio . .	9033		Morrow, Dresden . . .	Cincinnati & Muskingum Valley	149.4	22½
264	Ga. . . .	6015		Fort Valley, Euftaula . . .	Southwestern . . .	115½	20
265	S. C. . .	5605		Branchville, Charleston . . .	South Carolina . . .	62	18
266	Minn . .	13507	26002	Saint Paul, Sauk Rapids . . .	Saint Paul and Pacific . . .	78	18
267	N. J. . .	2112		Millville, Cape May . . .	West Jersey . . .	41	38
268	Penn . .	2427		Lancaster, Middletown . . .	Pennsylvania . . .	31.2	23
269	Mich . .	12517	24017	Detroit, Howard City . . .	Detroit, Lansing & Lake Michigan	164	20
270	Ala. . . .	6607		Opelika, Columbus . . .	Western, of Alabama . . .	28	15
271	Pa. . . .	2444		Meadville, Oil City . . .	Atlantic and Great Western . . .	36.25	25
272	Ohio . .	9022		Clayton, Keokuk . . .	Toledo, Wabash and Western . . .	44	22
273	Pa. . . .	2400		Honesdale, Lackawaxen . . .	Erie . . .	25	30
274	Md . . .	3507		Lake Roland, Hagerstown . . .	Western Maryland . . .	85½	20
275	Pa. . . .	2408		Chester, Port Deposit . . .	Philadelphia and Baltimore Central . . .	59½	20
276	Miss . .	7003		Jackson, Meridian . . .	Vicksburgh and Meridian . . .	95.2	16
277	Conn . .	932	903	Middletown, Berlin . . .	New York, New Haven and Hart-ford . . .	10	20
278	N. Y. . .	1021	1243	Plattsburgh, Canada Line . . .	Montreal and Plattsburgh . . .	23	22
279	Wis . . .	13009	25006	Horicon, Portage . . .	Chicago, Milwaukee and Saint Paul, (late Milwaukee and Saint Paul.) . . .	45.25	20
280	Pa. . . .	2404		Landsdale, Doylestown . . .	North Pennsylvania . . .	9.8	30
281	Fla . . .	6402		Lake City, Quincy . . .	Jacksonville, Pensacola & Mobile	131.25	15
282	Conn . .	938	906	Farmington, New Hartford . . .	New Haven and Northampton . . .	16	28
283	Conn . .	942	908	Waterbury, Watertown . . .	Naugatuck . . .	5½	22
284	Cal . . .	14707	46007	Davisville, Knight's Landing . . .	California Pacific . . .	18.2	20
285	Miss . .	7006		Grand Gulf, Port Gibson . . .	Grand Gulf and Port Gibson . . .	8	20
286	Cal . . .	14728	46013	Wilmington, Los Angeles . . .	Los Angeles and San Pedro . . .	22	20
287	Ga. . . .	6017		Atlanta, Charlotte . . .	Atlanta and Richmond Air-Line	259.1	22
288	N. Y. . .	1561	1273	Fonda, Gloversville . . .	Fonda, Johnstown & Gloversville	10	20
289	Mich . .	13529	24013	Detroit, Bay City . . .	Detroit and Bay City . . .	111.13	25
290	Wis . . .	13020	25018	Milwaukee, Two Rivers . . .	Milwaukee, Lake Shore and Western . . .	85	20
291	N. J. . .	2115		Jamesburgh, Freehold . . .	Freehold and Jamesburgh Agri-cultural . . .	11.45	20
292	Ill . . .	11415	23009	Peoria, Galesburgh . . .	Chicago, Burlington and Quincy	54	21½
293	Ill . . .	11415	23009	Peoria, Galesburgh . . .	do . . .	54	21½
294	Ohio . .	9034		Dayton, Richmond . . .	Pittsburgh, Cincinnati and Saint Louis . . .	42	20
295	N. Y. {	1025	1283	Utica, Watertown . . .	Utica and Black River . . .	92.22	25
296	Pa. . . .	2414		Port Clinton, Williamsport . . .	Philadelphia and Reading . . .	121.53	22

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
25,641	24,310	49,951	16,565	552	11 by 7, f. f., s. l.	6	\$75 00		255
10,048	8,184	18,232	15,630	521	11 by 6.9 f. f., s. l.	10*	75 00		256
14,212	7,738	21,950	15,531	517	10 by 7, f. f., d. l. 13.8 m., s. l. residue.	13*	75 00		257
25,108	13,090	38,198	15,477	515	22 by 7.6, f. f., s. l.	12	75 00		258
9,307	12,997	22,304	15,433	514	11 by 6, f. f., s. l.	6	75 00		259
7,758	9,022	16,780	14,886	514	14.10 by 7.6, f. f., s. l.	6	75 00	Part; residue \$100, (155.)	260
			14,857	496	11.10 by 7.1, f. f., s. l.	6	75 00		261
				495	8 by 6.6, fixtures, s. l.	12	75 00	Part; residue \$50, (429.)	262
21,631	21,323	42,954	14,038	467	13.6 by 7, s. l.	12*	75 00		263
16,306	9,751	26,057	12,984	432	14 by 8.9, f. f., s. l.	11	75 00	Main route; branches \$50, (499,) and \$40, (671.)	264
8,444	5,893	14,337	12,648	421	16.2 by 8.2, f. f., d. l.	13	75 00	Branch; main route \$125, (123.)	265
13,492	5,601	19,093	12,440	414	12.6 by 9, f. f., s. l.	11*	75 00		266
8,566	6,294	14,860	11,398	379	8 by 6.4, f. f., s. l.	12	75 00	Speed 22 miles per hour in winter.	267
14,237	5,590	19,827	12,112	404	10.10 by 8, f. f., s. l.	15*	75 00		268
23,207	9,491	32,698	11,279	375	10 by 9, f. f., s. l.	6	75 00		269
6,255	5,604	11,859	10,814	360	18.4 by 8.8, f. f., s. l.	7	75 00		270
10,083	7,423	17,506	10,410	347	12.6 by 8, f. f., s. l.	9*	75 00		271
7,322	7,227	14,549	10,399	346	12 by —, f. f., s. l.	12	75 00	Branch; main route \$225, (23.)	272
4,405	7,599	12,004	10,287	343	b. c.; no r. a.	12	75 00		273
15,760	9,677	25,437	9,644	321	10 by 9, f. f., d. l.	12	75 00		274
14,325	11,060	25,405	11,133	320	8 car, d. l.	12	75 00	In October, 1873.	275
			9,310	310	12.6 by 7.1, f. f., s. l.	6	75 00	Part; residue \$100, (168.)	276
3,189	4,397	7,586	6,797	226	In b. c.; no r. a.	18	75 00	In June, 1874.	277
3,327	5,048	8,375	6,249	208	No apt.; no r. a.	12	75 00		278
7,166	5,109	12,275	5,841	194	23 by 10, f. f., s. l.	6	75 00		279
2,655	4,910	7,565	5,793	193	10.6 by 6.6, f. f., s. l.	18	75 00	Branch; main route \$100, (160.)	280
9,408	11,714	21,122	5,594	186	12.4 by 6.9, f. f., s. l.	7	75 00	Main route, part; residue \$75; branch \$30, (722.)	281
4,780	3,120	7,900	3,907	130	12 by 10, f. f., d. l.	12	75 00	Branch; main route \$75, (224.)	282
2,244	1,132	3,377	2,987	99	No r. a.	6	75 00	Branch; main route \$85, (208.)	283
3,023	1,268	4,291	2,775	92	11.8 by 8.10, f. f.; no r. a.	7	75 00	Branch; main route \$150, (99.)	284
1,283	521	1,804	1,804	60	No r. a.	6	75 00		285
466	854	1,340	1,043	35	No apt.	6	75 00	In May, 1874.	286
11,942	12,459	24,401	14,271	475	22.6 by 10, f. f., s. l.	7	70 00		287
8,664	5,214	13,878	11,126	370	No r. a.	12	70 00		288
14,879	7,503	22,382	12,679	422	14 by 7.6, f. f., s. l.	12	68 00		289
12,075	7,306	19,381	12,358	411	12 by —, f. f., s. l.	12	67 00	Main route; branch \$40, (672.) In June, 1874.	290
3,727	2,314	6,041	5,420	180	No apt.; no r. a.	12	66 37		291
38,389	28,177	66,566	47,574	1,535	r. p. o., (say) 50 by 9, 50 by 9, 36 by 9, (average 45.4 by 9.) f. f. c., s. l.	12	65 00	r. p. o., with platforms, 55.6 by 9, 55.6 by 9, 41 by 9. In Nov., 1873.	292
28,609	19,784	48,393	31,610	1,053	r. p. o., (say) 50 by 9, 50 by 9, 36 by 9, (average 45.4 by 9.) f. f. c., s. l.	12	65 00	r. p. o., with platforms, 55.6 by 9, 55.6 by 9, 41 by 9. In Oct., 1873.	293
9,237	6,056	15,293	11,844	394	15.6 by 8.6, f. f., s. l.	12	65 00		294
19,181	13,193	32,374	11,067	368	13 by 9, f. f., s. l.	12	65 00		295
14,884	15,995	30,879	9,643	321	10.1 by 6.10, 7.8 by 6.8, f. f., s. l.	7*	65 00		296

E.—Table showing the weight of mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
297	N. Y.	1046	1251	Skaneateles Junction, Skaneateles.	Skaneateles.....	54	18
298	Del.	3402		Dclmar, Crisfield.	Eastern Shore.....	38	20
299	N. Y.	1525	1278	Cooperstown, Cooperstown Junction.	Cooperstown and Susquehanna Valley.....	16	20
300	Mass.	732	654	East Salisbury, Amesbury.	Eastern.....	4	20
301	N. J.	2113		Elmer, Salem.	West Jersey.....	16.60	20
302	N. Y.	1524	1279	Chatham Village, Ratland.	Central Vermont, (late Harlem Extension.)	111.3	19
303	Pa.	2412		Penn Haven Junction, Audenreid.	Lehigh Valley.....	17.5	20
304	Wis.	13018	25017	Menasha, Stevens' Point.	Wisconsin Central, operated by Phillips & Colby Construction Company.	65.27	20
305	Mich.	12512	24011	Kalamazoo, Grand Rapids.	Lake Shore & Michigan Southern	58½	21
306	Pa.	2410		Blairsville, Allegheny.	Pennsylvania.....	63.7	17
307	Ill.	11411	23027	State Line, Warsaw.	Toledo, Peoria and Warsaw.....	227.75	20½
308	Pa.	2436		Tyrone, Clearfield.	Pennsylvania.....	40.6	15
309	Iowa.	11004	27017	Wilton, Leavenworth.	Chicago, Rock Island and Pacific	322.77	21
310	Pa.	2439		Tyrone, Lockhaven.	Pennsylvania.....	55.1	20
311	Pa.	2456		Pittsburgh, Washington.	Pittsburgh, Cincinnati and Saint Louis.	22.8	18
312	Kans.	14212	33009	Atchison, Lincoln.	Atchison and Nebraska.....	152.28	21½
313	Kans.	14314	33012	Junction City, Clay Centre.	Junction and Fort Kearney.....	33.35	15
314	Wash.		43001	Kalama, Tacoma.	Northern Pacific.....	106.6	18
315	Mass.	721	650	Pittsfield, North Adams.	Boston and Albany.....	21	25
316	Kans.	14311	33011	Lawrence, Carbondale.	Lawrence and Southwestern.....	32.9	15
317	Ohio.	9047		Mansfield, Toledo.	Pennsylvania Company.....	88.1	23
318	Pa.	2435		Huntington, Mount Dallas.	Huntington and Broad Top.....	50	20
319	Minn.	13501	26016	La Crosse, Winnebago City.	Southern Minnesota.....	170.50	17
320	Kans.	148.6	33006	Parsons, Junction City.	Missouri, Kansas and Texas.....	156½	19
321	Mass.	606	606	Boston, Woonsocket Falls.	Boston, Hartford and Erie.....	39.68	20
322	S. C.	5605		Kingsville, Columbia.	South Carolina.....	27	18
323	Ohio.	9026		Dayton, Union City.	Dayton and Union.....	48.17	21
324	Pa.	2434		Hanover, Gettysburgh.	Susquehanna, Gettysburgh and Potomac.....	17.5	20
325	Wis.	13018	25017	Menasha, Colby.	Wisconsin Central, operated by Phillips & Colby Construction Company.	114.20	20
326	N. Y.	1524	1279	North Bennington, State Line.	Central Vermont, (late Harlem Extension.)	2	19
327	Pa.	2439		Milesburgh, Bellefonte.	Pennsylvania.....	2.7	20
328	Va.	4405		Manassas, Strasburgh Junction.	Washington City, Virginia Midland and Great Southern, (late Orange, Alexandria & Manassas.)	111	20
329	Me.	9a	3	Newport, Dexter.	Maine Central.....	14	20
330	Ohio.	9006		Leavittsburgh, Sharon.	Atlantic and Great Western.....	31.61	26
331	Iowa.	11006	27020	Farley, Cedar Rapids.	Dubuque and Southwestern.....	55.37	12½
332	Wis.	13012	25019	Sheboygan, Princeton.	Sheboygan and Fond du Lac.....	79.05	20
333	Conn.	607	975	Putnam, Willimantic.	Boston, Hartford and Erie.....	24.68	28½
334	Pa.	2475		Mount Dallas, Cumberland.	Pennsylvania.....	47.6	20
335	N. Y.	1033	1206	Avon, Dansville.	Erie.....	32.73	30½
336	N. H.	255	254	Concord, Claremont Junction.	Concord and Claremont.....	54.99	21
337	N. H.	278	257	Nashua, Wilton.	Boston and Lowell and Nashua and Lowell.	16	25
338	Me.	117	7	Portland, Rochester.	Portland and Rochester.....	52	20
339	R. I.	803	803	Providence, Bristol.	Providence, Warren and Bristol.	14.6	18
340	Ohio.	9005		Hudson, Columbus.	Cleveland, Mount Vernon and Delaware.	145.88	25
341	Ohio.	9022		Bluff City, Naples.	Toledo, Wabash and Western.....	4	16
342	Iowa.	11012	27001	Burlington, Plymouth.	Burlington, Cedar Rapids and Minnesota.	22.8	20
343	Pa.	2425		Irvine, Corry.	Oil Creek and Allegheny River and Buffalo, Corry and Pittsburgh, (late Allegheny Valley.)	95	20
344	Iowa.	11016	27012	Clinton, La Crescent Junction.	Chicago, Dubuque & Minnesota.	178.57	20
345	Ohio.	9035		Valley Junction, Hagerstown.	White Water Valley.....	70.45	19

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
3, 112	2, 039	5, 121	3, 106	104	18 by 8, fixtures; no r. a . . .	12	\$63 63		297
11, 546	7, 474	19, 020	12, 361	412	28 by 9.4, f. f. c., s. l	6	62 50		298
5, 511	6, 170	11, 681	8, 257	275	No r. a	12	62 50		299
2, 885	1, 851	4, 736	4, 255	141	do	15	62 50		300
6, 521	4, 221	10, 744	8, 333	277	7.7 by 6.8, f. f.; no r. a . . .	12	60 24		301
41, 127	42, 103	83, 230	54, 809	1, 826	17.6 by 6.6, f. f., s. l	6	60 00	Main route; branch \$60, (326.)	302
21, 599	11, 336	32, 935	15, 649	521	10 by 7, f. f., s. l. 8 miles . .	12*	60 00		303
12, 745	6, 892	19, 637	13, 571	451	14.2 by 7.10, f. f., s. l	6	60 00	Part; residue \$40, (678.) In May, 1874.	304
13, 612	6, 233	19, 845	12, 695	423	17.3 by 9, f. f., s. l	12	60 00		305
9, 297	17, 245	26, 542	11, 367	378	10.9 by 8, f. f., s. l	9 ¹ / ₂ *	60 00		306
27, 282	23, 117	50, 399	11, 082	369	23 by 8.9, f. f. c., s. l	6	60 00	Main route; branch \$53, (577.)	307
9, 282	5, 690	14, 972	11, 004	366	10.9 by 8, f. f., s. l	12	60 00		308
36, 327	21, 663	57, 990	10, 634	354	18.5 by 9.5, f. f., s. l	6	60 00		309
8, 149	10, 932	19, 021	10, 562	352	10.9 by 8, f. f., s. l	12	60 00	Main route; branch \$60, (327.)	310
8, 935	5, 079	14, 014	10, 541	351	8.6 by 6.11, f. f., d. l	12	60 00		311
20, 032	18, 752	38, 784	10, 331	346	12 by —, f. f., s. l	7	60 00		312
6, 264	4, 044	10, 308	10, 136	337	— by —, f. f., s. l	6	60 00		313
9, 015	8, 800	12, 815	9, 664	322	12 by 5, f. f., s. l	6	60 00	In May, 1874	314
6, 609	4, 954	11, 563	9, 572	319	No apt	18*	60 00		315
8, 065	5, 133	13, 198	9, 296	310	8.4 by 6, f. f., s. l	6	60 00	In August, 1873	316
8, 779	8, 275	17, 054	9, 069	302	9.6 by 7.6, f. f., s. l	12	60 00		317
10, 849	8, 056	18, 905	9, 047	301	7.1 by 6.6, f. f., s. l	6	60 00		318
18, 547	11, 167	29, 714	8, 997	299	12 by 8, f. f., s. l	6	60 00		319
17, 581	9, 020	26, 601	8, 992	299	18.3 by 6.8, f. f., s. l	6	60 00	In June, 1874	320
12, 585	8, 880	21, 465	8, 891	236	No r. a	15*	60 00		321
3, 269	5, 991	9, 260	8, 705	290	16.2 by 8.2, f. f., d. l	13	60 00	Branch; main route \$125, (123.)	322
9, 240	6, 022	15, 262	8, 297	276	11 by 7, f. f., s. l	6	60 00	In July, 1873	323
5, 356	4, 692	10, 048	8, 295	276	8 by 6, f. f., d. l	12	60 00		324
12, 745	6, 892	19, 637	7, 302	243	14.2 by 7.10, f. f., s. l., 63 miles	6	60 00	In May, 1874. Pay fixed to Stevens' Point, 65.27 miles.	325
1, 096	6, 157	7, 253	7, 253	241	17.6 by 6.6, f. f., s. l	6	60 00	Branch; main route \$60, (302.)	326
3, 020	3, 942	6, 962	6, 962	232	10.9 by 8, f. f., s. l	12	60 00	Branch; main route \$60, (310.)	327
8, 501	5, 237	13, 738	6, 499	216	11.6 by 8.9, f. f., s. l	6	60 00	Part; residue transferred to Baltimore & Ohio Railroad Co.	328
3, 878	2, 629	6, 507	5, 887	196	No r. a	12	60 00		329
8, 182	5, 547	13, 729	5, 791	192	12.6 by 8, f. f., s. l	9 ¹ / ₂ *	60 00	Part; residue \$100, (173.)	330
8, 675	9, 969	18, 644	5, 703	190	14 by 11, f. f., s. l	6	60 00		331
6, 366	5, 001	11, 367	5, 369	179	10 by 7.6, f. f., s. l	6 ¹ / ₂ *	60 00		332
5, 074	4, 101	9, 175	5, 109	170	12.7 by 6.10, 12.10 by 6.10, f. f., d. l	12	60 00	Part of 607 old	333
7, 283	12, 933	20, 216	3, 208	106	9.2 by 6.11, f. f., s. l	7*	60 00		334
28, 212	21, 977	50, 189	10, 192	340	b. c.; no r. a	12	59 37		335
8, 793	5, 832	14, 625	36, 226	1, 207	12 by 6.8, f. f., d. l	12	57 69		336
14, 079	11, 537	25, 616	11, 485	383	36 cubic feet; no r. a	18	56 25		337
8, 236	3, 291	11, 527	10, 831	361	13 by 6, 12 by 7, d. l	12	55 55		338
37, 915	40, 332	78, 286	9, 395	313	No r. a	12	55 16		339
19, 460	5, 402	24, 862	40, 290	1, 342	19 by 8.6, f. f., s. l	9 ¹ / ₂ *	55 00	In May, 1874	340
27, 929	26, 551	54, 480	24, 862	829	12 by —, f. f., s. l	12	55 00	Branch; main route \$225, (23.)	341
24, 619	21, 244	45, 863	19, 902	663	12 by 9.3 ¹ / ₂ , f. f., s. l	6 ¹ / ₂ *	55 00		342
20, 968	12, 585	33, 553	12, 215	407	8 by 7, f. f., s. l	12	55 00	44.8 miles at \$85	343
11, 243	8, 014	19, 257	11, 558	385	18.6 by 8.10, f. f. c., s. l . . .	6	55 00	In April, 1874	344
			11, 196	372	12 by 7.4, f. f., s. l	6	55 00		345

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						Miles.	
346	Pa	2443		Branch Junction, Indiana	Pennsylvania	19	16
347	Kans	14004	33004	Elwood, Hastings	Saint Joe and Denver City	22.72	25
348	Iowa	11016	27012	Clinton, La Crescent Junction	Chicago, Dubuque & Minnesota	178.57	20
349	Pa	2425		Irvine, Oil City	Oil Creek and Allegheny River and Buffalo, Corry and Pittsburgh, (late Allegheny Valley.)	50.2	20
350	N. C.	5005		Goldsbrough, Morehead City	Atlantic and North Carolina	95	20
351	Mich	12955	24034	Walton Junction, Traverse City.	Continental Improvement Co	26.26	20
352	Mass	672	639	New Bedford, West Wareham.	New Bedford, (late New Bedford and Taunton.)	16½	26
353	Mass		737	Cohasset Narrows, Wood's Hole.	Cape Cod, operated by Old Colony and Newport.	17.67	25
354	Ind	12026	22026	Auburn, Logansport	Detroit, Eel River and Illinois	82.8	27½
355	Ohio	9008		Elyria, Millbury	Lake Shore & Michigan Southern	74.98	28
356	Wis	13017	25012	Winona, Winona Junction	Chicago and Northwestern	28	25
357	Mass	731	653	South Braintree Junction, Fall River,	Old Colony and Newport	34	30
358	Vt	521	410	West Concord, Hyde Park	Portland and Ogdensburg	58.93	30
359	Mo	10523a	25022	Road House, Mexico	Chicago and Alton	90	25
360	Vt	523	522	Richford, Newport	Missisquoi and Clyde Rivers	31.38	30
361	Md	3518		Saint Denis, Point of Rocks	Baltimore and Ohio	60	22
362	Wis	13014	25014	Elroy, Saint Paul	West Wisconsin	198.40	23
363	N. H.	331	261	Groveton Junction, Wells River.	Boston, Concord and Montreal	53.1	25
364	Mass	745	660	Worcester, Gardner	Boston, Barre and Gardner	27	25
365	Ill	11903	23025	Hannibal, Naples	Toledo, Wabash and Western	45.5	18
366	Nebr	14483	31005	Nebraska City, Seward	Midland Pacific	84.1	17
367	N. Y.	1030	1214	Canandaigua, Niagara Falls	New York Central and Hudson River.	97	30
368	Pa	2464		Pittsburgh, Cumberland	Pittsburgh and Connellsville	147.8	25
369	Nebr	14479	34004	Omaha, Concord	Burlington and Missouri River in Nebraska.	21½	20
370	Wis	13396	25016	Milwaukee, Green Bay, Menasha.	Wisconsin Central, operated by Phillips & Colby Construction Company.	127.54	20
371	Utah	16633	41001	Salt Lake City, Ogden	Utah Central	36.50	18
372	N. Y.	1228	1229	Utica, North Norwich	Delaware, Lackawanna & Western	48½	21
373	Cal	14876	46010	Lathrop, Goshen	Central Pacific	114.91	20
374	Mo	10502	28002	Bismarck, Argenta	Saint Louis and Iron Mountain and Cairo and Fulton.	262	17½
375	Mich	12511	24010	Jackson, Grand Rapids	Michigan Central	94½	25
376	Mich	12505	24004	White Pigeon, Kalamazoo	Lake Shore and Michigan Southern	38.33	22
377	Vt	520	409	Saint Albans, Richford	Central Vermont, (late Vermont Central and Vermont & Canada.)	28.66	16.8
378	Colo	17051	38003	Hughes' Station, Erie	Denver and Boulder Valley	15	15
379	Minn	13505	26004	Saint Paul, Sioux City	Saint Paul and Sioux City	245	20
380	Minn	13508	26006	Saint Paul, Du Luth	Lake Superior and Mississippi	156	20
381	N. Y.	1036	1215	Buffalo, Lockport	New York Central and Hudson River.	22	30
382	Ill	11432	23011	Burlington, Quincy	Chicago, Burlington and Quincy	71.85	21½
383	Ill	11414	23038	Peoria, Jacksonville	Peoria, Pekin and Jacksonville	87.40	20
384	Cal	14945	46014	Goshen, Tipton	Southern Pacific	21	20
385	Ind	12013	22013	State Line, Logansport	Pittsburgh, Cincinnati and Saint Louis.	61	20
386	Nebr	14451	34002	Plattsmouth, Kearney Junction.	Burlington and Missouri River in Nebraska.	191	20
387	Wis	13003	25013	Racine, Rock Island Junction	Western Union	189.40	20
388	Colo	17064	38001	Denver, Pueblo	Denver and Rio Grande	119	17
389	Va	4413		Petersburgh, Lynchburgh	Atlantic, Mississippi and Ohio	123	22½
390	Mass.	619	618	Salem, Gloucester	Eastern.	16	20

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
21,171	9,483	30,659	10,779	359	b. c.; no r. a.	12	\$55 00		346
19,438	9,011	28,449	9,065	302	17 by 7, f. f., s. l.	6	55 00		347
17,687	11,916	29,603	8,703	290	18 by 9, 12.2 by 7, f. f. c., s. l.	6	55 00	In October, 1873.	348
			8,379	279	8 by 7, f. f., s. l.	12	55 00	Part; residue \$55, (210.)	349
8,799	5,299	14,008	8,188	273	7.10 by 6.6, f. f., s. l.	6	55 00		350
5,258	2,939	8,197	7,774	259	14 by 7, s. l.	6	55 00		351
3,555	3,523	7,078	5,692	190	2.7 by 1.11, locked; no r. a.	15*	55 00		352
6,451	2,713	9,164	8,064	268	b. c.; no r. a.	6	53 00		353
9,374	11,201	20,575	6,815	227	15 by 10, f. f., s. l.	6	52 00		354
101,974	175,891	119,563	117,261	39,087	r. p. o., 51.6 by 10.9, f. f. c. 26 and m. c., d. l.	26	50 00		355
91,668	31,256	122,924	122,924	4,097	r. p. o., (say) 40 by 10.3, f. f. c., s. l., and r. a. on w. t.	12	50 00	r. p. o., with platforms, 46 by 10.3.	356
75,981	52,750	128,731	75,035	2,501	12.6 by 9, f. f., m. c., d. l. to Middleborough, 25.07 miles; no r. a. residue.	12	50 00		357
45,015	41,397	86,412	67,841	2,261	15 by 6.6, f. f., s. l.	6	50 00		358
48,817	22,320	71,047	42,568	1,419	r. p. o., 32 by 10, f. f. c. and m. c., s. l.	14½	50 00	In May, 1874.	359
20,115	20,443	40,558	38,874	1,295	13.5 by 7.4, f. f., s. l.	6	50 00		360
25,001	18,758	43,759	31,376	1,045	17 by 8.7½, f. f., s. l.	12	50 00	In August, 1874.	361
26,090	19,932	46,022	25,664	855	40 by 8, f. f. c., s. l.	12	50 00	Main route; branch \$30, (719.)	362
17,754	22,036	39,790	24,339	811	17 by 6.8, f. f., s. l.	10½*	50 00		363
14,351	12,148	26,499	22,704	757	10 by —, fixtures, d. l.	12	50 00		364
9,281	23,129	32,410	22,614	753	12 by —, f. f., s. l.	12	50 00	Main route; branch \$50, (533.)	365
4,944	3,361	8,305	3,517	117	12 by 7, f. f., s. l.	6	50 00		366
26,489	20,159	46,648	21,346	711	14.6 by 8.6, 11 by 9, f. f., s. l.	6	50 00		367
23,670	24,974	48,644	20,942	698	14.6 by 8.6, f. f. and m. c., s. l.	12	50 00	Main route; branches \$50, (441, 601.)	368
14,634	6,855	21,489	20,717	690	18.6 by 7, f. f., s. l.	6	50 00		369
26,986	15,724	42,710	19,758	653	14.2 by 7 10, f. f., s. l.	6	50 00	In May, 1874.	370
6,259	14,347	20,606	19,580	652	No r. a.	14	50 00		371
24,056	14,143	38,199	19,135	637	19.3 by 6.7, f. f., s. l.	12	50 00		372
17,532	7,616	25,148	19,026	633	14.7 by 8.10, f. f., s. l.	7	50 00		373
20,394	16,270	36,664	18,687	623	10.4 by 6.10, s. l.	12	50 00	Branch; main route \$100, (167.)	374
17,409	7,560	24,969	17,647	588	14 by 10, f. f., s. l.	6	50 00		375
16,261	7,486	23,747	17,158	572	17.3 by 9, f. f., s. l.	12	50 00		376
11,291	9,128	20,419	16,704	556	9.6 by 7.9, f. f., s. l.	6	50 00		377
10,798	6,562	17,360	16,499	550	— by —, f. f., s. l.	6	50 00	Weight reported to Boulder City, 27 miles.	378
34,729	19,705	54,434	16,377	545	20.3 by 9.3, 22.4 by 9.3, f. f., s. l.	8½*	50 00	86½ miles at \$75; distance counted only to Lemars.	379
16,509	6,923	23,432	16,318	543	30 by 10, f. f., s. l.	7½*	50 00		380
8,583	12,930	21,513	16,278	542	b. c.	12	50 00		381
12,848	11,648	24,496	15,793	526	10 by 7, f. f., s. l.	6	50 00		382
13,453	12,445	25,898	15,751	525	13 by 8, f. f., s. l.	6½*	50 00	Additional trips for portion of year; in March, 1874.	383
12,125	5,345	17,470	15,223	507	14.7 by 8.10, f. f., s. l.	7	50 00		384
11,384	10,590	21,974	14,933	498	24 by 8, f. f. c., s. l.	6	50 00		385
21,689	13,224	34,913	14,503	483	18.6 by 7, f. f., s. l.	6	50 00		386
21,579	27,848	49,427	13,498	450	23 by 10, f. f., s. l.	6	50 00		387
12,291	7,170	20,061	13,014	433	9.5 by 5.10, f. f., s. l.	7	50 00		388
11,617	12,650	24,267	13,096	433	21 by 9, f. f., s. l.	6	50 00		389
8,406	5,992	14,398	12,069	402	No r. a.	18	50 00		390

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
391	N. Y.	1042	1225	Oswego, Richland	Rome, Watertown and Ogdensburg.	<i>Miles.</i> 28½	30
392	W. Va.	4293		Huntington, Hinton	Chesapeake and Ohio	150. 42	28
393	N. Y.	1010	1204	Newburgh, Chester	Erie	19. 75	30
394	N. Y.	1582	1263	Port Henry, Ticonderoga...	New York and Canada, (late Vermont Central and Vermont and Canada.)	17	24
395	N. Y.	1574	1203	Buffalo, Suspension Bridge.	Erie	25. 94	30
396	Va.	4412		Petersburgh, Norfolk	Atlantic, Mississippi and Ohio	21½	25½
397	Mass.	656	636	Braintree Depot, Cohasset Junction.	South Shore	12	25
398	N. Y.	1024	1236	Watertown, Cape Vincent...	Rome, Watertown and Ogdensburg.	26	30
399	Iowa.	11010	27022	Waterloo, Mena	Illinois Central	80	15
400	Minn.	13835	26005	Du Luth, Moorhead	Northern Pacific	229	20
401	Ill.	11409	23008	Elmwood, Buda	Chicago, Burlington and Quincy..	45	1½
402	Mass.	637	628	Ayer, Mason Village	Fitchburgh	23	25
403	Mass.	703	649	South Vernon Junction, Keene.	Cheshire and Ashuelot	24	24
404	Cal.	14705	46005	Sacramento, Folsom City...	Sacramento Valley	23. 2	20
405	Ill.	11901	23012	Streator, Aurora, Batavia ..	Chicago, Burlington and Quincy..	69. 79	24½
406	N. H.	309	260	Brock's Crossing, Conway...	Portsmouth, Great Falls and Conway.	64. 83	20
407	Wis.	13018	25017	Menasha, Neenah, Stevens' Point.	Wisconsin Central, (built and operated by Phillips & Colby Construction Company.)	65. 27	20
408	Ill.	11409	23008	Rushville, Yates City	Chicago, Burlington and Quincy..	63. 75	18½
409	Pa.	2452		Greenville, Harrisville	Chenango and Allegheny	33. 5	25
410	Ill.	11428	23040	Peoria, Rock Island	Peoria and Rock Island	92	20
411	N. Y.	1509	1249	Buffalo, Emporium	Buffalo, New York and Philadelphia.	123. 51	25
412	Conn.	976	914	Hartford, New Saybrook...	Connecticut Valley	43. 16	20
413	Mo.	10506	28006	Saint Joseph, Hopkins	Kansas City, Saint Joseph and Council Bluffs.	61½	24
414	N. Y.	1542	1276	Athens, Fairhaven	Southern Central	122	30
415	Mass.	641	632	South Framingham, Milford	Boston and Albany	12	25
416	N. H.	256	255	Concord, Portsmouth	Concord	60	25
417	Conn.	981	917	Litchfield, Hawleyville	Spaug, (late Spaug Valley) ..	32½	20
418	Mass.	735	656	Mansfield, South Framingham.	Boston, Clinton and Fitchburgh.	22	28
419	Ky.	9843	20016	Maysville, Paris	Maysville and Lexington	50	20
420	N. Y.	1405	1228	Chenango Forks, Norwich ..	Delaware, Lackawanna and Western.	30. 69	21
421	Colo.	17038	33004	Denver, Black Hawk	Colorado Central	38½	20
422	Mo.	10520a	28019	Quincy, Kirksville	Quincy, Missouri and Pacific ..	71. 28	16
423	Iowa	11018	27007	Creston, Hopkins	Burlington and Missouri River ..	44. 4	22
424	Iud.	12019	22019	Fort Wayne, Connersville ..	Fort Wayne, Muncie and Cincinnati.	109	22
425	Mich.	12516	24016	East Saginaw, Reed City ..	Flint and Pere Marquette	90. 47	18
426	Mich.	12509	24008	Jackson, Fort Wayne	Fort Wayne, Jackson & Saginaw.	96. 30	22
427	Mass.	658	741	Springfield, Athol	Springfield, Athol and Northeastern, (late Athol & Enfield.)	52. 46	20
428	Mo.	10519a	28018	Quincy, Keokuk	Mississippi Valley and Western..	41	20
429	N. J.	2109		Philadelphia, Hightstown...	Pennsylvania	52. 5	30
430	Pa.	2413		Pottsville, Herndon	Philadelphia and Reading	81. 1	17½
431	Iowa	11003	27005	Red Oak, Eastport	Burlington and Missouri River ..	50	21½
432	Ill.	11414	23038	Peoria, Jacksonville	Peoria, Pekin and Jacksonville..	87. 40	20
433	Me.	188	10	Oldtown, Guilford	Consolidated European and North American, (late Bangor and Piscataquis.)	48. 1	17
434	N. Y.	1566	1269	Ithaca, Cortland Village	Utica, Ithaca and Elmira	23	20
435	Ala.	6615		Chattanooga, Meridian	Alabama and Chattanooga	290	12

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
8,236	8,609	16,845	11,559	385	No r. a	15	\$50 00		391
12,330	14,031	26,361	11,502	383	20.7 by 6.10, f. f., s. l	6	50 00		392
8,147	10,219	18,366	11,325	377	b. c.; no r. a.	12	50 00	Main route; branch \$50, (539.)	393
5,373	6,609	11,982	11,115	370	14 by 6.8, f. f., s. l.	6	50 00		394
10,342	726	11,068	11,068	369	b. c.; no r. a.	13	50 00		395
9,235	5,961	15,196	11,070	369	21 by 9, f. f., s. l	6	50 00		396
10,685	6,525	17,210	11,022	367	b. c.; no r. a.	12	50 00		397
9,619	5,203	14,822	10,923	364	No r. a.	12	50 00		398
13,811	9,527	23,338	10,875	362	19.1½ by 9.2, f. f., s. l	12	50 00		399
10,253	5,256	15,509	10,849	361	13 by 7, f. f., s. l	6	50 00		400
4,510	10,028	14,534	10,691	356	22 by 8.6, f. f., s. l	6	50 00	Branch; main route \$50, (408.)	401
9,605	6,338	15,943	10,511	350	6 by 6, f. f., s. l	12	50 00		402
5,728	10,765	16,493	10,483	349	13.8 by 7.1, fixtures, s. l.	12	50 00		403
7,094	3,384	10,478	10,478	349	6.6 by 5; no r. a.	12	50 00		404
8,059	10,918	18,977	10,330	344	14 by 7, f. f., s. l	6	50 00		405
14,146	7,852	21,998	10,328	344	13 by 6, f. f., s. l	7*	50 00		406
9,371	4,559	13,930	10,097	336	14.2 by 7.10, f. f., s. l	6	50 00		407
7,072	12,636	19,708	9,954	334	22 by 8.6, f. f., s. l.	6	50 00	Main route; branch \$50, (401.)	408
9,155	6,081	15,236	9,935	331	12.6 by 8, f. f., s. l.	6	50 00		409
10,997	9,817	20,814	9,877	329	12 by 7, f. f., s. l.	6	50 00		410
13,938	10,735	24,673	9,873	329	12 by 7.6, f. f., s. l.	12	50 00		411
12,310	10,815	23,125	9,747	324	11 by 7, f. f., s. l.	12	50 00		412
9,068	7,548	16,616	9,681	322	14.2 by 7, f. f., s. l.	6	50 00	Branch; main route \$140, (104.)	413
24,690	25,798	50,488	9,645	321	15 by 8, f. f., s. l.	6	50 00		414
6,854	4,954	11,808	9,568	318	No apt	24	50 00		415
9,395	14,211	23,606	9,474	315	12 by 6.8, f. f., s. l	12	50 00		416
6,082	8,236	14,318	9,431	314	9.6 by 6.6, f. f., s. l	12	50 00		417
7,889	6,158	14,047	9,448	314	No r. a.	16½*	50 00		418
4,205	10,985	15,190	9,390	313	12 by 9, f. f., s. l	6	50 00		419
6,963	6,416	13,379	9,302	310	19.3 by 6.7, f. f., s. l.	12	50 00		420
8,907	4,392	13,299	9,310	310	Express car, s. l	7	50 00	Main route; branch \$50, (598)	421
8,533	7,264	15,797	9,243	308	14 by 7, f. f. c., s. l	6	50 00		422
6,10*	4,728	10,836	9,180	306	13 by 8.6, f. f., s. l.	6	50 00		423
11,005	12,543	23,548	9,192	306	12 by 7.8, f. f., s. l.	6	50 00		424
11,195	6,017	17,212	8,790	293	21 by 8.10½, f. f., s. l	7½*	50 00		425
10,576	10,526	21,102	8,804	294	10.6 by 7.6, f. f., s. l	6	50 00		426
8,035	6,094	14,129	8,743	291	12 by 6.6, f. f., s. l.	6	50 00		427
8,648	6,823	15,471	8,696	290	12 by 6.9, f. f., s. l., 13 by 9 add'l for through mails.	6	50 60		428
12,586	11,601	24,187	8,463	282	8 by 6.6, fixtures, s. l.	9½*	50 00	25 miles at \$75; main route; branch \$50, (632.)	429
12,992	13,692	26,684	8,281	276	10 by 7, 9 by 6, 6.6 by 6.4, f. f., s. l.	10½*	50 00		430
8,688	4,331	13,019	8,286	276	14 by 7, f. f., s. l	10*	50 00	Branch; main route \$175, (60.)	431
9,092	8,391	17,483	8,043	268	13 by 8, f. f., s. l	6½*	50 00	Additional trips for portion of the year. In November, 1873.	432
7,618	4,864	12,482	8,027	267	18 by 7, f. f., s. l	6	50 00		433
4,525	6,765	11,290	8,013	266	10.6 by 6.11, f. f., d. l.	12	50 00	In May, 1874.	434
17,865	15,645	33,510	7,953	265	10 by 8, f. f., s. l.	7	50 00		435

F.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
436	Conn.	977	915	New Haven, Ansonia.....	New Haven and Derby.....	13.50	22
437	Ind.	12014	22014	Peru, La Porte.....	Chicago, Cincinnati & Louisville.....	73	20
438	Ala.	6602	.....	Montgomery, Selma.....	Western, of Alabama.....	50	15
439	Pa.	2405	.....	Philadelphia, Norristown.....	Philadelphia and Reading.....	16.24	17
440	N. Y.	1454	1248	Utica, Smith's Valley Station.....	New York and Oswego Midland.....	31.4	17
441	Pa.	2464	.....	Connellsville, Uniontown.....	Pittsburgh and Connellsville.....	12	15
442	Ill.	11920	23051	Streator, Pekin.....	Chicago, Pekin and Southwestern.....	65.28	20
443	Ky.	9610	20007	Lebanon Junction, Fish Point.....	Louisville and Nashville.....	109.9	18
444	Mo.	10509	28009	Centralia, Columbia.....	Saint Louis, Kansas City and Northern, (late North Missouri.).....	22	15
445	N. Y.	1545	1231	Cassville Junction, Richfield Springs.....	Delaware, Lackawanna & Western.....	21	21
446	Pa.	2415	.....	Sunbury, Tomhicken.....	Pennsylvania.....	41.1	20
447	N. Y.	1577	1267	Syracuse, Lacona.....	Syracuse Northern.....	44.92	20
448	Me.	201	11	Belfast, Burnham.....	Maine Central, Belfast division.....	34.19	20
449	Iowa	11005a	27015	Des Moines, Indianola.....	Chicago, Rock Island and Pacific.....	21.4	17
450	N. J.	2119	.....	New York, New Bridge.....	Erie, (late Hackensack & N. York.).....	16.5	30
451	N. C.	5216	.....	Raleigh, Sandford.....	Raleigh and Augusta Air-line.....	45.78	20
452	Mass.	602	602	Rollingsford, Great Falls.....	Boston and Maine.....	3	.....
453	N. Y.	1043	1252	Brocton, Corry.....	Oil Creek and Allegheny River and Buffalo, Corry and Pittsburgh, (late Buffalo, Corry and Pittsburgh.).....	45.3	20
454	Wis.	13011	25020	Warren, Mineral Point.....	Mineral Point.....	33	14
455	Del.	3403	.....	Clayton, Easton.....	Maryland and Delaware.....	44	20
456	Ill.	11405	23007	Galva, Keithsburg.....	Chicago, Burlington and Quincy.....	59.30	22½
457	Mass.	742	659	South Framingham, Lowell.....	Boston, Clinton and Fitchburg.....	29	28
458	Minn.	13240	26003	East Saint Cloud Junction, Melrose.....	Saint Paul and Pacific.....	35	14
459	R. I.	821	804	Warren, Fall River.....	Fall River, Warren & Providence.....	7	24
460	Minn.	13506	26001	Saint Paul, Breckenridge.....	Saint Paul and Pacific.....	219.25	17
461	Mich.	12529	24022	Jonesville, Lansing.....	Lake Shore and Michigan Southern.....	60.87	20
462	N. J.	2128	.....	Newark, Paterson.....	Erie.....	13.12	30
463	Wis.	13007	25004	Milton Junction, Monroe.....	Chicago, Milwaukee and Saint Paul, (late Milwaukee & Saint Paul.).....	42.8	15
464	Iowa	11008	27010	Albia, Northwood.....	Central, of Iowa.....	189.2	20
465	Ind.	12012a	22012a	Terre Haute, Rockville.....	Logansport, Crawfordsville and Southwestern, (late Evansville and Crawfordsville.).....	23	24
466	Mass.	738	657	Winchendon, Peterborough.....	Monadnock.....	16	24
467	Mich.	12510	24009	Jackson, Roscommon.....	Michigan Central, lessees Jackson, Lansing and Saginaw.....	190.80	19½
468	Ind.	12006	22006	Columbus, Madison.....	Jeffersonville, Madison and Indianapolis.....	46	13
469	Tenn.	10123	19016	Nashville, Lebanon.....	Tennessee and Pacific.....	32½	15
470	Pa.	2431	.....	Columbia, Sinking Spring.....	Reading and Columbia.....	39.7	19½
471	Iowa	11011	27029	California Junction, Wisner.....	Sioux City and Pacific.....	83.4	15
472	Va.	4404	.....	Alexandria, Hamilton.....	Washington and Ohio.....	45	23
473	Ohio	9024	.....	Fremont, Lima.....	Lake Erie and Louisville.....	68.85	20
474	Conn.	975	913	New Haven, Willimantic.....	New Haven, Middletown and Willimantic.....	56	25
475	N. H.	308	259	Dover, Alton Bay.....	Boston and Maine.....	29	23
476	Mass.	636	627	Ayer, Lowell.....	Boston and Lowell and Nashua and Lowell.....	17	25
477	Mich.	12504	24073	Adrian, Jackson.....	Lake Shore and Michigan Southern.....	47.20	20
478	Wis.	13395	25015	Green Bay, Winona.....	Green Bay and Minnesota.....	216.41	20
479	Wis.	13394	25008	Oshkosh, Ripon.....	Chicago, Milwaukee and Saint Paul, (late Milwaukee and Saint Paul.).....	21	20
480	Mass.	615	614	Boston, Mattapan.....	Old Colony and Newport.....	8½	25

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
5,891	4,089	9,980	7,878	262	No r. a.	12	\$50 00		436
8,075	6,947	15,022	7,730	257	12 by 8, f. f., s. l.	12	50 00		437
5,162	3,826	8,988	7,731	257	18.4 by 8.8, f. f., s. l.	7	50 00		438
4,225	4,002	8,227	7,720	257	No r. a.	12	50 00		439
8,396	5,535	13,931	7,690	256	12.3 by 7.3, f. f., s. l.	6	50 00	In July, 1874.	440
5,520	3,180	8,700	7,621	256	b. c.; no r. a.	12	50 00	Branch: main route \$50, (368.)	441
6,483	6,012	12,495	7,672	255	18 by 9, f. f., s. l.	6	50 00		442
15,296	7,393	22,689	7,638	254	14.10 by 7.6, f. f., s. l.	6	50 00	Main route; branch \$50, (544.)	443
3,926	4,031	7,957	7,487	249	No r. a.	12	50 00		444
8,001	4,167	12,168	7,464	248	19 by 6.7, f. f.; no r. a.	12	50 00		445
4,548	7,464	12,012	7,433	247	8.10 by 5.7, f. f., s. l.	6	50 00		446
9,650	6,756	16,406	7,381	245	9 by 7, f. f., s. l.	12*	50 00		447
4,651	5,192	9,843	7,315	244	12 by —, fixtures, s. l.	12	50 00		448
6,978	3,168	10,146	7,315	243	10 by 6, fixtures, s. l.	6	50 00	Main route; branch \$50, (529.)	449
4,209	3,636	7,845	7,297	243	b. c.; no r. a.	6	50 00		450
7,045	3,470	10,515	7,240	241	11 by 6, f. f., s. l.	6	50 00	Main route; branches \$50 and \$21.	451
4,266	2,909	7,175	7,175	239	.....	.....	50 00	Branch: main route \$150, (82.)	452
8,775	3,436	12,211	7,158	238	8 by 7, f. f., s. l.	18	50 00		453
6,044	2,960	9,004	6,998	233	6 by 4; no r. a.	6	50 00		454
6,091	4,713	10,804	6,964	232	10 by 6, f. f., s. l.	6	50 00		455
7,966	3,802	11,774	6,856	228	10 by 8.6, f. f., s. l.	6	50 00	Branch; main route \$225, (24.)	456
5,299	4,231	9,530	6,831	227	14 by 6.9, f. f., d. l.	12	50 00		457
8,416	3,196	11,612	6,708	223	12.6 by 9, f. f., s. l.	6	50 00		458
4,892	1,701	6,593	6,593	220	No r. a.	6	50 00		459
15,067	7,744	22,811	6,578	219	20 by 7, f. f., s. l.	7*	50 00		460
9,097	3,497	12,594	6,478	215	11.8 by 9, f. f., s. l.	6	50 00		461
6,033	1,820	7,853	6,464	215	b. c.; no r. a.	6	50 00		462
7,187	4,603	11,790	6,429	214	14 by 10.3, f. f., s. l.	6	50 00		463
10,589	17,932	28,521	6,431	214	12.3 by 8.11, f. f., s. l.	6	50 00		464
4,389	3,182	7,571	6,394	213	12.6 by 8, f. f., s. l.	12	50 00		465
5,450	3,941	9,391	6,412	213	5.9 by 3, f. f., s. l.	12	50 00	In June, 1874	466
15,618	10,724	26,342	6,369	212	14 by 10, f. f. c., s. l.	94*	50 00		467
7,868	4,261	12,129	6,265	209	10.9 by 6, f. f., s. l.	6	50 00		468
5,159	2,687	7,846	6,253	208	30 by 8, f. f., s. l.	6	50 00		469
8,022	6,686	14,708	6,195	206	6.8 by 6.2, f. f., s. l.	8½*	50 00	Main route; branch \$50, (483.)	470
7,350	4,417	11,767	6,116	204	12 by —, f. f.	6	50 00	Part; residue \$75, (243.) In May, 1874.	471
6,664	3,489	10,153	6,079	203	12 by 6, f. f., s. l.	6	50 00		472
8,658	7,065	15,723	6,002	200	13 by 7, fixtures, s. l.	6	50 00		473
10,149	8,273	18,422	6,011	200	10 by 7, 11.9 by 6.10, f. f., s. l.	8½*	50 00		474
6,596	3,638	10,234	5,912	197	6.8 by 6.7, f. f., s. l.	12	50 00		475
3,916	3,741	7,657	5,879	196	8.5 by 6.8, f. f., s. l.	12	50 00		476
9,003	3,040	12,043	5,901	196	12.9½ by 8.11½, f. f., s. l.	6	50 00		477
12,195	8,679	20,874	5,881	196	12.2 by 7.2½, f. f., s. l.	6	50 00	In June, 1874	478
3,037	3,506	6,543	5,803	193	22.6 by 10.3, f. f., s. l.	6	50 00		479
3,824	2,651	6,475	5,731	190	b. c.; no r. a.	12	50 00		480

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
481	Ky . . .	9846a	20017	Lexington, Mount Sterling . . .	Louisville, Cincinnati and Lexington.	33.84	20
482	Pa . . .	2454	.....	Freeport, Butler	Pennsylvania	21.3	12
483	Pa . . .	2431	.....	Junction, Frederick	Reading and Columbia	7.8	19
484	N. Y. . .	1589	1284	Cayuga, Ithaca	Cayuga Lake	38.05	20
485	N. Y. . .	1580	1265	Dunkirk, Titusville	Dunkirk, Allegheny Valley and Pittsburgh	91.16	20
486	Pa . . .	2437	.....	Altoona, Martinsburgh	Pennsylvania	22.3	15
487	Mich . .	12526	24025	Jackson, Niles	Michigan Central	103	25
488	Mich . .	12521	24021	Holland, Grand Rapids	Chicago and Michigan Lake Shore	25.4	20
489	Conn . .	945	910	Bethel, Hawleyville	Danbury and Norwalk	6	28
490	Pa . . .	2418	.....	Scranton, Carbondale	Delaware and Hudson Canal	17.11	15½
491	N. Y. . .	1586	1240	Walton, Delhi	New York and Oswego Midland	16	17
492	Mich . .	12520	24020	Lansing, South Bend	Chicago and Lake Huron, (late Peninsular.)	122.72	25
493	N. Y. . .	1540	1235	Sammitville, Ellenville	New York and Oswego Midland	8	12
494	Wis . . .	13016	25023	Madison, Portage City	Chicago and Superior, (late Madison and Portage.)	39.50	15
495	Ohio . .	9009	.....	Bayard, New Philadelphia	Cleveland and Pittsburgh	33½	15
496	Pa . . .	2438	.....	Cresson, Ebensburg	Pennsylvania	11	11
497	Minn . .	13512	26008	Saint Paul, Stillwater	Lake Superior and Mississippi	13.20	20
498	Conn . .	972	912	Vernon Depot, Rockville	Hartford, Providence and Fishkill, (late Rockville.)	4½	22
499	Ga . . .	6015	.....	Renwick, Albany	Southwestern	22½	20
500	Nebr . .	14478	34003	Omaha, Herman	Omaha and Northwestern	40.2	15
501	N. Y. . .	1008	1234	Hicksville, Northport	Long Island	16½	22
502	N. Y. . .	1576	1268	Rondout, Stamford	New York, Kingston and Syracuse, (Trustees first-mortgage bonds.)	73.3	18
503	Cal . . .	14281	46012	Stockton, Milton	Stockton and Copperopolis	30	20
504	Mass . .	617	616	Boston, Dedham	Boston and Providence	11	26
505	Cal . . .	14708	46008	Napa Junction, Calistoga	California Pacific	36	20
506	Md . . .	3501	.....	Perryville, Port Deposit	Philadelphia, Wilmington and Baltimore	4	33
507	N. Y. . .	1581	1264	Syracuse, Earlville	Syracuse and Chenango	42.47	20
508	Pa . . .	2433	.....	Hanover Junction, Frederick	Hanover Branch	50.4	18
509	Ohio . .	9036	.....	Means, Cadiz	Pittsburgh, Cincinnati and Saint Louis	8	15
510	Ind . . .	12001	22001	Indianapolis, Vincennes	Indianapolis and Vincennes, operated by the Pennsylvania Company	116.32	20
511	Cal . . .	14709	46009	Marysville, Oroville	California Northern	30	25
512	N. Y. . .	1544	1244	Cobleskill, Cherry Valley	Delaware and Hudson Canal	22.47	20
513	N. Y. . .	1583	1290	Buffalo, Gowanda	Buffalo and Jamestown	34.25	15
514	Pa . . .	2432	.....	York, Columbia	Pennsylvania	13.5	14
515	Nebr . .	14497	34006	Crete, Beatrice	Burlington and Missouri River in Nebraska	31.76	15
516	Mich . .	12522	24022	Port Huron, Flint	Chicago and Lake Huron	68	25
517	Mo . . .	10522a	28021	Mexico, Cedar City	Chicago and Alton	50.62	20
518	Fla . . .	6404	.....	Pensacola, Whiting Junction	Pensacola and Louisville	44	15
519	Mass . .	728	652	Wakefield, Newburyport	Boston and Maine	30½	30
520	N. J . .	2125	.....	Rocky Hill, Monmouth	Pennsylvania	8	20
521	Ill . . .	11916	23026	La Fayette, Bloomington	Toledo, Wabash and Western	116.43	21
522	N. H. . .	254	253	Franklin, Bristol	Northern	13	18
523	N. Y. . .	1562	1272	Canastota, Cazenovia	Cazenovia, Canastota and De Ruyter, (late Cazenovia and Canastota.)	15	20
524	Mich . .	12518	24018	Fort Wayne, Walton	Grand Rapids and Indiana	260.1	22
525	Cal . . .	14881	46012	Peters, Oakdale	Stockton and Copperopolis	19	20
526	Ala . . .	6608	.....	Columbus, Troy	Mobile and Girard	90	15
527	Md . . .	3509	.....	Cambridge, Seaford	Dorchester and Delaware	33.5	15

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
5,230	2,992	8,222	5,686	189	b. c., not partitioned; f. f., s. l.	12	\$50 00		481
4,609	2,427	7,036	5,672	189	8 by 6, f. f., d. l.	12	50 00		482
1,965	3,907	5,872	5,674	189	No r. a.	12	50 00	Branch; main route \$50, (470.)	483
7,240	4,121	11,361	5,589	186	8.4 by 7, f. f., s. l.	6	50 00		484
7,783	7,912	15,695	5,559	185	10 by 7, f. f., s. l.	6	50 00		485
8,638	5,354	13,992	5,578	185	b. c.; no r. a.	10½*	50 00	Main route; branches \$50, (636, 637.)	486
7,506	7,484	14,990	5,501	183	14 by 10, f. f. c., s. l.	6	50 00		487
5,648	7,365	13,013	10,914	182	12 by 10, s. l.	6	50 00	Branch; main route \$80, (216.); 60 days, in September, 1873, and January, 1874.	488
4,250	1,202	5,452	5,452	181	8 by 6, f. f., s. l.	12	50 00	Branch; main route \$85.11, (201.)	489
3,996	2,106	6,102	5,377	179	6 by 6, f. f., d. l.	12	50 00		490
3,123	3,524	6,647	5,260	175	No apt.	6	50 00	In July, 1874.	491
7,928	9,807	17,735	5,236	174	10 by 6, f. f., s. l.	2½*	50 00		492
3,041	3,007	6,048	5,215	173	No apt.	12	50 00	Branch. In July, 1874.	493
3,710	3,959	7,669	5,172	172	— by —, fixtures, s. l.	6	50 00		494
7,413	4,519	11,932	5,174	172	13 by 9, f. f., s. l.	6	50 00		495
2,617	2,545	5,162	5,162	172	b. c.; no r. a.	12	50 00		496
5,437	2,253	7,690	5,132	171	No r. a.	18	50 00		497
3,444	2,032	5,476	5,012	167	b. c.; no r. a.	18	50 00		498
2,577	3,362	5,939	5,006	166	No apt.; s. l.	10	50 00	Branch; main route \$75, (264.) and branch \$40, (671.)	499
5,554	2,200	7,754	4,961	166	12 by 7, f. f., s. l.	6	50 00	In May, 1874.	500
5,341	2,614	7,955	4,964	165	6 by 4, b. c.; no r. a.	12	50 00		501
10,838	5,996	16,834	4,933	164	½ car, f. f., s. l.	6	50 00		502
5,543	2,021	7,564	4,928	164	9.10 by 8.10, f. f., s. l. 15 miles, b. c. residue.	7	50 00	Main route; branch \$50, (525.)	503
3,601	2,530	6,131	4,918	164	No apt.	12	50 00		504
5,880	2,768	8,648	4,902	163	8.10 by 7.4, f. f., s. l.	7	50 00		505
1,577	2,992	4,669	4,869	162	No r. a.	6	50 00	Branch; main route \$375, (10.)	506
7,325	4,171	11,496	3,825	161	8 by 8, f. f., s. l.	9*	50 00		507
11,263	9,261	20,524	4,773	159	12 by 6, f. f., d. l. 12½ miles, s. l. residue.	7½*	50 00		508
1,610	3,166	4,776	4,776	159	12 by 8.6, s. l.	12	50 00	Branch; main route \$275, (20.)	509
9,123	5,463	14,586	4,745	158	10 by 6, f. f., s. l.	6	50 00		510
3,853	1,434	5,287	4,715	157	In b. c.; no r. a.	7	50 00	In May, 1874.	511
4,115	3,056	7,171	4,671	155	No r. a.	12	50 00		512
5,875	3,084	8,959	4,653	155	r. a. in b. c.	6	50 00		513
2,643	3,436	6,079	4,676	155	b. c.; no r. a.	6	50 00		514
4,138	2,477	6,615	4,665	155	6.6 by 5.8, f. f., s. l.	6	50 00		515
4,970	4,591	9,561	4,605	153	10 by 7, f. f., s. l.	6	50 00		516
3,901	4,548	8,449	4,568	152	17 by 10, s. l.	6	50 00	In May, 1874.	517
1,664	3,080	4,744	4,574	152	6.9 by 4.10, f. f., s. l.	7	50 00		518
7,375	5,333	12,708	4,567	152	b. c.; no r. a.	12	50 00		519
2,647	1,861	4,508	4,508	150	11 by 8.5; no r. a.	6	50 00		520
10,595	9,520	20,115	4,492	149	12 by —, f. f., s. l.	6	50 00		521
3,136	2,166	5,302	4,440	148	b. c.; no r. a.	6	50 00	Branch; main route \$140, (103.)	522
3,334	1,821	5,155	4,443	148	Box in b. c. 2.6 by 2.6, locked; no r. a.	18	50 00		523
35,462	21,097	56,559	4,388	146	14 by 7, f. f., s. l.	7½*	50 00		524
3,593	1,255	4,848	4,385	146	9.10 by 8.10, f. f., s. l.	7	50 00	Branch; main route \$50, (503.)	525
5,462	3,707	9,169	4,298	143	12 by 6.6, f. f., s. l.	6	50 00		526
3,117	4,801	7,918	4,279	142	20 by 9.8, f. f., s. l.	6	50 00		527

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						Miles.	
528	Kans.	14235	33010	Leavenworth, Holton	Kansas Central	55.62	11
529	Iowa.	11005a	27015	Summerset Junc., Winterset	Chicago, Rock Island and Pacific	27.1	17
530	Mich.	12522	24022	Port Huron, Flint	Chicago and Lake Huron	68	25
531	Pa.	2450		Lewistown Junction, Milroy	Pennsylvania	12.5	15
532	Mo.	10521a	28021	Pierce City, Smithfield	Memphis, Carthage & Northwestern	45.31	18
533	Ill.	11903	23025	Maysville, Pittsfield	Toledo, Wabash and Western	6	18
534	Pa.	2446		Oil City, Ashtabula	Lake Shore & Michigan Southern	87.09	25
535	N. Y.	1007	1232	Mineola, Locust Valley	Long Island	12½	22
536	Mich.	12519	24019	Kalamazoo, South Haven	Michigan Central	39.81	20
537	Pa.	2448		Downingtown, Honey Brook	Pennsylvania	18	18
538	Mass.	610	610	Boston, Medford	Boston and Maine	5½	20
539	N. Y.	1010	1204	Vail's Gate, Junction	Erie	12.75	30
540	S. C.	5707		Augusta, Port Royal	Port Royal	112.28	16
541	Md.	3515		Bowie, Pope's Creek	Baltimore and Potomac	45.68	20
542	Ill.	11907	23034	Springfield, Gilman	Gilman, Clinton and Springfield	111.60	22
543	Ind.	12025	22025	La Porte, Michigan City	Indianapolis, Peru and Chicago	12.36	20
544	Ky.	9610	20007	Richmond Junc., Richmond	Louisville and Nashville	33.8	13
545	Ky.	9742	20012	Glasgow Junction, Glasgow	do	12	14
546	N. Y.	1564	1270	Port Jervis, Monticello	Monticello and Port Jervis	24	18
547	Mo.	10514	28013	Brunswick, Pattonsburgh	Brunswick and Chillicothe and Saint Louis, Council Bluffs and Omaha	80.05	5
548	N. H.	299	258	Contoocook Village, Hillsborough Bridge	Contoocook River	15	.....
549	Ind.	12016	22016	Bradford, Logansport	Pittsburgh, Cincinnati & St. Louis	114.6	22
550	N. Y.	1009	1202	Sufferns, Piermont	Erie	18	30
551	Mass.	631	624	Winchester, Woburn	Boston and Lowell and Nashua and Lowell	3	25
552	Pa.	2472		Shaff's Bridge, Somerset	Somerset and Mineral Point	9.1	15
553	N. C.	3280		Greensborough, Salem	Northwestern North Carolina	29.31	15
554	N. Y.	1579	1266	Ithaca, State Line	Ithaca and Athens	34.6	25
555	Ky.	9612	20009	Paducah, Troy Station	Paducah and Memphis, (late Paducah and Gulf.)	62	20
556	Mich.	12523	24023	Monteith, Muskegon	Michigan Lake Shore	69½	20
557	Ill.	11405	23007	Aurora, Galena Junction	Chicago, Burlington and Quincy	13	18
558	La.	8090		New Orleans, Donaldsonville	New Orleans, Mobile and Texas	63.66	28
559	Del.	3404		Harrington, Lewes	Junction and Breakwater	40	20
560	Pa.	2474		Marion Junction, Richmond	Cumberland Valley	21½	22
561	Md.	3512		Cumberland, Piedmont	Cumberland and Pennsylvania	34	14
562	N. Y.	1587	1262	East Gainsville, Perry	Rochester and Pine Creek	6.55	20
563	Mass.	632	625	Porter's Station, Lexington	Boston and Lowell and Nashua and Lowell, (late Lexington and Arlington.)	8	25
564	N. J.	2117		Lambertville, Flemington	Pennsylvania	12.13	25
565	Minn.	13514	26010	Hastings, Glencoe	Chicago, Milwaukee & St. Paul, (late Milwaukee & St. Paul.)	74.59	15
566	Ohio.	9045		Black River, Uhricksville	Lake Shore & Tuscarawas Valley	102.45	20
567	N. H.	289	256	Manchester, North Weare	Concord	20½	20
568	Mich.	12513	24012	Ridgeway, Romeo	Saint Clair and Chicago Air-Line	14.6	20
569	Ala.	6606		Marion Junc., Sawyerville	Selma, Marion and Memphis	45.12	12½
570	Conn.	980	916	Hartford, Millerton	Connecticut Western	69.18	20
571	N. Y.	1541	1277	Newburgh, Millerton	Dutchess and Columbia	56.5	23
572	Minn.	13841	26011	Winona, La Crescent	Chicago, Milwaukee & St. Paul, (late Milwaukee & St. Paul.)	25	25
573	Iowa.	11003	27006	Chariton, Leon	Burlington and Missouri River	37.44	11½
574	Md.	3511		Townsend, Centreville	Queen Anne and Kent	36	20
575	Iowa.	11017b	27013	Stamwood, Tipton	Chicago and Northwestern	8.81	24
576	S. C.	5605		Kingsville, Camden	South Carolina	37.50	18
577	Ill.	11411	23027	La Harpe, Burlington	Toledo, Peoria and Warsaw	19½	20
578	Mass.	676	640	Taunton, Middleborough	Middleborough and Taunton	9½	26
579	Ohio.	9041		Niles, New Lisbon	Atlantic and Great Western	33.94	25
580	Mass.	733	655	Palmer, Winchendon	Boston and Albany	49½	25
581	Mass.	616	615	Boston, West Lynn Depot	Eastern	10	16

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
5,827	2,876	8,703	4,274	142	7.6 by 5, f. f., s. l.	6	\$50 00		528
3,874	1,880	5,754	4,483	142	10 by 6, f. f., s. l.	6	50 00	Branch; main route \$50, (449.)	529
6,138	4,676	10,814	4,233	141	9 by 7, f. f., s. l.	6	50 00		530
2,348	3,608	5,956	4,206	140	b. c.; no r. a.	12	50 00		531
6,501	3,240	9,741	4,054	135	13 by 7, f. f., s. l.	7	50 00	In May, 1874,	532
1,368	2,687	4,055	4,055	135	12 by —, f. f.	6	50 00	Branch; main route \$50, (365.)	533
6,277	9,807	16,084	4,022	134	18 by 9, f. f., s. l.	6	50 00		534
3,854	2,114	5,968	3,960	132	4 by 4, in b. c.; no r. a.	6	50 00		535
3,882	1,941	5,823	3,982	132	r. a. in b. c., s. l.	6	50 00		536
3,346	2,226	5,572	3,981	132	b. c.; no r. a.	6	50 00		537
2,475	1,500	3,975	3,975	132	do.	12	50 00		538
2,805	4,914	7,719	3,888	130	do.	12	50 00	Branch; main route \$50, (393.)	539
6,203	4,437	10,740	3,898	129	10 by 8, f. f., s. l.	6	50 00		540
			3,836	128	9.3 by 8.6, f. f., s. l.	6	50 00		541
5,817	7,278	13,095	3,800	126	17.11 by 7.5, fixtures, s. l.	6	50 00		542
1,649	2,131	3,780	3,780	126	12 by 8, f. f., s. l.	12	50 00		543
3,816	2,693	6,509	3,777	125	14.10 by 7.6, f. f., s. l.	6	50 00	Branch; main route \$50, (443.)	544
2,543	1,162	3,705	3,705	123	No r. a.	6	50 00		545
4,027	3,279	7,306	3,653	122	17.4 by 9.10; no r. a.	6	50 00		546
6,950	4,734	11,684	3,687	122	21 by 7.6, f. f.; no r. a.	6	50 00		547
3,014	1,568	4,582	3,664	122	9 by 3, f. f., s. l.	12	50 00		548
9,479	7,721	17,200	3,652	121	12 by 8.6, f. f., s. l.	6	50 00		549
3,022	2,493	5,515	3,588	120	b. c.; no r. a.	6	50 00		550
1,915	1,662	3,577	3,577	119	36 cubic feet; no r. a.	12	50 00		551
1,758	1,920	3,678	3,552	119	21 by 6, furniture; no r. a.	12	50 00		552
3,043	1,532	4,595	3,575	119	21 by 8, f. f., s. l.	6	50 00		553
3,935	3,924	7,859	3,549	118	12 by 7, f. f., s. l.	6	50 00		554
6,203	5,440	11,643	3,558	118	9 by 7, f. f., s. l.	6	50 00		555
4,544	3,472	8,016	3,472	115	10 by 8, f. f., s. l.	6	50 00		556
3,113	1,846	4,959	3,432	114	No r. a.	10½	50 00	Branch; main route \$225, (24.)	557
1,895	1,157	3,052	3,052	113	17 by 7, f. f., s. l.	7	50 00	27 days	558
3,236	1,888	5,124	3,370	112	10 by 8, f. f., s. l.	6	50 00		559
3,765	1,590	5,355	3,357	111	10 by 5, fixtures, s. l.	6	50 00		560
3,733	3,394	7,127	3,300	110	10.6 by 8.3, f. f., s. l.	6	50 00		561
2,043	1,208	3,251	3,251	108	No r. a.	12	50 00		562
3,486	2,348	5,834	3,206	107	36 cubic feet	12	50 00		563
2,075	2,389	4,464	3,210	107	No r. a.	12	50 00		564
6,178	3,630	9,808	3,185	106	23 by 10, f. f., s. l.	6	50 00		565
9,928	8,556	18,484	2,769	106	14 by 7, fixtures, s. l.	7*	50 00	26 days	566
3,383	1,756	5,139	3,151	105	b. c.; no r. a.	12	50 00		567
3,067	603	3,670	3,140	105	Express car; no r. a.	6	50 00		568
2,002	3,431	5,433	3,032	104	14 by 6.6, f. f., s. l.	6	50 00		569
7,801	7,055	14,856	3,040	101	12 by 6.6, f. f., s. l.	9½	50 00		570
10,124	5,481	15,675	3,015	100	10 by 6.8, f. f., s. l.	6	50 00	Main route; branch \$50, (639.)	571
2,537	1,792	4,329	3,025	100	23 by 10, f. f., s. l.	6	50 00		572
2,922	1,357	4,279	3,025	100	9 by 6, f. f., s. l.	6	50 00		573
5,055	2,596	7,651	2,994	100	10 by 5, f. f., s. l.	6	50 00		574
1,779	1,243	3,022	3,022	100	No r. a.	6	50 00		575
2,373	1,724	4,097	2,984	99	16.2 by 8.2, f. f.; no r. a.	6	50 00	Branch; main route \$125, (123.)	576
1,729	1,603	3,332	2,977	98	18.9 by 6.7½, f. f. c., s. l.	6	50 00	Branch; main route \$60, (307.) In June, 1874.	577
1,765	1,690	3,455	2,964	98	No apt; no r. a.	30	50 00		578
5,880	4,113	9,993	2,930	97	12.6 by 8, f. f., s. l.	6	50 00		579
6,227	3,701	9,934	2,929	97	7.10 by 3, s. l.	16½*	50 00		580
2,118	1,422	3,600	2,867	95	No r. a.	12	50 00		581

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
532	Iowa.	11020a	27023	Benlah, Elkader	Iowa Eastern	17.75	10
533	Mass.	635	626	South Acton Depot, Hudson	Fitchburgh	9	25
534	Pa.	2451	.....	Pottsville, Frackville	Philadelphia and Reading	8.51	10
535	Ohio	9048	.....	Harbor, Youngstown	Pennsylvania Company	62.1	20
535	Ga.	6013	.....	Gordon, Milledgeville	Central Railroad and Banking Co	18½	15
537	Ga.	6014	.....	Eatonton, Milledgeville	do	22½	15
538	Pa.	2484	.....	Lawrenceville, Elkland	Fall Brook Coal Company	13.02	12
539	Mass.	727	651	Gloucester, Pigeon Cove	Eastern	6½	22
590	Mass.	629	623	Lowell, Lawrence	Boston and Lowell and Nashua and Lowell	14	25
591	Ind.	12030a	22031	Evansville, Boonville	Lake Erie, Evansville and South-eastern	18	20
592	Minn.	13837	26007	White Bear Lake, Sioux City Junction	Lake Superior and Mississippi	41	18
593	Pa.	2467	.....	Phoenixville, Eagle	Philadelphia and Reading	11.12	13
594	N. Y.	.....	1289	Freeville, Scipio	Utica, Ithaca and Elmira	28.82	20
595	Ill.	11408	23004	Elgin, Geneva	Chicago and Northwestern	44	24
596	Mass.	620	619	Salem, Marblehead	Eastern	4	16
597	Wis.	13015	25021	Calamine, Platteville	Mineral Point	18.70	14
598	Colo.	17038	38004	Golden Junction, Longmont	Colorado Central	39	15
598	Mass.	746	661	Holyoke, Westfield	New Haven and Northampton	10.53	28
600	N. Y.	1569	1238	Norwich, Cortland Village	New York and Oswego Midland	49.21	16
601	Pa.	2464	.....	Broad Top, Mount Pleasant	Pittsburgh and Connellsville	9	15
602	Wis.	13919	25022	Tomah, Grand Rapids	Wisconsin Valley	48	20
603	N. J.	2120	.....	New Bridge, Nanuet Junction	Erie	13.25	30
604	Pa.	2465	.....	Carbondale, Susquehanna Depot	do	38.25	30
605	Ind.	12021	22021	Marion, Goshen	Cincinnati, Wabash and Michigan	82	17
606	Mo.	10516a	28016	Alexandria, Centreville	Missouri, Iowa and Nebraska	85	20
607	Pa.	2463	.....	Topton, Kutztown	Philadelphia and Reading	4.36	18
608	Mass.	650	633	Canton, Stoughton	Boston and Providence, (late Stoughton Branch.)	4	26
609	N. Y.	1590	1285	Sodus Point, Gorham Station	Sodus Point and Southern	34	15.36
610	N. J.	2118	.....	Greensburgh Station, Pennington	Pennsylvania	5.6	20
611	N. Y.	1593	1288	Carthage, Theresa	Utica and Black River	20.5	20
612	N. Y.	1546	1236	Sidney Plains, New Berlin	New York and Oswego Midland	24.84	1½
613	Mo.	10502	28002	Mineral Point, Potosi	Saint Louis and Iron Mountain and Cairo and Fulton	4	7
614	N. Y.	1592	1287	Oswego, Sodus	Lake Ontario Shore	40.75	20
615	La.	8098	.....	Terrebonne, Houma	Morgan's Louisiana and Texas	15.28	15
616	Ala.	6621	.....	Eufaula, Clayton	Vicksburg and Brunswick	22.50	16
617	Ala.	6619	.....	Chehaw, Tuskegee	Tuskegee	6	18
618	N. Y.	.....	1232	Crawford Junction, Pine Bush	New York and Oswego Midland	10.18	13
619	Mass.	749	736	Milford, Ashland	Hopkinton	11.68	.....
620	Ill.	11424	23019	Washington, Dwight	Chicago and Alton	60.21	20
621	Mass.	638	629	Anburndale, Newton Lower Falls	Boston and Albany	2	25
622	Pa.	2423	.....	Sunbury, Mount Carmel	Northern Central	28	18
623	Mass.	748	662	Milford, Bellingham Junction	Providence and Worcester	5	20
624	Va.	4403	.....	Owl Run, Warrenton	Washington City, Virginia Midland and Great Southern, (late Orange, Alexandria and Manassas.)	9	18
625	Mass.	621	620	Salem, Lawrence	Eastern	20	20
626	Cal.	14877	46015	Elmira, Vacaville	Vaca Valley	4	18
627	Mass.	639	630	Natick, Saxonville	Boston and Albany	4	25
628	Ill.	11909	23046	Jacksonville, Virden	Jacksonville, Northwestern and Southeastern	31.39	15
629	Md.	3516	.....	Newtown Junction, Newtown	Worcester and Somerset	9	18
630	N. J.	2114	.....	Mount Holly, Medford	Pennsylvania	6½	30
631	Ill.	11424	23019	Varna, Lacon	Chicago and Alton	10.60	20
632	N. J.	2109	.....	Pemberton Junction, Hightstown	Pennsylvania	27.5	30
633	N. J.	2109	.....	Mount Holly, Burlington	do	7	30
634	Mich.	12528	24027	Niles, South Bend	Michigan Central	12.20	20
635	N. Y.	1585	1228	Clinton, Rome	New York and Oswego Midland	13.75	15

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
2,309	1,290	3,599	2,855	95	18 by 7, f. f., s. l.	6	\$50 00		582
2,523	1,478	4,001	2,802	93	No apt.; no r. a.	12	50 00		583
3,453	2,621	6,074	2,801	93	No r. a.	10 ³ *	50 00		584
5,548	5,698	11,246	2,721	90	9.4 by 6.6, f. f., s. l.	6	50 00		585
1,623	1,237	2,860	2,706	90	8.2 by 7, f. f., s. l.	6	50 00		586
881	1,848	2,729	2,729	90	8.2 by 7, f. f., s. l.	6	50 00		587
2,124	1,147	3,271	2,677	89	11 by 7.6, f. f., s. l.	12	50 00	In May, 1874.	588
2,601	1,715	4,316	2,623	87	No r. a.	12	50 00		589
1,780	1,130	2,910	2,556	85	36 cubic feet; no r. a.	12	50 00		590
1,944	688	2,632	2,544	85	Locked chest in b. c.	6	50 00	In July, 1874.	591
2,654	4,406	7,060	2,520	84	30 by 10, f. f.	6	50 00		592
2,200	1,438	3,638	2,545	84	No r. a.	6	50 00		593
2,676	1,557	4,233	2,534	83	10.6 by 6.11, f. f., s. l.	6	50 00	In May, 1874.	594
4,972	3,382	8,354	2,496	83	9.6 by 9.6, f. f., s. l.	6	50 00		595
1,656	843	2,499	2,499	83	No r. a.	15*	50 00		596
1,250	1,739	2,989	2,475	82	6 by 4, no r. a.	6	50 00		597
2,774	738	3,512	2,469	82	No apt.	6	50 00	Branch; main route \$50, (421.)	598
1,439	982	2,421	2,421	80	12 by 10, f. f., d. l.	12	50 00		599
4,026	3,078	7,104	2,418	80	18.3 by 7.3, f. f., s. l.	6	50 00	In July, 1874.	600
2,440	1,486	3,926	2,376	79	b. c.; no r. a.	12	50 00	Branch; main route \$50, (368.)	601
1,724	1,323	3,047	2,384	79	11 by 9, f. f., s. l.	6	50 00	In May, 1874.	602
2,289	2,104	4,393	2,212	74	b. c.; no r. a.	6	50 00		603
2,360	1,907	4,267	2,132	71	9 by 8, f. f. c., s. l.	6	50 00		604
4,799	5,323	10,122	2,138	71	11.5 by 6.9, s. l.	6	50 00	In June, 1874.	605
3,859	4,220	8,079	2,060	68	12.6 by 8.6, f. f., s. l.	6	50 00		606
949	1,111	2,060	2,060	68	No r. a.	9*	50 00		607
1,286	742	2,028	2,028	67	No apt.	12	50 00		608
2,716	4,426	7,142	1,970	65	7.6 by 7, f. f., s. l.	6	50 00		609
1,773	752	1,925	1,925	64	No r. a.	12	50 00		610
2,464	1,625	4,089	1,867	62	do.	11*	50 00		611
2,707	1,944	4,651	1,807	60	8.9 by 6.4, f. f., s. l.	6	50 00	In July, 1874.	612
1,030	788	1,818	1,818	60	No r. a.	6	50 00	Branch; main route \$100, (167.)	613
4,875	2,348	7,223	1,751	58	7 by 6, f. f., s. l.	6	50 00		614
1,164	693	1,857	1,709	56	No apt.; s. l.	6	50 00		615
2,036	1,340	3,376	1,688	56	No r. a.	6	50 00		616
1,091	575	1,666	1,666	55	do.	12	50 00		617
1,592	805	2,397	1,617	53	No apt.	6	50 00	In July, 1874.	618
1,470	2,194	3,664	1,579	52		6	50 00		619
2,494	4,063	6,957	1,586	52	17 by 10, s. l.	6	50 00	Main route; branch \$50, (631.) In May, 1874.	620
862	712	1,574	1,574	52	No apt.	12	50 00		621
1,851	1,086	2,937	1,525	50	8.10 by 5.7, f. f., s. l.	10*	50 00		622
672	796	1,468	1,468	49	No r. a.	12	50 00		623
966	668	1,634	1,444	48	Locked room in b. c.; no r. a.	6	50 00	Branch; main route \$225, (25.)	624
3,527	2,589	6,116	1,459	48	No r. a.	8 ³ *	50 00		625
888	497	1,385	1,385	46	No apt.; no r. a.	12	50 00		626
860	488	1,348	1,348	44	No apt.	12	50 00		627
1,900	1,416	3,316	1,304	43	5.6 by 3.3, f. f., s. l.	6	50 00	In May, 1874.	628
767	364	1,131	1,131	37	No apt.	6	50 00	In August, 1874.	629
785	894	1,679	1,278	42	8 by 6.6, fixtures; no r. a.	12	50 00		630
626	495	1,121	1,121	37	17 by 10, s. l.	6	50 00	Branch; main route \$50, (620.) In May, 1874.	631
-----	-----	-----	1,044	35	8 by 6.6, fixtures, s. l.	6	50 00	Part; residue \$75, (262.)	632
662	399	1,061	1,061	35	8 by 6.6, fixtures	12	50 00	Branch; main route \$75, (262.)	633
610	778	1,388	1,042	35	No r. a.	6	50 00		634
873	586	1,469	1,060	35	18.3 by 7.3; no r. a.	6	50 00	In July, 1874.	635

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						Miles.	
636	Pa.	2437		Duncansville, Newry	Pennsylvania	3	12
637	Pa.	2437		Martinsburgh, Henrietta	do	6.7	15
638	N. J.	2131		Kinkora Junction, New Lisbon.	do	14.41	25
639	N. Y.	1541	1277	Clove Branch Junction, Sylvan Lake.	Dutchess and Columbia	4.5	23
640	Mass.	622	621	Georgetown, Haverhill	Boston and Maine.	6½	30
641	Va.	4411		Petersburgh, City Point	Atlantic, Mississippi and Ohio.	12	
642	Ark.	7525a		Chicot, Pine Bluff	Texas, Mississippi River and Northwestern, (late Little Rock, Pine Bluff and New Orleans.)	72.78	12
643	Ind.	12015	22015	Fairland, Martinsville	Cincinnati and Martinsville.	38½	18
644	Ark.	7502		Helena, Clarendon	Arkansas Central.	48.02	20
645	N. Y.	1518	1280	Plattsburgh, Au Sable Forks	Whitehall and Plattsburgh	23	22
646	Ohio	9010		Oneida Mills, Carrollton	Carrollton and Oneida	12	
647	Ill.	11917	23037	Vincennes, Cairo	Cairo and Vincennes	156½	23
648	Ind.	12020	22020	Richmond, Fort Wayne.	Cincinnati, Richmond and Fort Wayne.	91.5	22
649	Ind.	12027	22027	Rockville, Logansport	Logansport, Crawfordsville and Southwestern.	92.1	20
650	Ill.	11911	23047	Chester, Tamaroa	Chester and Tamaroa Coal and Railroad Company.	42	15
651	Pa.	2428		Harrisburgh, Auburn	Philadelphia and Reading	58.3	24½
652	Iowa.	11012b	27002	Cedar Rapids, Postville	Burlington, Cedar Rapids and Minnesota.	99.8	14
653	Iowa.	11003	27009	Villisca, Clarinda	Burlington and Missouri River	16	14
654	Pa.	2411		Penn Haven Junction, Mount Carmel.	Lehigh Valley	50	20
655	Tenn.	10004	19004	Wartrace Depot, Shelbyville	Nashville, Chattanooga and Saint Louis.	8	15
656	Ill.	11900	23032	McLeansborough, Shawneetown.	Saint Louis and Southeastern, Consolidated.	41½	12
657	Ill.	11427	23024	Pekin, Decatur	Toledo, Wabash and Western	68.46	22
658	Ill.	11919	23014	Rock Falls, Shabbona	Chicago, Burlington and Quincy	47.23	8½
659	Wis.	13010	25007	Nepeuskun, Winneconne	Chicago, Milwaukee and Saint Paul, (late Milwaukee and Saint Paul.)	16.25	20
660	S. C.	5610		Alston, Spartanburgh C. H.	Spartanburgh and Union	68½	15
661	Pa.	2455		Wilmington, Birdsborough	Wilmington and Reading	63.6	18
662	Iowa.	1105b	27016	Washington, Sigourney	Chicago, Rock Island and Pacific	29	14
663	Ill.	11902	23013	Mendota, Clinton	Chicago, Burlington and Quincy	64.19	20
664	Mich.	12525	24024	Ypsilanti, Bankers	Detroit, Hillsdale and Indiana.	65.40	22
665	Tenn.	10005	19005	Fayetteville, Decherd.	Southern Railway Security Co.	40	14
666	Pa.	2457		Perkiomen Junction, Green Lane.	Philadelphia and Reading	17.92	18
667	Ill.	11421	23039	Carbondale, Grand Tower.	Grand Tower Mining, Manufacturing, and Transportation Co.	25	18
668	Pa.	2468		Lewisburgh, Mifflinburg	Pennsylvania	10.7	14
669	Pa.	2462		Schuylkill, Glen Carbon	Philadelphia and Reading	13.2	15½
670	Mich.	12949	24030	East Saginaw, Saint Louis	Saginaw Valley and Saint Louis	35.28	25
671	Ga.	6015		Cuthbert, Fort Gaines	Southwestern	24	22
672	Wis.	13020	25018	Manitowoc, Appleton	Milwaukee, Lake Shore and Western.	44½	15
673	Pa.	2458		Pottstown, Colebrookdale	Philadelphia and Reading	13.05	12.5
674	Mich.	12954	24033	Ionia, Stanton	Detroit, Lansing and Lake Michigan.	25.3	20
675	Ohio	9040		Logan, New Straitsville	Columbus and Hocking Valley	13.2	20
676	Pa.	2469		Lewistown Junc., Sunbury	Pennsylvania	45	20
677	Ill.	11914	23048	Paris, Decatur	Paris and Decatur	76.03	26
678	Wis.	13018	25017	Stevens' Point, Colby	Wisconsin Central, operated by Phillips & Colby Construction Company.	48.93	20
679	Pa.	2470		Union City, Titusville	Oil Creek and Allegheny River and Buffalo, Corry and Pittsburgh, (late Allegheny Valley.)	14.1	15
680	Tenn.	10015	19014	Memphis, Covington	Paducah and Memphis	38.31	12

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
936	624	1,560	1,034	34	b. c.; no r. a	6	\$50 00	Branch: main route \$50, (486.)	636
487	452	939	939	31	do	6	50 00	Branch: main route \$50, (486.)	637
1,095	1,048	2,143	939	31	No apt	12	50 00		638
411	197	608	608	20	No r. a	6	50 00	Branch: main route \$50, (571.)	639
300	311	611	611	20	b. c.; no r. a	12	50 00		640
308	184	492	492	16	No r. a	6	50 00		641
4,079	4,431	8,510	8,060	268	5 by 4.6, $\frac{1}{2}$ -line	3	45 00		642
4,951	3,173	8,124	3,029	100	11.3 by 6.10, f. f., s. l.	6	45 00	In June, 1874	643
1,770	1,275	3,045	1,930	64	10 by 8, f. f., s. l.	6	45 00		644
3,585	1,960	5,545	4,197	140	No apt.; no r. a	6	43 47		645
1,530	1,020	2,550	2,550	85			41 66		646
14,016	13,848	27,864	14,027	467	10 by 6, f. f., s. l.	6	40 00		647
8,349	6,822	15,171	6,405	213	14 by 7, s. l.	6	40 00		648
6,677	8,755	15,432	5,782	192	10 by 8, f. f., s. l.	6	40 00		649
3,746	5,441	9,187	5,552	185	9.5 by 6.6, f. f., s. l.	6	40 00	In May, 1874	650
4,668	5,418	10,086	5,375	179	7.9 by 3.7, f. f., s. l.	7 $\frac{1}{2}$ *	40 00		651
6,299	6,310	12,609	4,886	162	9.11 by 7.7, f. f., s. l.	6	40 00		652
2,687	1,898	4,585	4,585	152	No r. a	12	40 00		653
6,338	2,807	9,145	4,283	142	10 by 7, f. f., s. l.	9 $\frac{1}{2}$ *	40 00		654
1,404	2,874	4,278	4,278	142	No r. a	6	40 00	Branch: main route \$200, (38.) \$150, (91.)	655
4,527	3,412	7,939	4,079	135	12 by 6.6, f. f., s. l.	6	40 00	Branch: main route \$90, (195.)	656
5,358	5,646	11,004	4,035	134	12 by —, f. f., s. l.	6	40 00		657
3,008	3,382	6,390	3,921	131	7 by 6.6, f. f., s. l.	6	40 00		658
2,957	3,024	6,041	3,907	130	No r. a	6	40 00		659
4,721	2,883	7,604	3,576	119	7.1 by 6.5, f. f., s. l.	6	40 00		660
5,919	4,536	10,455	3,362	112	7.6 by 7, f. f., s. l.	6	40 00		661
3,353	1,587	4,940	3,273	108	8 by 6.4, f. f., s. l.	6	40 00		662
4,508	2,806	7,314	3,079	103	9 by 7, f. f., s. l.	6	40 00		663
5,811	3,275	9,086	2,971	99	7.6 by 5.6, f. f., s. l.	6	40 00		664
2,754	2,497	5,251	2,955	98	8.3 by 8, f. f., s. l.	6	40 00	In June, 1874	665
3,435	2,061	5,496	2,884	96	b. c.; no r. a	6 $\frac{1}{2}$ *	40 00		666
2,585	1,795	4,380	2,878	95	No apt	9*	40 00		667
1,928	1,151	3,079	2,689	89	No r. a	6	40 00		668
2,408	1,765	4,173	2,532	84	do	6	40 00		669
2,072	1,171	3,243	2,519	81	No apt.; no r. a	9*	40 00		670
1,825	886	2,711	2,405	80	No apt	6	40 00	Branch: main route \$75, (264.)	671
2,175	1,864	4,039	2,370	78	do	6	40 00	Branch: main route \$67, (290.) In June, 1874.	672
2,275	1,579	3,854	2,230	74	No r. a	6	40 00		673
1,692	1,021	2,713	2,111	70	No apt.; no r. a	6	40 00		674
1,591	1,090	2,681	2,087	69	14 by 10, f. f., s. l.	12	40 00	Branch: main route \$75, (240.)	675
4,609	2,889	7,498	2,044	68	10.9 by 8, f. f., s. l.	6	40 00		676
2,964	3,363	6,327	1,992	66	11.6 by 6.6, f. f., s. l.	6	40 00		677
			1,926	63	14.2 by 7.10, f. f.; r. a. 63 m.; apt. through whole length of route.	6	40 00	Part; residue \$70, (304.) In May, 1874.	678
1,639	2,233	3,872	1,924	63	8 by 7, f. f., s. l.	6	40 00		679
1,737	1,494	3,231	1,882	62	4 by 3.6, s. l.	6	40 00		680

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
681	Ill	11908	23045	Carbondale, Marion	Carbondale and Shawneetown	18	18
682	N. C.	5213		Charlotte, Statesville	Atlantic, Tennessee and Ohio	42.40	15
683	Ga.	6143		Barnesville, Thomaston	Macon and Western	17½	12
684	Ill	11906	23044	Mattoon, Henry City	Chicago and Illinois Southern, consolidated.	31.66	15
685	Pa	2424		Alton, Carrollton	Erie	25.5	30
686	Del	3405		Wilmington, Landenberg	Wilmington and Western	19.53	10
687	Ind	12011	22011	Cambridge City, Columbus	Jeffersonville, Madison and Indianapolis	65	22
688	Pa	2471		Towanda, Barclay	Erie, (late Towanda Coal Co)	12	30
689	Iowa	11012a	27003	Vinton, Traer	Burlington, Cedar Rapids and Minnesota	24.77	12½
690	Pa	2428		Pomeroy, Delaware City	Pennsylvania, (late Pennsylvania and Delaware)	38.58	13
691	N. Y.	1045	1209	Goshen, Montgomery	Erie	10.25	30
692	Mass	655	635	South Abington, Bridgewater.	Old Colony and Newport	7.75	25
693	S. C.	5611		Newberry C. H., Laurens C. H.	Joseph Crews, (contractor)	31.52	4
694	Ind	12029	22039	Terre Haute, Martz	Cincinnati and Terre Haute	26.15	10
695	Ky	9609	20006	Junction, Bardstown	Louisville and Nashville	17.3	12
696	Mo	10515a	22014	Hannibal, Sedalia	Missouri, Kansas and Texas	142.88	21
697	Ill	11434	23042	Chicago, Danville	Chicago, Danville and Vincennes	108	19½
698	Iowa	11019	27008	Viele, Unionville	Burlington and Southwestern	104.75	20
699	N. H.	342	262	Hookset, Pittsfield	Suncook Valley	20	20
700	Ky	9842	20015	Owensborough, Owensborough Junction.	Evansville, Owensborough and Nashville	36.13	15
701	Mich	12527	24026	Grand Rapids, Newaygo	Grand Rapids, Newaygo and Lake Shore	36.40	18
702	Iowa	11015	27024	Clinton, Anamosa	Chicago and Northwestern	74.1	20
703	N. J.	2133		Bridgeton, Port Norris	Bridgeton and Port Norris	20.24	20
704	Ill	11918	23050	Paris, Danville	Paris and Danville	36	18
705	La	6616		Opelika, Dadeville	Savannah and Memphis	30.58	16
706	Pa	2460		Lebanon, Tower City	Philadelphia and Reading	43.1	12½
707	Tenn	10014	19013	Tracy City, Cowan	Tennessee Coal and Railroad Co.	23	12
708	W. Va	4189		Laurel Junction, Volcano	Laurel Fork and Sand Hill	8	10
709	Conn	945	910	Branchville, Ridgefield	Danbury and Norwalk	4	.....
710	Ga.	6231		Columbus, Hamilton	North and South	23.51	18
711	Ill	11430	23006	Sagetown, Keithsburg	Rockford, Rock Island & St. Louis	18	18
712	Mich	12953	24032	Muskegon, Big Rapids	Chicago and Michigan Lake Shore	56.64	20
713	Mich	12948	24014	Flint, Otter Lake	Flint and Pere Marquette	19	11
714	Tenn	10005	19015	Jasper, Bridgeport	Nashville and Chattanooga	12	15
715	Iowa	11012a	27004	Muscatine, Lone Tree	Burlington, Cedar Rapids and Minnesota	23.23	11
716	Pa	2459		Oleopolis, Pit Hole	Pit Hole Valley	7	12
717	Ga.	6144		Cartersville, Rock Mart	Cherokee	22	12
718	La	8004		Clinton, Port Hudson	Clinton and Port Hudson	23	12
719	Wis	13014	25014	Stillwater Junction, Stillwater.	West Wisconsin	3½	23
720	Pa	2477		Conshohocken, Flourentown	Philadelphia and Reading	7½	15½
721	Va	4701		Glade Spring, Saltville	Atlantic, Mississippi and Ohio	9½	12
722	Fla	6402		Tallahassee, Saint Mark's	Jacksonville, Pensacola & Mobile	21.75	15
723	N. H.		351	Wolfborough Junction, Wolfborough.	Eastern	12.11	24
724	Va.	4408		Richmond, West Point	Richmond and York River	40	20
725	Tenn	10012	19012	Morristown, Riverside	Cincinnati, Cumberland Gap and Charleston	39.8	11½
726	Ill	11413	23022	Joliet, Lake Station	Michigan Central	45	15
727	Pa	2407		Bridgeport, Downingtown	Philadelphia and Reading	21.48	17
728	N. Y.	1567	1210	Goshen, Pine Island	Erie, (late Goshen & Deckertown)	11	30
729	Ky	9824	20014	Grayson, Greenup C. H.	Eastern Kentucky	23½	11½

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
1,872	1,015	2,887	1,805	61	13 by 9, s. l.	6	\$40 00		681
2,247	3,204	5,451	1,703	56	9 by 5, f. f., s. l.	6	40 00		682
1,041	776	1,817	1,591	53	4 by 3; no r. a.	6	40 00		683
2,069	1,506	3,575	1,516	51	12 by 6, f. f., s. l.	6	40 00		684
1,230	1,530	2,760	1,531	51	b. c.; no r. a.	6	40 00		685
1,116	685	1,801	1,535	51	7.5 by 6.10, f. f., s. l.	6	40 00		686
4,485	4,109	8,594	1,517	50	10.9 by 6, f. f., s. l.	6	40 00		687
789	490	1,279	1,279	42	b. c.; no r. a.	6	40 00		688
954	637	1,591	1,240	41	10.4½ by 7.7, f. f.; no r. a.	6	40 00		689
1,363	1,264	2,627	1,170	38	No apt.; no r. a.	6	40 00		690
4,611	1,851	6,462	6,127	204	7 by 6, f. f. c., s. l.	6	39 02		691
1,871	1,094	2,965	2,162	72	b. c.; no r. a.	6	38 40		692
2,626	2,321	4,947	4,417	149		3	38 07		693
2,249	1,766	4,015	1,580	52	r. a. in b. c.; s. l.	6	35 00		694
3,051	2,101	5,152	3,821	127	No r. a.	6	31 21		695
85,040	31,427	116,467	103,643	3,454	r. p. o., 51.2 by 9.10, f. f., s. l.	7	30 00	In June, 1874	696
11,273	6,344	17,617	7,451	248	12 by 7, f. f., s. l.	6	30 00	Distance counted from Dalton.	697
11,817	6,219	18,036	7,039	234	12 by 7, fixtures, s. l.	6	30 00		698
4,816	3,107	7,923	5,660	188	4.10 by 2.10, f. f., d. l. 8 miles, 1½ lines 4 miles.	11*	30 00		699
2,634	4,824	7,458	4,752	158	9 by 6, f. f., s. l.	6	30 00	In June, 1874	700
4,316	2,591	6,907	3,956	132	12 by 7, f. f., s. l.	12	30 00		701
6,593	3,533	10,126	3,252	109	9.6 by 9.6, f. f., s. l.	6	30 00		702
2,570	1,655	4,225	2,519	83	8.6 by 7, f. f.; no r. a.	12	30 00		703
1,423	2,363	3,786	2,025	67	10 by 5, f. f., s. l.	6	30 00		704
7,118	1,148	2,866	1,995	66	9 by 5, f. f., s. l.	6	30 00		705
5,411	3,538	8,949	1,897	63	6.7 by 6.2, 6.10 by 6, f. f., s. l.	7½*	30 00		706
863	1,411	2,274	1,906	63	No apt.	6	30 00	In May 1874	707
1,072	749	1,821	1,821	60	2.6 by 2.6; no r. a.	18	30 00		708
1,102	495	1,597	1,597	53	No r. a.	12	30 00	Branch; main route \$85.11, (201.)	709
976	554	1,530	1,426	47	3.6 by 2.6; no r. a.	6	30 00		710
1,649	799	2,448	1,364	45	b. c.; no r. a.	12	30 00		711
2,539	2,032	4,571	2,584	43	12 by 10, s. l.	6	30 00	60 days, in Sept., 1873, and Jan. 1874.	712
1,086	787	1,873	1,285	43	r. a., s. l.; no distribution.	6	30 00		713
1,644	616	1,260	1,260	42	No r. a.	6	30 00		714
1,315	1,219	2,534	1,254	41	10.4½ by 7.7, f. f., s. l.	6	30 00		715
753	496	1,249	1,249	41	11 by 6.10, f. f.; no r. a.	6	30 00		716
679	315	994	994	37	8 by 3, locked; no r. a.	6	30 00	27 days	717
582	395	977	977	32	No apt.	3	30 00	In May, 1874	718
596	220	816	816	27	b. c.; no r. a.	6	30 00	Branch; main route \$50, (362.)	719
854	449	1,303	746	24	No r. a.	6	30 00		720
408	232	640	640	21	do	6	30 00		721
236	174	410	410	13	do	3	30 00	Branch; main route \$75, (281.)	722
275	160	435	335	11	do	12	30 00		723
3,275	1,529	4,804	3,358	112	10.7 by 8.11, f. f.; s. l.	6½*	25 00		724
2,897	2,031	4,928	2,397	89	12 by 7, f. f., s. l.	6	25 00		725
1,823	1,599	3,422	1,121	36	r. a. in b. c., s. l.	6	25 00		726
1,243	645	1,888	1,037	34	No r. a.	6	25 00		727
1,639	961	2,600	1,954	65	7 by 6, f. f. c., s. l.	6	22 18		728
3,787	480	4,267	4,267	142	3 by 2.6, s. l.	6	21 05		729

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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Alabama and Chattanooga	435	6615	.....	Boston, Hartford and Erie	333	607	975
Allegheny Valley	202	2442	.....	Bridgeton and Port Norris	703	2133	.....
Allegheny Valley. (See Oil Creek and Allegheny River and Buffalo, Corry and Pittsburgh.)				Brunswick and Chillicothe and Saint Louis, Council Bluffs and Omaha	547	10514	28013
Androscoggin	244	19	34	Buffalo and Jamestown	513	.....	1290
Arkansas Central	644	7502	.....	Buffalo, Corry and Pittsburgh. (See Oil Creek and Allegheny River and Buffalo, Corry and Pittsburgh.)			
Atchison and Nebraska	312	14212	33009	Buffalo, New York and Philadelphia	411	1509	1249
Atchison, Topeka and Santa Fé	183	14183	33007	Burlington and Missouri River	40	11003	27005
Do	185	14183	33007	Do	60	11003	27005
Athol and Enfield. (See Springfield, Athol and Northeastern.)				Do	423	11018	27007
Atlanta and Richmond Air-Line	287	6017	.....	Do	431	11003	27005
Atlanta and West Point	49	6003	.....	Do	573	11003	27006
Atlantic and North Carolina	350	5005	.....	Do	3d p't		
Atlantic and Great Western	173	9006	.....	Do	653	11003	27009
Do	180	9006	.....	Do	4th p't		
Do	214	9038	.....	Burlington and Missouri River in Nebraska	369	14479	34004
Do	271	2444	.....	Do	386	14451	34002
Do	330	9006	.....	Do	515	14407	34006
Do	57	9041	.....	Burlington and Southwestern	698	11019	27008
Atlantic, Mississippi and Ohio	28	4414	.....	Burlington, Cedar Rapids and Minnesota	342	11012	27001
Do	329	4413	.....	Do	652	11012b	27002
Do	396	4412	.....	Do	689	11012d	27003
Do	641	4411	.....	Do	715	11012e	27004
Do	721	4701	.....	Cairo and Vincennes	647	11917	23037
Atlantic, Tennessee and Ohio	682	5213	.....	California and Oregon	225	14703	46003
Baltimore and Ohio	18	3504	.....	California Northern	511	14709	46009
Do	50	4102	.....	California Pacific	99	14707	46006
Do	361	3518	.....	Do	284	14707	46007
Baltimore and Potomac	153	3514	.....	Do	505	14708	46008
Do	541	3515	.....	Cape Cod	146	663	637
Bangor and Piscataquis. (See Consolidated European and North American.)				Do	162	670	638
Boston and Albany	2	605	605	Cape Cod. (See Old Colony and Newport.)			
Do	6	605	605	Carbondale and Shawneetown	681	11908	23045
Do	13	605	605	Carrollton and Oneida	646	9010	.....
Do	315	721	650	Cayuga Lake	484	1589	1284
Do	415	641	632	Cazenovia and Canastota. (See Cazenovia, Canastota and De Ruyter.)			
Do	580	733	655	Cazenovia, Canastota and De Ruyter	523	1562	1272
Do	621	638	629	Central of Iowa	464	11008	27010
Do	627	639	630	Central Pacific	21	14701	46001
Boston and Lowell and Nashua and Lowell	75	603	603	Do	373	14876	46010
Do	337	278	257	Central Railroad and Banking Company	122	6004	.....
Do	476	636	627	Do	136	6009	.....
Do	551	631	624	Do	586	6013	.....
Boston and Lowell and Nashua and Lowell. (late Lexington and Arlington)	563	632	625	Do	587	6014	.....
Boston and Lowell and Nashua and Lowell	590	629	623	Central Vermont, (late Rutland and Burlington)	47	482	406
Boston and Maine	82	602	602	Do	48	482	406
Do	89	602	602	Central Vermont, (late Vermont Central)	58	461	403
Do	135	221	221	Central Vermont, (late Vermont Central and Vermont and Canada)	63	412	401
Do	452	602	602	Central Vermont, (late Vermont Valley)	101	457	407
Do	475	308	259	Central Vermont, (late Sullivan)	102	481	405
Do	519	728	652	Central Vermont, (late Vermont and Massachusetts)	140	690	744
Do	538	610	610	Central Vermont, (late Rutland and Burlington)	144	482	406
Do	640	622	621	Central Vermont, (late Vermont Central)	152	926	902
Boston and Providence	46	608	608	Central Vermont, (late Vermont Central & Vermont & Canada)	154	1582	525
Do	504	617	616				
Boston and Providence, (late Stoughton Branch)	608	650	633				
Boston, Barre and Gardner	364	745	660				
Boston, Clinton and Fitchburgh	245	688	644				
Do	247	640	631				
Do	418	735	656				
Do	457	742	659				
Boston, Concord and Montreal	150	253	252				
Do	363	331	261				
Boston, Hartford and Erie	196	607	607				
Do	241	925	901				
Do	321	606	606				

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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Central Vermont, (late Vermont and Canada).....	176	508	408	Chicago, Milwaukee and Saint Paul, (late Milwaukee and Saint Paul).....	76	12005	25002
Central Vermont, (late Ogdensburg and Lake Champlain).....	193	1022	1242	Do.....	93	13104	25001
Central Vermont, (late New London Northern).....	226	696	647	Do.....	98	13504	21 039
Central Vermont, (late Vermont Central).....	228	926	902	Do.....	237	13006	25003
Do.....	229	926	902	Do.....	279	13009	25006
Central Vermont, (late Harlem Extension).....	302	1524	1279	Do.....	463	13007	25004
Do.....	326	1524	1279	Do.....	479	13394	25008
Central Vermont, (late Vermont Central and Vermont and Canada).....	377	520	409	Do.....	565	13514	26010
Champlain and Saint Lawrence.....	126	1023	1258	Do.....	572	13841	26011
Chenango and Allegheny.....	409	2452	.....	Do.....	659	13010	25007
Cherokee.....	717	6144	.....	Chicago, Pekin and Southwestern	442	11920	23051
Chesapeake and Ohio.....	177	4406	.....	Chicago, Rock Island and Pacific	32	11404	23015
Do.....	392	4293	645	Do.....	71	11 05	27014
Cheshire and Ashuelot.....	125	689	649	Do.....	238	11412	23016
Do.....	403	703	.....	Do.....	309	11004	27017
Chester and Tamaroa Coal and Railroad Company.....	650	11911	23047	Do.....	449	11005a	27015
Chicago and Alton.....	41	11406	23017	Do.....	529	11005a	27015
Do.....	159	11416	23018	Do.....	662	11005b	27016
Do.....	359	10523a	25022	Cincinnati and Martinsville.....	643	12015	22015
Do.....	517	10523a	25021	Cincinnati and Muskingum.....	263	9033	.....
Do.....	620	11424	23019	Cincinnati and Terre Haute.....	694	12029	22029
Do.....	631	11424	23019	Cincinnati, Cumberland Gap and Charleston.....	725	10012	19012
Chicago and Illinois Southern, Consolidated.....	684	11906	23044	Cincinnati, Hamilton and Dayton	59	9030	.....
Chicago and Lake Huron, (late Peninsular).....	492	12520	24020	Do.....	87	9030	.....
Do.....	516	12522	24022	Do.....	134	9029	.....
Do.....	530	12522	24022	Cincinnati, La Fayette and Chicago.....	69	12028	22028
Chicago and Michigan Lake Shore	216	12521	24021	Cincinnati, Richmond and Fort Wayne.....	648	12020	22020
Do.....	488	12521	24021	Cincinnati, Wabash and Michigan.....	605	12021	22021
Do.....	712	12953	24032	Cleveland and Pittsburgh.....	88	9007	.....
Chicago and Northwestern.....	34	11403	23003	Do.....	121	9003	.....
Do.....	35	11403	23003	Do.....	495	9609	.....
Do.....	36	11403	23003	Cleveland, Columbus, Cincinnati and Indianapolis.....	29	9046	.....
Do.....	61	13001	25009	Do.....	43	9018	.....
Do.....	62	11401	23001	Do.....	117	9015	.....
Do.....	78	11402	23002	Cleveland, Mount Vernon and Delaware.....	340	9005	.....
Do.....	184	13013	25010	Clinton and Port Hudson.....	718	8004	.....
Do.....	209	12950	24031	Colorado Central.....	421	17038	38004
Do.....	242	12846	24029	Do.....	598	17038	38004
Do.....	356	13017	25012	Columbus and Hocking Valley.....	240	9040	.....
Do.....	575	11017b	27013	Do.....	675	9040	.....
Do.....	595	11408	23004	Columbus and Xenia.....	12	9016	.....
Do.....	702	11015	27024	Columbus, Chicago and Indiana Central.....	42	9017	.....
Chicago and Superior, (late Madison and Portage).....	494	13016	25023	Concord and Claremont.....	336	255	254
Chicago, Burlington and Quincy	24	11445	23007	Concord.....	72	251	251
Do.....	26	11405	23007	Do.....	416	256	255
Do.....	67	11417	23010	Do.....	567	269	256
Do.....	219	11062	27011	Connecticut and Passumpsic Rivers. (See Connecticut and Passumpsic Rivers and Massachusetts Valley.)	.....	.....	.....
Do.....	292	11415	23009	Connecticut and Passumpsic Rivers and Massachusetts Valley, (late Connecticut and Passumpsic Rivers).....	141	452	402
Do.....	293	11415	23009	Connecticut River.....	73	702	648
Do.....	382	11432	23011	Connecticut Valley.....	412	976	914
Do.....	401	11409	23008	Connecticut Western.....	570	980	916
Do.....	405	11901	23012	Consolidated European and North American.....	107	181	9
Do.....	408	11409	23008	Consolidated European and North American, (late Bangor and Piscataquis).....	433	188	10
Chicago, Cincinnati and Louisville	437	12014	22014	Continental Improvement Company.....	351	12955	24034
Chicago, Danville and Vincennes	697	11434	23042	Contoocook River.....	548	299	258
Chicago, Dubuque and Minnesota	344	11016	27012	Cooperstown and Susquehanna Valley.....	299	1525	1278
Do.....	348	11016	27012	.....	.....	.....	.....
Chicago, Milwaukee and Saint Paul, (late Milwaukee and Saint Paul).....	39	13513	26013				
Do.....	54	11921	23035				

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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Crews, Joseph, (contractor)	693	5611	.....	Evansville, Owensborough and Nashville, (late Owensborough and Russellville)	700	9842	20015
Cumberland and Pennsylvania	561	3512	.....	Fall Brook Coal Company	658	2484	.....
Cumberland Valley	560	2474	.....	Fall River, Warren and Providence	459	821	804
Danbury and Norwalk	201	945	910	Fitchburgh	52	604	604
Do	489	945	910	Do	402	637	628
Do	709	945	910	Do	583	635	626
Dayton and Michigan	110	9027	.....	Flint and Pere Marquette	227	12515	24015
Dayton and Union	323	9026	.....	Do	425	12516	24016
Delaware and Hudson Canal	171	1013	1245	Do	713	12948	24014
Do	490	2418	.....	Fonda, Johnstown and Gloversville	288	1561	1273
Do	512	1544	1244	Fort Wayne, Jackson and Saginaw	426	12509	24008
Delaware, Lackawanna and Western	199	1040	1230	Fort Wayne, Muncie and Cincinnati	424	12019	22019
Do	217	2419	.....	Freehold and Jamesburgh Agricultural	291	2115	.....
Do	372	1228	1229	Gilman, Clinton and Springfield	542	11907	23034
Do	430	1405	1228	Goshen and Deckertown. (See Erie.)	285	7006	.....
Do	445	1545	1231	Grand Gulf and Port Gibson	524	12518	24018
Denver and Boulder Valley	378	17031	38003	Grand Rapids, Newaygo and Lake Shore	701	12527	24026
Denver and Rio Grande	388	17064	38001	Grand Tower Mining, Manufacturing and Transportation Company	667	11421	23039
Detroit and Bay City	289	12529a	24013	Do	111	116	6
Detroit and Milwaukee	165	12507	24006	Do	148	116	6
Detroit, Eel River and Illinois	354	12026	22026	Do	149	116	6
Detroit, Hillsdale and Indiana	664	12525	24024	Do	179	12508	24007
Detroit, Lansing and Lake Michigan	269	12517	24017	Green Bay and Minnesota	478	13395	25015
Do	674	12954	24033	Hackensack and New York. (See Erie.)	51	10505	28005
Dorchester and Delaware	527	3509	.....	Hannibal and Saint Joseph	65	10505	28005
Dubuque and Southwestern	331	11006	27020	Do	105	10510	28010
Dunkirk, Allegheny Valley and Pittsburgh	485	1580	1265	Hanover Branch	508	2433	.....
Dunkirk and Fredonia	130	1338a	1250	Harlem Extension. (See Central Vermont.)	182	955	911
Dutchess and Columbia	571	1541	1277	Hartford, Providence and Fishkill	498	972	91
Do	639	1541	1277	Hartford, Providence and Fishkill, (late Rockville)	619	749	736
Eastern	23	601	601	Hopkinton	215	943	909
Eastern, (late Portland, Saco and Portsmouth)	49	114	124	Housatonic	221	943	909
Eastern	300	732	654	Do	222	943	909
Do	390	619	618	Huntington and Broad Top	318	2435	.....
Do	581	616	615	Illinois Central	127	11407	23020
Do	589	727	651	Do	151	11418	23021
Do	596	620	619	Do	163	11007	27021
Do	625	621	620	Do	399	11010	27022
Do	723	.....	351	Indianapolis and Vincennes, operated by Pennsylvania Company	510	12001	22001
Eastern Kentucky	729	9824	20014	Indianapolis, Bloomington and Western	192	12017	22017
Eastern Shore	298	3402	.....	Indianapolis, Cincinnati and La Fayette	68	12003	22003
East Tennessee, Virginia and Georgia	27	10001}	19002	Do	70	12005	22005
Do	157	10002}	19002	Indianapolis, Peru and Chicago	94	12004	22004
Elginfield and Kentucky. (See Saint Louis and Southeastern Consolidated.)	157	10032	19002	Do	96	12004	22004
Erie	1	1001	1201	Do	232	12004	22004
Do	11	1038	1208	Do	543	12025	22025
Do	14	1035	1207	Iowa Eastern	582	11020a	27023
Do	248	1032	1205	Ichaca and Athens	554	1579	1266
Do	273	2409	.....	Jackson, Lansing and Saginaw. (See Michigan Central.)	628	11909	23046
Do	335	1033	1206	Jacksonville, Northwestern and Southeastern	628	11909	23046
Do	393	1010	1204				
Do	395	1574	1203				
Erie, (late Hackensack and New York)	450	2119	.....				
Erie	462	2128	.....				
Do	539	1010	1204				
Do	550	1009	1202				
Do	603	2120	.....				
Do	604	2465	.....				
Do	685	2424	.....				
Erie, (late Towanda Coal Company)	688	2471	.....				
Erie	691	1045	1209				
Erie, (late Goshen & Deckertown)	728	1567	1210				
Evansville and Crawfordsville	203	12012	22012				
Evansville and Crawfordsville. (See Logansport, Crawfordsville and Southwestern.)							

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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Jacksonville, Pensacola and Mobile	281	6402	.....	Madison and Portage. (See Chicago and Superior.)			
Do	722	6402	.....	Maine Central	106	9	2
Jeffersonville, Madison and Indianapolis	92	12007	22007	Maine Central, (late Portland and Kennebeck)	131	115	5
Do	468	12006	22006	Do	132	115	5
Do	687	12011	22011	Do	235	1	1
Junction and Breakwater	559	3404	.....	Maine Central	339	9a	3
Junction and Fort Kearney	313	14314	33012	Maine Central, (Belfast division)	448	201	11
Kansas Central	528	14235	33010	Manchester and Lawrence	147	627	622
Kansas City, Saint Joseph, and Council Bluffs	104	10506	23006	Maryland and Delaware	455	3403	.....
Do	413	10506	23006	Maysville and Lexington	419	9843	20016
Kansas Pacific	77	14001	33001	Memphis and Charleston	83	6605	.....
Do	205	14001	33001	Memphis and Little Rock	172	7501	.....
Kentucky Central	170	9606	20002	Memphis, Carthage and North-western	532	10521a	28021
Keokuk and Des Moines	246	11001	27019	Memphis, Clarksville and Louisville	145	10009	19009
Knox and Lincoln	206	204	13	Michigan Central	56	12506	24005
Lackawanna and Bloomsburgh	234	2417	.....	Do	375	12511	24010
Lake Erie and Louisville	473	9024	.....	Michigan Central, (lessees Jackson, Lansing and Saginaw)	467	12510	24009
Lake Erie, Evansville and South-eastern	591	12030a	22031	Michigan Central	487	12526	24925
Lake Ontario Shore	614	1592	1287	Do	536	12519	24019
Lake Shore and Michigan South-ern	8	1039	1241	Do	634	12528	24027
Do	143	12502	24001	Do	726	11413	23022
Do	223	125013	9049	Michigan Lake Shore	556	12523	24033
Do	261	12503	24002	Middleborough and Taunton	578	676	640
Do	305	12512	24011	Midland Pacific	366	14483	34005
Do	355	9008	.....	Milwaukee and Saint Paul. (See Chicago, Milwaukee and Saint Paul.)			
Do	376	12505	24004	Milwaukee, Lake Shore and Western	295	13020	25018
Do	461	12529	24025	Do	672	13020	25018
Do	477	12504	24003	Mineral Point	454	13011	25030
Do	534	2446	.....	Do	597	13015	25021
Lake Shore and Tuscarawas Val-ley	566	9045	.....	Mississippi and Clyde Rivers	360	523	522
Lake Superior and Mississippi	380	13508	26006	Mississippi Valley and Western	428	10519a	25018
Do	497	13512	26008	Missouri, Iowa and Nebraska	606	10516a	28016
Do	592	13537	26007	Missouri, Kansas and Texas	79	10512	28011
Laurel Fork and Sand Hill	708	4189	.....	Do	320	14006	33006
Lawrence and Southwestern	316	14311	33011	Do	696	10515a	28014
Lehigh Valley	16	2479	.....	Mobile and Girard	526	6608	.....
Do	166	2410	.....	Mobile and Montgomery	66	6612	.....
Do	257	2416	.....	Monadnock	466	738	657
Do	303	2412	.....	Monticello and Port Jervis	546	1564	1270
Do	654	2411	.....	Montreal and Plattsburgh	278	1021	1243
Lexington and Arlington. (See Boston and Lowell and Nashua and Lowell.)				Morgan's Louisiana and Texas	95	8001	.....
Little Miami	30	9031	.....	Do	615	8098	.....
Do	31	9031	.....	Nashville and Chattanooga	714	10095	19015
Do	188	9031	.....	Nashville and Chattanooga. (See Nashville, Chattanooga and Saint Louis.)			
Logansport, Crawfordsville and Southwestern	649	12027	22027	Nashville and Decatur	239	10006	19006
Logansport, Crawfordsville and Southwestern, (late Evansville and Crawfordsville)	465	12012a	22012a	Nashville, Chattanooga and Saint Louis, (late Nashville and Chattanooga)	38	10004	19004
Long Island	174	1006	1233	Do	84	10004	19004
Do	501	1008	1234	Do	91	10004	19004
Do	535	1007	1232	Do	253	10007	19007
Los Angeles and San Pedro	286	14728	46013	Do	655	10004	19004
Louisville, Cincinnati and Lex-ington	74	9607a	20004	Nautucket	208	942	908
Do	175	9607	20003	Do	283	942	908
Do	481	9846a	20017	New Bedford, (late Taunton Branch)	97	677	641
Louisville and Nashville	55	9608	20005	New Bedford, (late New Bedford and Taunton)	207	678	642
Louisville and Nashville, (late Paducah and Gulf)	86	9611	20008	Do	352	672	639
Louisville and Nashville	443	9610	20007	New Haven and Derby	436	977	915
Do	544	9610	20007	New Haven and Northampton	224	938	906
Do	545	9742	20012	Do	282	938	906
Do	695	9609	20006	Do	599	746	661
Louisville and Nashville and Great Southern, (late Louis-ville and Nashville)	90	10010	19010	New Haven, Middletown and Willimantic	474	975	913
Macon and Western	683	6143		New Jersey Midland	211	2254	

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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
New London Northern. (See Central Vermont.)				Paducah and Memphis, (late Paducah and Gulf)	555	9612	20009
New Orleans, Jackson and Great Northern	44	8002		Paducah and Memphis	680	10015	19014
New Orleans, Mobile and Texas	133	6613		Paris and Danville	704	11918	23050
Do	558	8090		Paris and Decatur	677	11914	23048
New York and Canada, (late Vermont Central and Vermont and Canada)	394	1582	1263	Peninsular. (See Chicago and Lake Huron.)			
New York and Oswego Midland	440	1454	1248	Pennsylvania	5	2103	
Do	491	1586	1240	Do	7	2104	
Do	493	1540	1235	Do	9	2401	
Do	600	1569	1238	Do	81	2422	
Do	612	1546	1236	Do	138	2105	
Do	618		1292	Do	139	2105	
Do	635	1585	1239	Do	156	2422	
New York Central and Hudson River	3	1079	1217	Do	161	2422	
Do	4	1002	1211	Do	251	2116	
Do	22	1282	1218	Do	262	2109	
Do	108	1027	1213	Do	268	2427	
Do	232	1037	1216	Do	306	2440	
Do	249	1016	1212	Do	308	2436	
Do	367	1030	1214	Do	310	2439	
Do	381	1036	1215	Do	327	2439	
New York, Kingston and Syracuse. (Trustees first-mortgage bonds).	502	1576	1268	Do	334	2475	
New York, New Haven and Hartford	80	936	904	Do	346	2443	
Do	277	932	903	Do	429	2109	
North and South	710	6231		Do	446	2415	
Northern	103	254	253	Do	482	2454	
Do	522	254	253	Do	486	2437	
Northern Central	17	3502		Do	496	2438	
Do	622	2423		Do	514	2432	
Northern Pacific	314		43001	Do	520	2125	
Do	409	13838	26005	Do	531	2450	
North Missouri. (See Saint Louis, Kansas City and Northern.)				Do	537	2448	
North Pennsylvania	160	2404		Do	564	2117	
Do	280	2404		Do	610	2118	
Northwestern North Carolina	553	5280		Do	630	2114	
Ogdensburg and Lake Champlain. (See Central Vermont.)				Do	632	2109	
Oil Creek and Allegheny River, and Buffalo, Corry and Pittsburgh, (late Allegheny Valley)	210	2425		Do	633	2109	
Do	343	2425		Do	636	2437	
Do	349	2425		Do	637	2437	
Oil Creek and Allegheny River and Buffalo, Corry and Pittsburgh, (late Allegheny Valley)	453	1043	1252	Do	638	2131	
Do	679	2470		Do	668	2462	
Old Colony and Newport	109	609	609	Do	676	2469	
Do	186	654	634	Pennsylvania, (late Pennsylvania and Delaware)	690	2488	
Old Colony and Newport, (operating Cape Cod)	358		737	Pennsylvania and Delaware. (See Pennsylvania.)			
Old Colony and Newport	357	731	653	Pennsylvania Company	317	9047	
Do	480	615	614	Do	585	9043	
Do	692	655	635	Pennsylvania Company. (See Indianapolis and Vincennes.)			
Omaha and Northwestern	500	14478	34003	Pensacola and Louisville	518	6404	
Orange, Alexandria and Manassas. (See Washington City, Virginia Midland and Great Southern.)				Peoria and Rock Island	410	11428	23040
Oswego and Syracuse	233	1029	1256	Peoria, Pekin and Jacksonville	383	11414	23038
Owensborough and Russellville. (See Evansville, Owensborough and Nashville.)				Do	432	11414	23038
Paducah and Gulf. (See Paducah and Memphis.)				Philadelphia and Baltimore Central	250	2408	
Paducah and Gulf. (See Louisville and Nashville.)				Do	275	2408	
				Philadelphia and Darby	191	2406	
				Philadelphia and Reading	15	2476	
				Do	115	2402	
				Do	296	2414	
				Do	430	2413	
				Do	439	2405	
				Do	584	2451	
				Do	593	2467	
				Do	607	2463	
				Do	651	2428	
				Do	666	2457	
				Do	669	2462	
				Do	673	2458	
				Do	706	2460	
				Do	720	2407	
				Do	727	2407	
				Philadelphia, Wilmington and Baltimore	10	3501	
				Do	137	3401	

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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Philadelphia, Wilmington and Baltimore.....	506	3501	.....	Saint Louis, Council Bluffs and Omaha. (See Brunswick and Chillicothe and Saint Louis, Council Bluffs and Omaha.)			
Pit Hole Valley.....	716	2459	.....	Saint Louis, Kansas City and Northern, (late North Missouri)	53	10504	28004
Pittsburgh and Connellsville.....	368	2464	.....	Do	57	10504	28004
Do	441	2464	.....	Do	64	10504	28004
Do	601	2464	.....	Do	258	10507	28007
Pittsburgh, Cincinnati and Saint Louis.....	20	9036	.....	Saint Louis, Kansas City and Northern, (late North Missouri)	444	10509	28009
Do	160	12009	22009	Saint Paul and Pacific.....	266	13507	26002
Do	294	9012	.....	Do	458	13840	26003
Do	294	9034	.....	Do	460	13506	26001
Do	311	2456	.....	Saint Paul and Sioux City.....	379	13505	26004
Do	385	12013	22013	Savannah and Charleston.....	118	5606	.....
Do	509	9036	.....	Savannah and Memphis.....	705	6616	.....
Do	549	12016	22016	Selma, Marion and Memphis.....	569	6606	.....
Portland and Kennebeck. (See Maine Central.)				Sheboygan and Fond du Lac.....	332	13012	25019
Portland and Ogdensburg.....	358	521	410	Shepaug, (late Shepaug Valley).....	417	981	917
Portland and Rochester.....	338	117	7	Shepaug Valley. (See Shepaug.)			
Port Royal.....	540	5707	.....	Sioux City and Pacific.....	243	11011	27029
Portland, Saco and Portsmouth. (See Eastern.)				Do	471	11011	27029
Portsmouth, Great Falls and Conway.....	406	309	260	Skaneateles.....	297	1046	1251
Providence and Worcester.....	231	801	801	Sodus Point and Southern.....	609	1590	1285
Do	623	748	662	Somerset and Mineral Point.....	552	2472	.....
Providence, Warren and Bristol	339	803	803	South and North Alabama.....	155	6604	.....
Queen Anne and Kent.....	574	3511	.....	Do	236	6604	.....
Quincy, Missouri and Pacific.....	422	10520a	28019	Do	260	6604	.....
Raleigh and Augusta Air-Line.....	451	5216	.....	South Carolina.....	123	5605	.....
Raleigh and Gaston.....	259	5001	.....	Do	265	5605	.....
Reading and Columbia.....	470	2431	.....	Do	322	5605	.....
Do	483	2431	.....	Do	576	5605	.....
Richmond and Danville.....	113	4407	.....	Southern Central.....	414	1542	1276
Do	114	5004	.....	Southern Minnesota.....	319	13501	26016
Do	212	5004	.....	Southern Pacific.....	121	14702	46002
Do	213	5004	.....	Do	190	14702	46002
Richmond and York River.....	724	4403	.....	Do	324	14945	46014
Richmond, Fredericksburgh and Potomac.....	37	4401	.....	Southern Railroad Association.....	45	7001	.....
Rochester and Pine Creek.....	562	1587	1262	Southern Railway Security Co.....	665	10005	19005
Rockford, Rock Island and Saint Louis.....	198	11429	23005	South Shore.....	397	656	636
Do	711	11430	23006	Southwestern.....	256	6010	.....
Rockville. (See Hartford, Providence and Fishkill.)				Do	264	6015	.....
Rome, Watertown and Ogdensburg.....	128	1036	1237	Do	498	6015	.....
Do	129	1036	1237	Do	671	6015	.....
Do	391	1042	1235	Spartanburgh and Union.....	660	5610	.....
Do	398	1024	1226	Springfield and Illinois South-eastern.....	255	11433	23033
Rutland and Burlington. (See Central Vermont.)				Springfield, Athol and North-eastern, (late Athol and Enfield).....	427	658	741
Sacramento Valley.....	404	14705	46005	Staten Island.....	200	1005	1260
Saginaw Valley and Saint Louis	670	12949	24030	Stockton and Copperopolis.....	503	14881	46012
Saint Clair and Chicago Air-Line	568	12513	24012	Do	535	14881	46012
Saint Croix and Penobscot.....	187	84	4	Stoughton and Providence.....	112	802	802
Saint Joe and Denver City.....	347	14004	33004	Sullivan. (See Central Vermont.)			
Saint Louis, Alton and Terre Haute.....	169	11422	23030	Suncook Valley.....	699	342	262
Saint Louis and Iron Mountain and Cairo and Fulton.....	167	10502	23002	Susquehanna, Gettysburgh and Potomac.....	324	2434	.....
Do	374	10502	28002	Sycamore and Cortland.....	220	11410	23052
Do	613	10502	28002	Syracuse and Chenango.....	507	1581	1264
Saint Louis and Southeastern. (See Saint Louis and Southeastern Consolidated.)				Syracuse, Binghamton and New York.....	197	1028	1557
Saint Louis and Southeastern Consolidated, (late Edgemoor and Kentucky).....	194	10008	19008	Syracuse Northern.....	447	1577	1267
Saint Louis and Southeastern Consolidated, (late Saint Louis and Southeastern).....	195	11900	23032	Taunton Branch. (See New Bedford.)			
Do	231	9612a	20010	Tennessee and Pacific.....	469	10123	19016
Do	656	11900	23032	Tennessee Coal and Railroad Company.....	707	10014	19013
				Texas and Pacific.....	218	8506	.....
				Texas, Mississippi River and Northwestern, (late Little Rock, Pine Bluff and New Orleans).....	642	7525a	

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Toledo, Peoria and Warsaw	307	11411	23027	Vicksburgh and Brunswick	616	6621	
Do	577	11411	23027	Vicksburgh and Meridian	168	7003	.....
Toledo, Wabash and Western	23	9022	.....	Do	254	7003	.....
Do	85	11426	23023	Do	276	7003	.....
Do	272	9022	.....	Washington and Ohio	472	4404	.....
Do	341	9022	.....	Washington City, Virginia Mid-			
Do	365	11903	23025	land and Great Southern, (late			
Do	521	11916	23026	Orange, Alexandria and Ma-			
Do	533	11903	23025	nassas)	25	4403	.....
Do	657	11427	23004	Do	328	4405	.....
Towanda Coal Company. (See				Do	624	4403	.....
Eric.)				Western Maryland	274	3507	.....
Troy and Boston	116	1017	1259	Western, of Alabama	120	6601	.....
Do	124	1017	1259	Do	270	6607	.....
Trustees first-mortgage bonds.				Do	438	6602	.....
(See New York, Kingston and				Western Union	387	13003	25013
Syracuse.)				West Jersey	158	2110	.....
Tuskegee	617	6619	.....	Do	178	2111	.....
Union Pacific	19	14401	34001	Do	267	2112	.....
Utah Central	371	10633	41001	Do	301	2113	.....
Utica and Black River	295	10257	1283	West Wisconsin	362	13014	25014
Do	611	1593	1288	Do	719	13014	25014
Utica, Ithaca and Elmira	434	1566	1269	Whitehall and Plattsburgh	645	1518	1280
Do	594	.....	1289	Whitewater Valley	345	9035	.....
Vaca Valley	626	14877	46015	Wilmington and Reading	661	2455	.....
Vermont and Canada. (See				Wilmington and Western	636	3405	.....
Central Vermont.)				Wisconsin Central, operated by			
Vermont and Massachusetts	142	690	646	Phillips & Colby Construction			
Do	189	690	646	Company	304	13018	25017
Vermont Central. (See Central				Do	325	13018	25017
Vermont.)				Do	370	13396	25016
Vermont Central and Vermont				Do	407	13018	25017
and Canada. (See Central				Do	678	13018	25017
Vermont.)				Wisconsin Valley	602	13019	25022
Vermont Valley. (See Central				Worcester and Nashua	164	683	643
Vermont.)				Worcester and Somerset	629	3516	

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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Alabama and Chattanooga	355	6615	.....	Central Vermont, (late Rutland and Burlington)	80	482	406
Allegheny Valley	164	2442	.....	Central Vermont, (late Vermont Central)	83	461	403
Allegheny Valley. (See Oil Creek and Allegheny River and Buffalo, Corry and Pittsburgh.)				Central Vermont, (late Vermont Central and Vermont and Canada)	92	412	401
Arkansas Central	431	7502 ^a	.....	Central Vermont, (late Rutland and Burlington)	102	482	406
Atlanta and Richmond Air-Line	249	6017	.....	Central Vermont, (late Harlem Extension)	129	1524	1279
Atchison, Topeka and Santa Fe	233	14143	30007	Central Vermont, (late Ogdensburg and Lake Champlain)	130	1022	1242
Do	255	14143	30007	Central Vermont, (late Vermont Central)	137	926	902
Atlantic and Great Western	183	9038	.....	Central Vermont, (late New London Northern)	161	696	647
Do	290	2444	.....	Central Vermont, (late Vermont and Canada)	198	508	408
Do	374	9006	.....	Do	234	520	409
Atlantic, Mississippi and Ohio	35	4414	.....	Chenango and Allegheny	304	2452	.....
Do	265	4413	.....	Chesapeake and Ohio	186	4406	.....
Do	295	4412	.....	Do	269	4293	.....
Baltimore and Ohio	14	3504	.....	Cheshire and Ashuelot	97	689	645
Do	14 ^a	4102	.....	Do	288	703	649
Do	166	3518	.....	Chester and Tamaroa Coal and Railroad Company	380	11911	23047
Baltimore and Potomac	162	3514	.....	Chicago and Alton	69	11406	23017
Do	398	3515	.....	Do	117	10523 ^a	28022
Bangor and Piscataquis. (See Consolidated European and North American.)				Do	123	11416	23018
Boston and Albany	3	605	605	Do	363	10523 ^a	28022
Do	12	605	605	Chicago and Michigan Lake Shore	197	12521	24021
Do	314	641	632	Do	462	12953	24032
Boston and Lowell and Nashua and Lowell	60	603	603	Chicago and Northwestern	20	11403	23003
Do	268	278	257	Do	29	11403	23003
Boston and Maine	91	602	602	Do	48	11401	23001
Do	154	.....	221	Do	54	11402	23002
Boston and Providence	165	608	608	Do	56	13001	25000
Boston, Barre and Gardner	193	745	660	Do	57	13017	25012
Boston, Clinton and Fitchburgh	190	688	644	Do	200	12950	24031
Do	191	640	631	Do	201	12846	24029
Do	292	742	659	Do	232	13013	25010
Do	316	735	656	Do	410	11017 ^b	27013
Boston, Concord and Montreal	131	253	252	Do	435	11015	27024
Do	185	331	261	Do	437	11408	23004
Boston, Hartford and Erie	157 ^a	607	607	Chicago, Burlington and Quincy	22	11405	23007
Do	202	925	901	Do	24	11405	23007
Do	327	607	975	Do	75	11417	23010
Buffalo and Jamestown	366	.....	1290	Do	104	11415	23009
Buffalo, New York and Philadelphia	306	1509	1249	Do	124	11415	23009
Burlington and Missouri River	68	11003	27005	Do	240	11432	23011
Do	323	11018	27007	Do	297	11409	23008
Do	325	11003	27005	Do	299	11901	23012
Do	427	11003	27009	Do	305	11409	23008
Burlington and Missouri River in Nebraska	228	14479	34004	Do	409	11902	23013
Do	248	14451	34002	Chicago, Cincinnati and Louisville	343	12014	22014
Burlington and Southwestern	359	11019	27008	Chicago, Danville and Vincennes	350	11434	23042
Cairo and Vincennes	250	11917	23037	Chicago, Dubuque and Minnesota	294	11016	27012
California and Oregon	133	14703	46003	Do	336	11016	27012
California Pacific	177	14706	46006	Chicago, Milwaukee and Saint Paul, (late Milwaukee and Saint Paul)	43	13005	25002
Do	416	14707	46007	Do	59	13513	26013
Cape Cod	106	663	637	Do	84	11921	23035
Do	142	670	638	Do	132	13004	25001
Cape Cod. (See Old Colony and Newport.)				Do	179	13504	26009
Central Pacific	33	14701	46001	Do	188	13006	25003
Do	216	14876	46010	Do	372	13009	25006
Central Vermont, (late Vermont Valley)	61	487	407	Chicago, Pekin and Southwestern	344	11920	23051
Central Vermont, (late Sullivan)	62	481	405	Chicago, Rock Island and Pacific	18	11404	23015
Central Vermont, (late Vermont Central)	72	461	403	Do	31	11005	27014
Central Vermont, (late Vermont and Massachusetts)	76	690	744				
Central Vermont, (late Vermont Central and Vermont and Canada)	78	412	401				

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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Chicago, Rock Island and Pacific	189	11412	23016	East Tennessee, Virginia and Georgia	33	10001	10019
Do	364	11005a	27015	Do	34	10002	19002
Do	390	11005a	27015	Edgefield and Kentucky. (See Saint Louis and Southeastern Consolidated)			
Do	436	11005b	27016	Erie	1	1001	1201
Cincinnati and Martinsville	411	12015	22015	Do	13	1038	1208
Cincinnati and Terre Haute	459	12029	22029	Do	19	1035	1207
Cincinnati, Cumberland Gap and Charleston	439	10012	19012	Do	214	1032	1205
Cincinnati, Hamilton and Dayton	77	9030		Do	271	1010	1204
Do	141	9029		Do	273	1574	1203
Cincinnati, La Fayette and Chicago	26	12028	22028	Do	300	2409	
Cincinnati, Richmond and Fort Wayne	366	12020	22020	Do	301	1033	1206
Cleveland and Pittsburgh	107	9007		Do	369	1045	1209
Do	169	9003		Erie, (date Goshen and Deckertown)	444	1567	1210
Cleveland, Columbus, Cincinnati and Indianapolis	37	9046		Evansville and Crawfordsville	170	12012	22012
Do	79	9018		Evansville, Owensborough and Nashville, (late Owensborough and Russellville)	385	9842	20015
Do	135	9015		Fall Brook Coal Company	418	2484	
Cleveland, Mount Vernon and Delaware	144	9005		Fall River, Warren and Providence	326	821	804
Colorado Central	321	17038	38004	Fitchburgh	47	604	604
Columbus and Hocking Valley	194	9040		Do	287	637	628
Columbus and Xenia	53	9016		Flint and Pere Marquette	136	12515	24015
Columbus, Chicago and Indiana Central	95	9017		Do	334	12516	24016
Concord	44	251	251	Do	460	12948	24014
Do	315	256	255	Fort Wayne, Jackson and Saginaw	333	12509	24008
Concord and Claremont	138	255	254	Fort Wayne, Muncie and Cincinnati	330	12019	22019
Connecticut and Passumpsic Rivers. (See Connecticut and Passumpsic Rivers and Massachusetts Valley.)				Goshen and Deckertown. (See Erie.)			
Connecticut and Passumpsic Rivers and Massachusetts Valley, (late Connecticut and Passumpsic Rivers)	89	452	402	Grand Rapids, Newaygo and Lake Shore	396	12527	24026
Connecticut River	42	702	648	Grand Trunk	119	116	6
Connecticut Valley	309	976	914	Do	208	12508	24007
Consolidated European and North American	87	181	9	Hannibal and Saint Joseph	36	10505	28005
Consolidated European and North American, (late Bangor and Piscataquis)	339	188	10	Do	40	10510	28010
Continental Improvement Company	341	12955	24034	Do	238	10505	28005
Cumberland Valley	404	2474		Harlem Extension. (See Central Vermont.)			
Danbury and Norwalk	155	945	910	Hartford, Providence and Fishkill	220	955	911
Do	425	945	910	Housatonic	196	943	909
Dayton and Michigan	111	9027		Do	401	943	909
Delaware, Lackawanna and Western	205	2419		Do	463	943	909
Do	215	1228	1229	Illinois Central	70	11407	23020
Do	222	1040	1230	Do	82	11407	23020
Do	320	1405	1228	Do	116	11418	23021
Do	345	1545	1231	Do	1576	11007	27021
Denver and Boulder Valley	235	17051	38003	Do	280	11010	27022
Denver and Rio Grande	253	17064	38001	Indianapolis, Bloomington and Western	90	12017	22017
Detroit and Bay City	260	12529a	24013	Indianapolis, Cincinnati and La Fayette	23	12003	22003
Detroit and Milwaukee	159	12507	24006	Do	27	12005	22005
Detroit, Eel River and Illinois	360	12026	22026	Indianapolis, Peru and Chicago	168	12004	22004
Detroit, Hillsdale and Indiana	429	12525	24024	Iowa Eastern	405	11020a	27023
Detroit, Lansing and Lake Michigan	272	12517	24017	Jacksonville, Northwestern and Southeastern	451	11909	23046
Do	442	12954	24033	Jacksonville, Pensacola and Mobile	379	6402	
Dubuque and Southwestern	377	11006	27020	Jeffersonville, Madison and Indianapolis	121	12005	22007
Eastern	16	601	601	Junction and Fort Kearney	302	14314	33012
Eastern, (late Portland, Saco and Portsmouth)	17	114	124	Kansas Central	367	14235	33010
Eastern	264	619	618	Kansas City, Saint Joseph and Council Bluffs	115	10506	28006
Do	391	732	654	Do	310	10506	28006
Do	450	621	620	Kansas Pacific	73	14001	33001
Do	466		351	Do	184	14001	33001
Eastern Kentucky	433	9824	20014	Kentucky Central	156	9606	20002
Eastern Shore	266	3402		Do	226	9606	20002

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Keokuk and Des Moines	207	11001	27019	Milwaukee, Lake Shore and Western	232	13020	25012
Knox and Lincoln	174	204	13	Do	440	13020	25018
Lackawanna and Bloomsburgh ..	178	2417	.....	Missisquoi and Clyde Rivers ..	163	523	522
Lake Erie, Evansville and South-eastern	419	12030a	22031	Mississippi Valley and Western ..	335	10319a	22018
Lake Shore and Michigan South-ern	2	9008	.....	Missouri, Kansas and Texas	46	10512	22011
Do	6	12501a	9049	Do	49	10515a	22014
Do	9	1039	.....	Do	88	10515a	22014
Do	9	9004	1241	Do	332	14006	33006
Do	127	9021	.....	Mobile and Montgomery	108	6612	.....
Do	127	12501	24001	Montreal and Plattsburgh	368	1021	1243
Do	231	12502	24001	Nashville and Chattanooga. (See Nashville, Chattanooga and Saint Louis.) ..	192	10006	19006
Do	231	12505	24004	Nashville and Decatur	63	10004	19004
Do	256	12512	24011	Nashville, Chattanooga and Saint Louis, (late Nashville and Chattanooga) ..	114	10004	19004
Do	362	9008	.....	Do	224	10007	19007
Lake Shore and Tuscarawas Valley	406	9045	.....	Do	359	10004	19004
Lake Superior and Mississippi ..	236	13508	26006	Naugatuck	412	942	908
Laurel Fork and Sand Hill	448	4189	.....	New Bedford, (late Taunton Branch) ..	171	677	641
Lawrence and Southwestern	319	14311	33011	New Bedford, (late New Bedford and Taunton) ..	187	678	642
Lehigh Valley	32	2479	.....	Do	376	672	639
Do	139	2410	.....	Do	340	977	915
Do	145	2410	.....	New Haven and Derby	99	938	906
Do	160	2410	.....	Do	397	938	906
Do	206	2416	.....	New Jersey Midland	210	1451a 2132	2254
Do	242	2412	.....	New London Northern. (See Central Vermont.) ..	122	6613	.....
Do	358	2411	.....	New Orleans, Mobile and Texas ..	233	1582	1263
Little Miami	52	9031	.....	New York and Canada, (late Vermont Central and Vermont and Canada) ..	426	.....	1292
Do	408	9031	.....	New York and Oswego Midland ..	4	1079	1217
Little Rock, Pine Bluff and New Orleans. (See Texas, Mississippi River and Northwestern.) ..	375	12027	2027	Do	5	1002	1211
Hogansport, Crawfordsville and Southwestern	180	1006	21233	Do	50	1282	1218
Long Island	457	14728	46013	Do	109	1027	1213
Los Angeles and San Pedro	58	9603	20005	Do	211	1016	1212
Louisville and Nashville	103	9611	20008	Do	227	1030	1214
Louisville and Nashville, (late Paducah and Gulf)	434	9609	20006	Do	237	1036	1215
Louisville and Nashville	113	10010	19010	New York, New Haven and Hartford	85	936	904
Louisville and Nashville. (See Louisville and Nashville and Great Southern.) ..	65	9607a	20004	Do	361	932	903
Louisville and Nashville and Great Southern, (late Louisville and Nashville)	176	9607	20003	North and South	432	6231	.....
Louisville, Cincinnati and Lexington	45	9	2	Northern	74	254	253
Do	55	115	5	Northern Central	64	3502	.....
Maine Central	86	9	2	Northern Pacific	281	13838	26005
Maine Central, (late Portland and Kennebeck)	118	1	1	Do	311	.....	43001
Maine Central	140	115	5	North Missouri. (See Saint Louis, Kansas City and Northern.) ..	152	2104	.....
Maine Central, (late Portland and Kennebeck)	181	1	1	North Pennsylvania	373	2404	.....
Do	352	201	11	Do	399	5280	.....
Do	371	9a	3	Northwestern North Carolina ..	263	2125	.....
Maine Central, (Belfast division) ..	96	627	622	Ogdensburgh and Lake Champlain. (See Central Vermont.) ..	357	1043	1252
Manchester and Lawrence	358	3403	.....	Oil Creek and Allegheny River and Buffalo, Corry and Pittsburgh, (late Allegheny Valley) ..	424	2470	.....
Maryland and Delaware	328	9843	20016	Oil Creek and Allegheny River and Buffalo, Corry and Pittsburgh, (late Allegheny Valley) ..	101	731	653
Maysville and Lexington	94	6605	.....	Do	110	609	690
Memphis and Charleston	105	10009	19009				
Memphis, Clarksville and Louisville	51	12506	24005				
Michigan Central	230	12511	24010				
Do	455	11413	23022				
Do	199	14483	34005				
Midland Pacific							
Milwaukee and Saint Paul. (See Chicago, Milwaukee and Saint Paul.) ..							

Index to Table F—Continued.

Title.	Order.	Number of routes.	New number of route.	Title.	Order.	Number of route.	New number of route.
Old Colony and Newport	353	654	634	Richmond and York River	403	4408	.....
Old Colony and Newport, oper- ating Cape Cod	354	.....	737	Richmond, Fredericksburgh and Potomac	25	4401	.....
Old Colony and Newport	441	655	635	Rockford, Rock Island and Saint Louis	221	11429	23005
Orange, Alexandria and Manas- sas. (See Washington City, Virginia Midland and Great Southern.)	.....	.....	.....	Rome, Watertown and Ogdens- burgh	120	1026	1227
Oswego and Syracuse	172	1029	1256	Do	267	1042	1225
Owensborough and Russellville. (See Evansville, Owensbor- ough and Nashville.)	.....	.....	.....	Do	254	1024	1226
Paducah and Gulf. (See Louis- ville and Nashville.)	.....	.....	.....	Do	235	1026	1227
Paducah and Memphis	447	10015	19014	Rutland and Burlington. (See Central Vermont.)	.....	.....	.....
Paris and Danville	423	11918	23050	Sacramento Valley	289	14705	46005
Pennsylvania	7	2103	.....	Saginaw Valley and Saint Louis	438	12949	24030
Do	8	2104	.....	Saint Croix and Penobscot	387	84	4
Do	11	2401	.....	Saint Joseph and Denver City	331	14004	33004
Do	71	2422	.....	Saint Louis and Iron Mountain and Cairo and Fulton	217	10502	22002
Do	147	2422	.....	Saint Louis and Southeastern. (See Saint Louis and South- eastern Consolidated.)	.....	.....	.....
Do	218	2116	.....	Saint Louis and Southeastern Consolidated. (late Edgefield and Kentucky)	148	10008	19008
Do	257	2427	.....	Saint Louis and Southeastern Consolidated. (late Saint Louis and Southeastern)	150	11900	23032
Do	270	2440	.....	Do	157	9612a	20010
Do	275	2436	.....	Do	394	11900	23032
Do	286	2439	.....	Saint Louis, Council Bluffs and Omaha. (See Brunswick and Chillicothe and Saint Louis, Council Bluffs and Omaha.)	.....	.....	.....
Do	296	2443	.....	Saint Louis, Kansas City and Northern. (late North Missouri)	81	10504	22004
Do	308	2105	.....	Do	243	10507	22007
Do	351	2415	.....	Do	349	10509	22009
Do	407	2475	.....	Saint Paul and Pacific	261	13507	26002
Do	415	2105	.....	Do	365	13840	26003
Do	417	9048	.....	Saint Paul and Sioux City	225	13505	26004
Pennsylvania, (late Pennsylva- nia and Delaware)	454	2488	.....	Savannah and Charleston	149	5606	.....
Pennsylvania	456	2109	.....	Savannah and Memphis	443	5616	.....
Do	458	2131	.....	Sheboygan and Fond du Lac	382	13912	25019
Pennsylvania Company	324	9047	.....	Shepaug, (late Shepaug Valley)	317	981	917
Peoria and Rock Island	307	11428	23040	Shepaug Valley. (See Shepaug.)	.....	.....	.....
Peoria, Pekin and Jacksonville	241	11414	23038	Sioux City and Pacific	203	11011	27029
Do	338	11414	23038	South and North Alabama	143	6604	.....
Philadelphia and Baltimore Cen- tral	212	2408	.....	Do	167	6604	.....
Philadelphia and Reading	39	2476	.....	Do	247	6604	.....
Do	313	2414	.....	South Carolina	223	5605	.....
Do	337	2413	.....	Do	258	5605	.....
Do	349	2405	.....	Do	259	5605	.....
Do	381	2428	.....	Southern Central	312	1542	1276
Do	439	2451	.....	Southern Pacific	219	14702	46002
Do	445	2460	.....	Do	244	14945	46013
Do	461	2407	.....	Do	422	14702	46002
Do	465	2477	.....	Southern Railway Security Com- pany	414	10005	19005
Philadelphia, Wilmington and Baltimore	10	3501	.....	South Shore	329	656	636
Do	146	3401	.....	Southwestern	254	6615	.....
Pittsburgh and Connellsville	204	2464	.....	Spartanburgh and Union	400	5610	.....
Do	347	2464	.....	Staten Island	383	1905	1260
Pittsburgh, Cincinnati and Saint Louis	41	9036	.....	Stonington and Providence	112	802	502
Do	175	9012	.....	Sullivan. (See Central Vermont.)	.....	.....	.....
Do	239	12009	22009	Suncook Valley	378	342	262
Do	246	12013	22013	Syracuse Northern	346	1577	1267
Do	277	2456	.....	Taunton Branch. (See New Bedford.)	.....	.....	.....
Portland and Kennebeck (See Maine Central.)	.....	.....	.....	Texas, Mississippi River and Northwestern, (late Little Rock, Pine Bluff and New Or- leans)	428	7525a	.....
Portland and Ogdensburgh	128	521	410	Toledo, Peoria and Warsaw	279	11411	23027
Portland and Rochester	276	117	7	Do	413	11411	23027
Portland, Saco and Portsmouth. (See Eastern.)	.....	.....	.....	Toledo, Wabash and Western	21	9022	.....
Portsmouth, Great Falls and Conway	298	309	260	Do	28	9022	.....
Providence and Worcester	153	801	801	Do	100	11426	23023
Providence, Warren and Bristol	318	803	803	.....	.....	.....	.....
Quincy, Missouri and Pacific	322	10520a	22019	.....	.....	.....	.....
Raleigh and Augusta Air-Line	356	5216	.....	.....	.....	.....	.....
Richmond and Danville	125	4407	.....	.....	.....	.....	.....
Do	126	5004	.....	.....	.....	.....	.....
Do	245	5094	.....	.....	.....	.....	.....

Index to Table F—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Toledo, Wabash and Western ...	182	9022	.....	Vermont Valley. (See Central Vermont.)			
Do	195	11903	23025	Washington City, Virginia Midland and Great Southern, (late Orange, Alexandria and Manassas)	30	4403	.....
Do	291	9022	.....	Western Union	252	13003	25013
Do	393	11903	23025	West Jersey	151	2110	.....
Do	395	11427	23024	West Wisconsin	173	13014	25014
Troy and Boston	134	1017	1259	Do	464	13014	25014
Do	370	1017	1259	Whitehall and Plattsburgh	392	1518	1280
Union Pacific	15	14401	34001	Whitewater Valley	282	9035	.....
Utah Central	213	16633	41001	Wilmington and Reading	402	2455	.....
Utica and Black River	274	10257 (1181)	1283	Wilmington and Western	449	3405	.....
Utica, Ithaca and Elmira	278	1566	1269	Wisconsin Central, operated by Phillips & Colby Construction Company	209	13396	25016
Vermont and Massachusetts	93	690	646	Do	251	13018	25017
Do	98	690	646	Do	303	13018	25017
Do	420	690	646	Do	446	13018	25017
Vermont and Massachusetts. (See Central Vermont.)				Wisconsin Valley	421	13019	25022
Vermont Central. (See Central Vermont.)				Worcester and Nashua	158	683	643
Vermont Central & Vermont & Canada. (See Central Vermont.)							

F.—Table showing the re-adjustment, under the act of March 3, 1873, of the rates of pay per upon returns of the weight of the mails, the speed with which they are conveyed, the

[ABBREVIATIONS.—f f., fixtures and furniture; f. f. c., fixtures and furniture complete; m. c., mail-line; t. l., triple line; q. l., quadruple line; r. a., route-agents; m. m., mail messenger. A number form being inconvenient. The figures in parentheses in the "Remarks" column refer to the order

Order	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.	
1	N. Y.	1001	1201	New York, Dunkirk	Erie.....	459	39,170	33
2	Ohio	9008	.....	Elyria, Millbury.....	Lake Shore and Michigan Southern.	74.98	39,087	28
3	Mass.	605	605	Boston, Springfield...	Boston and Albany.....	101	37,442	30
4	N. Y.	1079	1217	Albany, Buffalo.....	New York Central and Hudson River.	298	32,378	30
5	N. Y.	1002	1211	New York, Troy.....	do.....	150	31,992	30
6	Ohio	12501½	9049	Toledo, Elkhart.....	Lake Shore and Michigan Southern.	133.60	28,629	28
7	N. J.	2103	.....	New York, New Brunswick.	Pennsylvania.....	36	27,997	30
8	N. J.	2104	.....	New Brunswick, Philadelphia.	do.....	54	27,260	30
9	{ N. Y. 1039 Ohio 9004 Ohio 9021 Mich. 12501 }	1241	.....	Buffalo, Chicago.....	{ Lake Shore and Michigan } Southern.	543.85	25,792	28
10	Md	3501	.....	Baltimore, Philadelphia.	Philadelphia, Wilmington and Baltimore.	100	17,248	33
11	Pa	2401	.....	Philadelphia, Pittsburgh.	Pennsylvania.....	353.60	21,647	29
12	Mass.	605	605	Springfield, Albany..	Boston and Albany.....	102	17,778	30
13	N. Y.	1038	1208	Buffalo, Hornellsville	Erie.....	91	16,634	33
14	Md	3504	.....	Washington, Wheeling.	Baltimore and Ohio.....	353	11,403	26

mile on certain railroad routes, and on certain new routes the adjustment of the rates, based accommodations provided for mails and agents, and the number of trips per week.

catchers: r. p. o., railway post-office; apt., apartment; b. c., baggage-car; s. l., single line; d. l., double followed by an asterisk (*) shows the equivalent in round trips, a more particular statement in tabular of the routes in this table.]

Size, &c., of mail car' or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
r. p. o., 50 by 9.6, f. f. c., d. l.; r. a. apts., 42 by 11, 26 by 11, 16 by 11, f. f. c., s. l. 66 m.	20 $\frac{3}{4}$	705 00	375 00	323,595 00	172,500 00	July 1, 1873	1 mile decrease.	1
r. p. o., 51.6 by 10.9, f. f. c., m. c., d. l.	26	705 00	50 00	52,860 90	3,749 00	July 1, 1873	.....	2
r. p. o., (average), 30.5 by 8.8, f. f. c., d. l.	26	680 00	375 00	68,680 00	37,875 00	July 1, 1873	Part: residue \$396.50, (12.)	3
r. p. o., 48 by 9, f. f. c., d. l. to Rochester, 229 m., s. l. residue, 69 m.	34*	602 00	375 00	177,326 00	111,750 00	July 1, 1873	69 miles now at \$372.	4
r. p. o., 48 by 9, f. f. c., d. l.	54*	597 00	375 00	89,550 00	56,250 00	July 1, 1873	.....	5
r. p. o., 51.6 by 10.9, f. f. c., m. c., d. l.	26	575 00	75 00	76,890 00	10,020 00	July 1, 1873	Formerly in Michigan section.	6
r. o. p., 50 by 9, f. f. c., d. l.; r. a. apt., 11 by 8.5, f. f. c., d. l.	65 $\frac{1}{2}$	567 00	375 00	20,412 00	13,500 00	July 1, 1873	.....	7
r. p. o., 50 by 9, f. f. c., d. l.; r. a. apt., 11 by 8.5, f. f. c., d. l.	84 $\frac{1}{2}$ *	558 00	375 00	30,132 00	20,250 00	July 1, 1873	.....	8
r. p. o., 51.6 by 10.9, f. f. c., d. l., 319.7 m. (Buffalo to Elyria, Millbury to Toledo, and Elkhart to Chicago,) with additional r. p. o., 41 by 10.9, f. f. c., s., 1357.5 m., (Cleveland to Chicago.)	23 $\frac{1}{2}$ *	523 64	375 00	254,762 25	203,943 75	July 1, 1873	(Routes consolidated from 11 Jan., 1874, reducing distance to 542 miles and pay to \$283,833.50, 135.2 miles at \$565,184.5 miles at \$540, and 222.3 miles at \$485; average, \$523.67.)	9
r. p. o., 50 by 9, f. f. c., d. l.; r. a. apt., 24 by 9, f. f. c., s. l. to Lamoikin, 14 $\frac{1}{2}$ m., d. l. to Wilmington, 13 $\frac{1}{2}$ m., and s. l. residue, 72 m.	23 $\frac{3}{4}$ *	440 00	375 00	44,000 00	37,500 00	July 1, 1873	.....	10
r. p. o., 46 by 8.4, f. f. c., s. l.; r. a. apt., 10.9 by 8, f. f. c., s. l.	40 $\frac{3}{4}$ *	438 00	375 00	154,576 80	132,600 00	July 1, 1873	.....	11
r. p. o., (average), 30.5 by 8.8, f. f. c., d. l.	13	396 50	300 00	40,433 00	30,600 00	July 1, 1873	Part: residue \$680, (3.)	12
r. p. o., 42 by 11, 26 by 11, 16 by 11, (average, 28 by 11,) f. f. c., s. l.	22 $\frac{1}{2}$	362 50	375 00	32,987 50	34,125 00	July 1, 1873	.....	13
r. p. o., 52.4 by 8.9, f. f. c., d. l. to Grafton, 254 m., s. l. residue, 99 m.; r. a. apt., 17 by 8.7 $\frac{1}{2}$, f. f. c., s. l. between Grafton and Wheeling, 99 miles.	18*	360 00	285 00	123,120 00	100,605 00	July 1, 1873	99 miles at \$320	14

F.—Table showing the re-adjustment, under the act of March 3, 1873,

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.	
14a	W. Va.	4102	.....	Grafton, Parkersburg.	Baltimore and Ohio.....	104	9,096	26
15	Nebr.	14401	34001	Omaha, Ogden	Union Pacific.....	1,032.20	10,963	25
16	Mass.	601	601	Boston, Portsmouth..	Eastern	56.50	8,669	24
17	Me.	114	124	Portland, Portsmouth..	Eastern. (late Portland, Saco and Portsmouth.)	52	7,683	24
18	Ill.	11404	23015	Chicago, Davenport..	Chicago, Rock Island and Pacific.	183	9,293	23½
19	N. Y.	1035	1207	Attica, Corning	Erie.....	111	10,886	30
20	Ill.	11403	23003	Chicago, Clinton	Chicago and Northwestern....	139	7,793	24
21	Ohio	9022	.....	La Fayette, Quincy..	Toledo, Wabash and Western	278	7,701	24
22	Ill.	11405	23007	Chicago, Burlington..	Chicago, Burlington and Quincy.	207.70	7,643	24
23	Ind.	12003	22003	Indianapolis, Cincinnati.	Indianapolis, Cincinnati and La Fayette.	113.50	7,241	28
24	Ill.	11405	23007	Chicago, Burlington..	Chicago, Burlington and Quincy.	207.70	6,916	26½
25	Va.	4401	.....	Washington, Richmond.	Richmond, Fredericksburgh and Potomac.	131	6,180	30
26	Ind.	12022	22022	La Fayette, Kankakee	Cincinnati, La Fayette and Chicago.	57.35	6,806	25
27	Ind.	12005	22005	Indianapolis, La Fayette.	Indianapolis, Cincinnati and La Fayette.	65½	6,797	28
28	Ohio	9022	.....	Toledo, La Fayette..	Toledo, Wabash and Western	198	7,701	24
29	Ill.	11403	23003	Clinton, Council Bluffs.	Chicago and Northwestern....	351	6,369	24
30	Va.	4403	.....	Alexandria, Lynchburg.	Washington City, Virginia Midland and Great Southern. (late Orange, Alexandria and Manassas.)	171	7,059	21
31	Iowa.	11005	27014	Davenport, Missouri River.	Chicago, Rock Island and Pacific.	318	6,614	20
32	Pa.	2749	.....	Easton, Allentown	Lehigh Valley.....	16.58	7,490	25
33	Tenn.	10001	19001	Knoxville, Bristol....	East Tennessee, Virginia and Georgia.	130.70	6,548	18½
34	Tenn.	10002	19002	Knoxville, Chattanooga.	do.....	112	6,548	18½
35	Va.	4414	.....	Lynchburgh, Bristol.	Atlantic, Mississippi and Ohio.	205	6,322	19
36	Mo.	10505	22005	Quincy, Saint Joseph.	Hannibal and Saint Joseph....	203.50	6,020	22

of the rates of pay per mile on certain railroad routes, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
r. p. o., 52.4 by 8.9, f. f., d. l.	14	330 00	175 00	34,320 00	18,200 00	July 1, 1873	.....	14a
r. p. o., (say,) 50 by 9, f. f. c., s. l.	7	315 00	275 00	325,143 00	283,855 00	July 1, 1873	r. p. o., with platforms, 54.5 by 9.9.	15
r. p. o., 40 by 8.9, f. f., d. l.; r. a. apt., 22 by 9, f. f., s. l.	30½	295 00	200 00	16,667 50	11,300 00	July 1, 1873	.....	16
r. p. o., 40 by 8.9, f. f., d. l.; r. a. apt., 22 by 9, f. f., s. l.	18	283 00	175 72	14,716 60	9,137 44	July 1, 1873	.....	17
r. p. o., 46.6 by 10, f. f., s. l. 159 m., d. l. 24 m.	12	280 00	200 00	51,840 00	36,600 00	July 1, 1873	24 miles at \$305 from 1st Dec., 1873.	18
42 by 11, 26 by 11, 16 by 11, f. f. c., s. l.	19½	275 00	300 00	30,525 00	33,300 00	July 1, 1873	.....	19
r. p. o., (say,) 50 by 10, f. f., s. l.	19½	275 00	200 00	32,225 00	27,800 00	July 1, 1873	Part; residue \$255, (29.) r. p. o., with platforms, 56 by 10.	20
r. p. o., 50 8 by —, f. f., s. l.	12	273 00	225 00	69,888 00	62,550 00	July 1, 1873	Pay for 256 miles; 22 miles, Camp Point to Quincy, covered by route 11417, omitted in re-adjustment. Part; residue, \$255, (28.)	21
r. p. o., (say,) 50 by 9, f. f. c., s. l.	20½	273 00	265 00	56,702 10	55,039 50	Jan. 1, 1874	r. p. o., with platforms, 58 by 9. Company report r. p. o. 55.6 by 9.6 from Mar. 30, 1874.	22
r. p. o., 50 by —, f. f. c.; r. a. apt., 12 by 7.5, f. f., s. l.	19	268 00	150 00	30,418 00	17,025 00	Oct. 14, 1873	.....	23
r. p. o., (say,) 50 by 9, f. f. c., s. l.	20½	265 00	225 00	55,040 50	46,732 50	July 1, 1873	Main route; branches \$50.	24
r. p. o., 43 by —, f. f. c., d. l.	13	265 00	200 00	34,715 00	26,200 00	July 1, 1873	.....	25
r. p. o., 50 by 10, f. f. c., s. l.; r. a. apt., 10 by 8, 8 by 8, f. f., s. l.	13	262 00	150 00	15,025 70	8,602 50	Oct. 14, 1873	18.4 miles covered by route 11916.	26
r. p. o., 50 by —, f. f. c., s. l.; r. a. apt., 12 by 7.5, f. f., s. l.	19	262 00	150 00	17,193 75	9,843 75	Oct. 14, 1873	.....	27
r. p. o., 36 by —, f. f., s. l.	12	255 00	225 00	50,490 00	44,550 00	July 1, 1873	Part; residue \$273, (21.) Branches \$90 (182) and \$62, (291.)	28
r. p. o., (say,) 50 by 10, f. f., s. l.	18	255 00	200 00	59,505 00	70,200 00	July 1, 1873	Part; residue \$275, (20.) r. p. o., with platforms, 56 by 10.	29
r. p. o., 42.3 by —, f. f. c., s. l.	13	250 00	225 00	42,750 00	38,475 00	July 1, 1873	.....	30
r. p. o., 46.6 by 10, d. l. 54 m., s. l. residue.	12	250 00	150 00	80,850 00	47,700 00	July 1, 1873	54 miles now at \$275.	31
22 by 8.6, f. f., 2½ lines.	35*	246 00	300 00	4,078 68	4,974 00	July 1, 1873	.....	32
40.6 by 9.6, f. f., s. l.	14	244 00	225 00	31,890 80	29,407 50	July 1, 1873	.....	33
r. p. o., 40.6 by 9.6, f. f., s. l.	14	244 00	225 00	27,328 00	25,200 00	July 1, 1873	Main route; branch \$100.	34
r. p. o., 40.5 by 9, f. f. c., s. l.	14	240 00	225 00	49,200 00	46,125 00	July 1, 1873	.....	35
r. p. o., 40 by 9, 10, s. l.	13	237 50	175 00	48,331 25	35,612 50	July 1, 1873	Main route; branch \$75, (238.)	36

F.—Table showing the re-adjustment, under the act of March 3, 1873,

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
37	Ohio	9046	.....	Cleveland, Cincinnati.	Cleveland, Columbus, Cincinnati and Indianapolis.	245.25	5,964	23
38	Cal	14701	46001	San Francisco, Ogden	Central Pacific	877.50	5,296	20
39	Pa	2476	.....	Allentown, Harrisburgh.	Philadelphia and Reading	90	7,587	25
40	Mo	10510	28010	Kansas City, Cameron	Hannibal and Saint Joseph	54	5,618	22
41	Ohio	9036	.....	Columbus, Pittsburgh	Pittsburgh, Cincinnati and Saint Louis.	160	7,425	30
42	Mass	702	648	Springfield, South Vernon Junction.	Connecticut River	50	5,499	25
43	Wis	13005	25002	Milwaukee, La Crosse	Chicago, Milwaukee and Saint Paul, (late Milwaukee and Saint Paul.)	198	5,257	25
44	N. H.	251	251	Concord, Nashua	Concord	36	5,816	30
45	Me	9	2	Waterville, Bangor	Maine Central	55	3,625	24
46	Mo	10512	28011	Sedalia, Dennison	Missouri, Kansas and Texas	447	4,029	21
47	Mass	604	604	Boston, Fitchburgh	Fitchburgh	52	5,789	30
48	Ill	11401	23001	Chicago, Milwaukee	Chicago and Northwestern	87	3,263	24
49	Mo	10515a	28014	Hannibal, Sedalia	Missouri, Kansas and Texas	142.88	3,454	21
50	N. Y.	1282	1218	Rochester, Niagara Falls.	New York Central and Hudson River.	76	4,051	30
51	Mich	12506	24005	Detroit, Chicago	Michigan Central	285.25	3,972	27
52	Ohio	9031	.....	Cincinnati, Xenia	Little Miami	65.96	5,856	25
53	Ohio	9016	.....	Columbus, Xenia	Columbus and Xenia	55	5,845	25
54	Ill	11402	23002	Chicago, Freeport	Chicago and Northwestern	121	4,309	24
55	Me	115	5	Portland, Augusta	Maine Central; (late Portland and Kennebeck.)	64	4,087	24
56	Wis	13001	25009	Chicago, Green Bay	Chicago and Northwestern	245	3,297	24
57	Wis	13017	25012	Winona, Winona Junction.	do	28	4,097	25
58	Ky	9608	20005	Louisville, Nashville	Louisville and Nashville	186.6	4,252	20
59	Minn	13513	26013	Saint Paul, Winona	Chicago, Milwaukee and Saint Paul, (late Milwaukee and Saint Paul.)	103.84	3,925	25
60	Mass	603	603	Boston, Nashua	Boston and Lowell and Nashua and Lowell.	42	5,426	25
61	Vt	487	407	Brattleborough, Bel- lows Falls.	Central Vermont, (late Ver- mont Valley.)	24	4,808	25
62	Vt	481	405	Bellows Falls, Wind- sor.	Central Vermont, (late Sulli- van.)	25	4,772	23
63	Tenn	10004	19004	Stevenson, Chat- tanooga.	Nashville, Chattanooga and Saint Louis. (formerly Nash- ville and Chattanooga.)	39	4,380	25
64	Md	3502	.....	Baltimore, Sunbury	Northern Central	140	3,746	23
65	Ky	9607a	20004	Covington, Louisville	Louisville, Cincinnati and Lex- ington.	108.25	5,476	25
66								

F.—Table showing the re-adjustment, under the act of March 3, 1873,

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
67	Minn.	13513	26013	Saint Paul, Winona..	Chicago, Milwaukee and Saint Paul. (late Milwaukee and Saint Paul.)	103.84	3,925	25
68	Iowa..	11003	27005	Burlington, East Plattsmouth.	Burlington and Missouri River.	279.14	3,445	22½
69	Ill....	11406	23017	Chicago, East Saint Louis.	Chicago and Alton	253	3,519	30
70	Ill....	11407	23020	Chicago, Cairo	Illinois Central	365	2,940	22
71	Pa....	2432	.....	Sunbury, Williamsport.	Pennsylvania	39.8	2,759	23
72	Vt....	461	403	White River Junction, Essex Junction.	Central Vermont. (late Vermont Central.)	93	3,734	24
73	Kans.	14001	33001	Kansas City, Cheyenne.	Kansas Pacific	745	4,457	20
74	N. H..	254	253	Concord, White River Junction.	Northern	69	3,930	27
75	Ill....	11417	23016	Galesburgh, Quincy..	Chicago, Burlington and Quincy.	100	2,250	22
76	Mass.	690	744	Miller's Falls, Brattleborough.	Central Vermont. (late Vermont and Massachusetts.)	21	3,712	21
77	Ohio..	9030	.....	Cincinnati, Hamilton.	Cincinnati, Hamilton and Dayton.	26.53	3,669	30
78	Vt....	412	401	Essex Junction, Saint Albans.	Central Vermont. (late Vermont Central and Vermont and Canada.)	24½	3,205	22
79	Ohio..	9018	.....	Galion, Indianapolis..	Cleveland, Columbus, Cincinnati and Indianapolis.	204	2,519	21
80	Vt....	432	406	Rutland, Burlington..	Central Vermont. (late Rutland and Burlington.)	67½	3,953	22½
81	Mo....	10504	28004	Saint Louis, Kansas City.	Saint Louis, Kansas City and Northern. (formerly North Missouri.)	271.75	3,736	22
82	Ill....	11407	23020	Chicago, Cairo	Illinois Central.....	365	2,940	22
83	Vt....	461	403	Windsor, White River Junction, Essex Junction, Burlington.	Central Vermont. (late Vermont Central.)	26	3,734	24
84	Ill....	11921	23035	Chicago, Milwaukee..	Chicago, Milwaukee and Saint Paul. (late Milwaukee and Saint Paul.)	88.85	4,558	26
85	Conn..	936	904	New Haven, New London.	New York, New Haven and Hartford.	50	3,716	27
86	Me....	9	2	Danville Junction, Waterville.	Maine Central.....	55	3,625	24
87	Me....	181	9	Bangor, New Brunswick.	Consolidated European and North American.	118.25	3,458	24
88	Mo....	10515a	28014	Hannibal, Sedalia	Missouri, Kansas and Texas...	142.88	3,454	21

of the rates of pay per mile on certain railroad routes, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
r. p. o., (say) 40 by 10.3, f. f. c., s. l.	12	200 00	50 00	20,768 00	5,192 00	Mar. 4, 1872	Ordered April 1874, to June 30, 1874.	67
r. p. o., 42 by 8.6, s. l.	12	200 00	175 00	55,838 00	48,849 50	July 1, 1873	Main route; branch \$60, (325.)	68
r. p. o., 32 by 10, f. f. c. and m. c., s. l.; r. a. apt., 24 by 10, f. f. c., s. l.	12	195 00	200 00	55,185 00	56,600 00	July 1, 1874	.....	69
r. p. o., 50 by 10, 26.8 by 9, f. f., d. l. to Kankakee, 55 m, s. l. residue, 310 miles, to July 7, 1874; r. p. o., 50 by 10, 45 by 10, f. f. c., d. l. to Kankakee, s. l. residue, from July 8, 1874.	12	195 00	180 00	73,375 00	67,900 00	July 8, 1874	55 miles at \$235, formerly \$220.	70
r. p. o., 40 by 9.6, 45 by 9.6, f. f. c., s. l.; r. a. apt., 8.10 by 5.7, f. f., d. l.	18	195 00	150 00	7,761 00	5,970 00	July 1, 1873	Part; residue \$114, (147.)	71
r. p. o., 24 by 9.7, 25 by 9.7, f. f. c., s. l.	13	193 00	175 00	17,949 00	16,275 00	July 1, 1873	Part; residue \$178, (83.)	72
44.3 by 10.6, f. f., s. l.	9½	190 00	150 00	141,550 00	111,750 00	July 1, 1873	Main route; branch \$90, (184.)	73
r. p. o., 22.3½ by 6.11, f. f., s. l.	18	190 00	140 00	14,260 00	10,510 00	July 1, 1873	\$1,150 for mail-messenger; formerly \$350.	74
r. p. o., (say) 50 by 9.50 by 9.36 by 9, (average 45.4 by 9,) f. f. c., s. l.	18	190 00	160 00	19,000 00	16,000 00	July 1, 1873	r. p. o., with platforms, 58.6 by 9.	75
15 by 7, f. f., d. l. . .	18	187 50	100 00	3,937 50	2,100 00	July 1, 1873	Part of 690, old.	76
12 by 8, f. f., d. l. . .	43	187 50	175 00	4,974 37	4,642 75	July 1, 1873	Part; residue \$150 . .	77
r. p. o., 24 by 9.7, f. f. c., s. l.	18	185 00	175 00	4,532 50	4,287 50	July 1, 1873	Part; residue \$170, (92.)	78
r. p. o., 39.2 by 9.2, f. f. c., s. l.	12	185 00	200 00	37,740 00	40,800 00	July 1, 1873	.....	79
25 by 9.3, f. f., s. l.	12	182 00	180 81	12,255 00	12,204 67	July 1, 1873	Part; residue \$157, (102.)	80
24 by 7.6, f. f., s. l., 2 agts. 53 m.	12½	180 00	175 00	48,915 00	47,556 25	July 1, 1873	.....	81
r. p. o., 50 by 10, 26.8 by 9, f. f., d. l. to Kankakee, 55 miles, s. l. residue, 310 m.	12	180 00	115 35	65,700 00	42,100 0	July 1, 1873	55 miles at \$220, from Oct. 29, 1873.	82
25 by 9.3, 13.7 by 9.7, f. f., s. l.	12	178 00	175 00	4,628 00	4,550 00	July 1, 1873	Part; residue \$193, (72.)	83
No r. a.	18	175 00	.....	.....	.....	Apr. 16, 1873	New. Ordered Dec., 1873.	84
12.6 by 6.9, f. f. c., m. c., s. l.; r. a. in b. c.	28½	175 00	150 00	8,817 00	7,567 00	July 1, 1873	\$67 mail-messenger	85
16 by —, f. f., s. l. . .	6	175 00	125 00	9,625 00	6,875 00	July 1, 1873	Part; residue \$225, (45.)	86
13 by 7, f. f., s. l. . .	9	175 00	125 00	20,693 75	14,781 25	July 1, 1873	.....	87
— by —, f. f., s. l. . .	6	175 00	30 00	25,004 00	4,286 40	Aug. 1, 1873	To Aug. 2, 1873.	88

F.—Table showing the re-adjustment, under the act of March 3, 1873,

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.	
89	Vt...	452	402	White River Junction, Derby Line.	Connecticut and Passumpsic Rivers and Massawippi Valley. (late Connecticut and Passumpsic Rivers.)	114. 17	2, 809	25
90	Ind...	12017	22017	Indianapolis, Peoria..	Indianapolis, Bloomington and Western.	212. 20	1, 770	26
91	Mass...	602	602	Boston, South Berwick Junction.	Boston and Maine.....	75	2, 736	30
92	Vt....	412	401	Burlington, Essex Junction, Saint Albans, Rouse's Point.	Central Vermont, (late Vermont Central and Vermont and Canada.)	31	3, 205	22
93	Mass...	690	646	Fitchburgh, Shelburne Falls.	Vermont and Massachusetts...	69	2, 684	21
94	Ala...	6605	.....	Memphis, Stevenson.	Memphis and Charleston	271. 50	2, 629	20
95	Ohio..	9017	.....	Columbus, Indianapolis.	Columbus, Chicago and Indiana Central.	188	2, 965	25
96	Mass...	627	622	Lawrence, Manchester.	Manchester and Lawrence.....	28	2, 213	25
97	Mass...	689	645	Fitchburgh, Bellows Falls.	Cheshire and Ashuelot	64	2, 721	27
98	Mass...	690	646	Shelburne Falls, Hoosac Tunnel.	Vermont and Massachusetts ..	18	2, 684	21
99	Conn...	938	906	New Haven, Williamsburgh.	New Haven and Northampton.	83	2, 136	23
100	Ill....	11426	23023	Decatur, Saint Louis.	Toledo, Wabash and Western..	112	2, 518	27
101	Mass...	731	653	South Braintree Junction, Fall River.	Old Colony and Newport	34	2, 501	30
102	Vt....	482	406	Bellows Falls, Rutland.	Central Vermont, (late Rutland and Burlington.)	52	2, 423	22½
103	Ky...	9511	20008	Bowling Green, Guthrie.	Louisville and Nashville, (late Paducah and Gulf.)	51	2, 399	20
104	Ill....	11415	23009	Peoria, Galesburgh...	Chicago, Burlington and Quincy	54	1, 585	21½
105	Tenn...	10009	19009	Guthrie, Paris	Memphis, Clarksville and Louisville.	82½	2, 237	25
106	Mass...	663	637	Middleborough, Hyannis.	Cape Cod.....	47	2, 215	30
107	Ohio..	9007	.....	Cleveland, Wellsville.	Cleveland and Pittsburgh.....	102. 36	2, 140	30
108	Ala...	6612	.....	Mobile, Montgomery.	Mobile and Montgomery.....	179	2, 296	17. 3
109	N. Y..	1027	1213	Syracuse, Rochester..	New York Central and Hudson River.	104	2, 167	30
110	Mass..	609	609	Boston, Plymouth....	Old Colony and Newport	38	2, 032	30
111	Ohio..	9027	.....	Dayton, Toledo	Dayton and Michigan	142. 96	1, 967	30
112	R. I...	802	802	Providence, New London.	Stonington and Providence....	63. 75	1, 699	25
113	Tenn...	10010	19010	Memphis, Paris	Louisville and Nashville and Great Southern. (late Louisville and Nashville.)	132. 50	1, 892	20
114	Tenn...	10034	19004	Nashville, Stevenson.	Nashville, Chattanooga and Saint Louis, (formerly Nashville and Chattanooga.)	114	1, 872	25
115	Mo....	10506	28006	Kansas City, Council Bluffs.	Kansas City, Saint Joseph and Council Bluffs.	203	1, 561	21
116	Ill....	11418	23021	Dubuque, Centralia...	Illinois Central	344	1, 562	22

of the rates of pay per mile on certain railroad routes, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i> r. p. o., 23 by 9, f. f., s. l.	6	Dolls. 175 00	Dolls. 100 00	Dolls. 19,979 75	Dolls. 11,417 00	July 1, 1873	.....	89
r. p. o., (say) 50 by 10, f. f. c., m. c., s. l.	12	175 00	90 00	37,135 00	19,098 00	July 1, 1873	r. p. o., with plat- forms, 56 by 10.	90
13 by 6.10, f. f., d. l.	12	172 00	150 00	12,900 00	11,250 00	July 1, 1873	.....	91
r. a. apt., 25 by 9.3, 13.7 by 9.7, f. f., s. l.	12	170 00	175 00	5,270 00	5,425 00	July 1, 1873	Part; residue \$185, (78.)	92
15 by 7, f. f., d. l. . .	18	170 00	100 00	11,730 00	6,900 00	July 1, 1873	Part; residue \$160 and \$50, (98, 420.)	93
r. p. o., 23 by 9.10, f. f. c., s. l.	14	170 00	150 00	46,155 00	40,725 00	July 1, 1873	.....	94
12 by 9, f. f., s. l. . .	20	166 00	200 00	31,208 00	37,600 00	July 1, 1873	.....	95
17 by 7, 12 by 6.8, f. f., d. l.	18	163 00	100 00	4,564 00	2,800 00	July 1, 1873	.....	96
24 by 8.8, fixtures, s. l.	18	160 00	117 18	10,240 00	7,500 00	July 1, 1873	.....	97
15 by 7, f. f., s. l. . .	12	160 00	100 00	2,880 00	1,800 00	July 1, 1873	Part; residue \$170, \$50, (93, 420.)	98
12 by 10, f. f., d. l. .	12	160 00	75 00	13,280 00	7,225 00	July 1, 1873	Main route; branch \$50, (397); \$1,000 mail-messenger formerly.	99
12 by —, f. f., s. l. .	12	158 00	150 00	17,696 00	16,800 00	July 1, 1873	.....	100
12.6 by 9, f. f., m. c., d. l. to Mid- dleborough, 25.07 miles; no r. a. residue.	12	158 00	50 00	6,372 00	1,700 00	July 1, 1873	\$1,000 mail-messen- ger.	101
25 by 9.3, f. f., s. l. .	12	157 00	100 00	8,164 00	5,200 00	July 1, 1873	Part; residue \$182, (80.)	102
14.10 by 7.6, f. f., s. l.	19	156 00	159 00	7,956 00	7,650 00	July 1, 1873	.....	103
r. p. o., (say) 50 by 9.50 by 9.36 by 9, (average 45.4 by 9), f. f. c., s. l.	12	155 00	130 00	8,370 00	7,020 00	Jan. 1, 1874	Weight in Nov., 1873; r. p. o., with plat- forms, 55.6 by 9, 55.6 by 9, 41 by 9.	104
13.7 by 10, f. f., s. l.	13	153 00	100 00	12,632 50	8,250 00	July 1, 1873	.....	105
12.6 by 9, f. f., m. c., d. l. to Yar- mouth Junction, 41.24 miles; no r. a. residue.	12	153 00	117 00	8,191 00	6,500 00	July 1, 1873	\$1,000 mail-messen- ger.	106
13 by 9, f. f., s. l. . .	15	152 00	150 00	15,558 72	15,354 00	July 1, 1873	.....	107
10.3 by 8.8, f. f., s. l.	7	150 00	160 00	26,850 00	28,640 00	July 1, 1873	.....	108
14.6 by 8.6, f. f. c. and b. c., (old report.)	21½	150 00	125 00	15,600 00	13,090 00	July 1, 1873	.....	109
12.6 by 9, f. f., m. c., d. l. 11.28 miles; no r. a. residue.	23½	150 00	125 00	6,595 00	5,645 00	July 1, 1873	\$895 mail-messenger.	110
12 by 8, f. f., s. l. . .	18	150 00	125 00	21,444 00	17,870 00	July 1, 1873	.....	111
11 by 6, f. f., s. l. . .	22½	145 00	125 00	9,243 75	7,968 75	July 1, 1873	.....	112
13.6 by 7.6, f. f., s. l.	13	145 00	150 00	19,212 50	19,875 00	July 1, 1873	.....	113
12.6 by 8.9, f. f., s. l.	10½	145 00	150 00	16,530 00	17,100 00	July 1, 1873	Part; residue \$205, (63;) branch \$50, (389.)	114
r. p. o., 24.10½ by 9.1½, 22.9 by 8.8, f. f. c., s. l.	12	143 00	140 00	20,029 00	28,420 00	July 1, 1873	Main route; branch \$60, (310.)	115
r. p. o., 28.1 by 9.6, f. f., s. l.	12	140 00	100 00	48,160 00	34,400 00	July 1, 1873	.....	116

F.—Table showing the re-adjustment, under the act of March 3, 1873,

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.	
117	Mo. . . .	10523a	28022	Road House, Mexico .	Chicago and Alton	90	1, 419	25
118	Me. . . .	1	1	Augusta, Fairfield . .	Maine Central, (late Portland and Kennebeck.)	22	841	28
119	Me. . . .	116	6	Portland, Canada Line.	Grand Trunk	165	1, 773	21
120	N. Y. . .	1036	1227	Rome, Ogdensburgh .	Rome, Watertown and Ogdensburgh.	142	1, 760	30
121	Ind. . . .	12007	22007	New Albany, Indianapolis.	Jeffersonville, Madison and Indianapolis.	114	1, 671	27
122	Ala. . . .	6613	.....	Mobile, New Orleans.	New Orleans, Mobile and Texas	140	1, 600	40
123	Ill. . . .	11416	23018	Bloomington, Godfrey	Chicago and Alton	152	1, 205	24
124	Ill. . . .	11415	23009	Peoria, Galesburgh . .	Chicago, Burlington and Quincy	54	1, 053	24½
125	Va. . . .	4407	.....	Richmond, Greensborough.	Richmond and Danville	190. 50	1, 725	18
126	N. C. . .	5004	.....	Charlotte, Greensborough.	do	93	1, 519	18
127	Mich. . .	12502	24001	Toledo, Detroit	Lake Shore and Michigan Southern.	64. 75	2, 477	22
128	Vt. . . .	521	410	West Concord, Hyde Park.	Portland and Ogdensburgh	58. 93	2, 261	20
129	N. Y. . .	1524	1279	Chatham Village, Rutland.	Central Vermont, (late Harlem Extension.)	111. 30	1, 826	19
130	N. Y. . .	1022	1242	Rouse's Point, Ogdensburgh.	Central Vermont, (late Ogdensburgh and Lake Champlain.)	119	1, 624	23. 6
131	N. H. . .	253	252	Concord, Wells River	Boston, Concord and Montreal	94	1, 568	25
132	Wis. . . .	13004	25001	Milwaukee, North McGregor.	Chicago, Milwaukee and Saint Paul, (late Milwaukee and Saint Paul.)	197. 20	1, 541	25
133	Cal. . . .	14703	46003	Roseville Junction, Tehama.	California and Oregon	105	1, 512	20
134	N. Y. . .	1017	1259	Troy, North Adams . .	Troy and Boston	50	1, 420	25
135	Ohio . .	9015	.....	Columbus, Delaware.	Cleveland, Columbus, Cincinnati and Indianapolis.	24. 75	1, 408	28
136	Mich. . .	12515	24015	Bay City, Monroe . . .	Flint and Père Marquette	132	1, 399	21
137	Conn. . .	926	902	New London, Palmer	Central Vermont, (late Vermont Central.)	65	1, 380	22
138	N. H. . .	255	254	Concord, Claremont Junction.	Concord and Claremont	54. 99	1, 207	21
139	Pa. . . .	2410	.....	Allentown, Mauch Chunk.	Lehigh Valley	29. 50	1, 100	25
140	Me. . . .	115	5	Brunswick, Bath	Maine Central, (late Portland and Kennebeck.)	9	1, 079	22
141	Ohio . .	9029	.....	Hamilton, Richmond	Cincinnati, Hamilton and Dayton.	45. 10	1, 363	30
142	Mass. . .	670	638	Yarmouthport, Wellfleet.	Cape Cod	31	1, 172	30
143	Ala. . . .	6604	.....	Montgomery, Calera	South and North Alabama	63. 80	1, 352	20
144	Ohio . .	9005	.....	Hudson, Columbus . .	Cleveland, Mount Vernon and Delaware.	145. 88	1, 342	25
145	Pa. . . .	2410	.....	Mauch Chunk, Wilkesbarre.	Lehigh Valley	55	1, 100	25
146	Del. . . .	3401	.....	Wilmington, Delmar	Philadelphia, Wilmington and Baltimore.	96. 92	1, 100	22
147	Pa. . . .	2422	.....	Williamsport, Erie . .	Pennsylvania	247. 80	1, 188	23
148	Tenn. . .	10008	19008	Nashville, Guthrie . .	Saint Louis and Southeastern, Consolidated, (formerly Edgefield and Kentucky.)	48	1, 292	22
149	S. C. . .	5606	.....	Charleston, Savannah	Savannah and Charleston	104	1, 229	17

of the rates of pay per mile on certain railroad routes, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
r. p. o., 32 by 10, f. f. c., m. c., s. l.	6	140 00	50 00	12,600 00	4,500 00	July 1, 1873	.....	117
r. p. o., 42 by 9, d. l.; r. a. apt., 16 by —, s. l.	18	140 00	75 00	3,080 00	1,650 00	July 1, 1873	Part; residue \$90, (181.)	118
23 by 8, f. f., s. l. ...	10½*	138 00	100 00	22,770 00	17,700 00	July 1, 1873	48 miles formerly at \$125.	119
23 by 9, 23.6 by 7, fixtures, s. l.	15	138 00	115 00	19,596 00	16,330 00	July 1, 1873	Main route; branch \$62.50, (285.)	120
13 by 7.4, f. f., s. l.	18	134 00	150 00	15,276 00	17,100 00	July 1, 1873	.....	121
17 by 7, f. f., s. l. (space in through mail-car, 18 by 5.)	14	130 00	110 00	18,200 00	15,400 00	July 1, 1873	.....	122
r. p. o., 32 by 10, f. f. c., m. c., s. l. 111.4 miles; r. a. apt., 24 by 10, f. f. c., s. l. 40.6 m.	12	130 00	100 00	18,948 00	15,200 00	July 1, 1873	40.6 miles at \$110.	123
r. p. o., (say) 50 by 9, 50 by 9, 36 by 9, (average 45.4 by 9), f. f. c., s. l.	12	130 00	65 00	7,020 00	3,510 00	July 1, 1873	Weight in Oct., 1873; r. p. o., with platforms, 55.6 by 9, 55.6 by 9, 41 by 9.	124
18.4 by 8.6, f. f., s. l.	16*	128 00	125 00	24,384 00	23,812 50	July 1, 1873	.....	125
21 by 8, f. f., s. l. ...	14	126 00	125 00	11,718 00	11,625 00	July 1, 1873	Part; residue \$75, (245.)	126
13 by 9, f. f., s. l. ...	6	125 00	100 00	8,093 75	6,475 00	July 1, 1873	.....	127
15 by 6.6, f. f., s. l.	6	125 00	50 00	7,366 25	2,946 50	July 1, 1873	.....	128
17.6 by 6.6, f. f., s. l.	6	125 00	60 00	13,912 00	6,678 00	July 1, 1873	Main route; branch \$60.	129
13.8 by 7.3.	9*	125 00	90 00	14,875 00	10,710 00	July 1, 1873	.....	130
17 by 6.8, f. f., s. l.	13½*	125 00	100 00	11,750 00	9,300 00	July 1, 1873	1 mile increase	131
23 by 10, f. f., s. l. ...	12	125 00	150 00	24,650 00	29,580 00	July 1, 1873	.....	132
12.9 by 8.10, f. f. c., s. l.	7	125 00	75 00	13,125 00	7,875 00	July 1, 1873	.....	133
15.2 by 6.8, f. f., s. l.	20½*	121 00	125 00	6,550 00	6,250 00	July 1, 1873	Main route; branch \$50, (370.) \$500 mail-messenger.	134
b. c.; uo r. a.	12	120 00	125 00	2,970 00	3,093 75	July 1, 1873	.....	135
21 by 8.10½, f. f., s. l.	14½*	120 00	75 00	15,840 00	9,900 00	July 1, 1873	.....	136
11.5 by 5.8, f. f., s. l.	20½*	120 00	100 00	7,800 00	5,625 00	July 1, 1873	35 miles formerly at \$75.	137
12 by 6.8, f. f., d. l.	12	120 00	57 69	6,598 80	3,172 37	July 1, 1873	.....	138
22 by 8.6, f. f., 2½ l.	18	120 00	100 00	3,540 00	2,950 00	July 1, 1873	Part; residue \$115, (145.) \$105, (160.)	139
12 by —, t. l.	18	120 00	113 35	1,080 00	1,020 15	July 1, 1873	Branch; main route \$210, (55.)	140
12 by 8, f. f., s. l. ...	12	118 00	110 00	5,321 80	4,961 00	July 1, 1873	.....	141
12.6 by 9, f. f., d. l.	12	118 00	100 00	7,658 00	5,800 00	July 1, 1873	\$4,000 mail-messenger; formerly \$2,700.	142
14.10 by 7.6, f. f., s. l.	12	117 50	100 00	6,496 50	6,380 00	July 1, 1873	Part; residue \$75 ...	143
19 by 8.6, f. f., s. l.	9½*	117 00	55 00	17,067 96	5,537 40	July 1, 1873	.....	144
22 by 8.6, f. f., d. l.	12	115 00	100 00	6,325 00	5,500 00	July 1, 1873	Part; residue \$120, (139.) \$105, (160.)	145
24 by 9, f. f., d. l. ...	12	115 00	109 59	11,145 80	10,621 25	July 1, 1873	.....	146
8.10 by 5.7, f. f., d. l. 25.1 m., s. l. 157.2 m., t. l. 65.5 m.	17*	114 00	100 00	28,249 20	24,780 00	July 1, 1873	Part; residue \$195, (71.)	147
12 by 6.6, f. f., s. l. (See remark.)	6	112 00	90 00	5,376 00	4,320 00	July 1, 1873	Trips 6 at weighing; usually 12.	148
8 by 6, f. f., s. l.	13	111 00	125 00	11,544 00	13,000 00	July 1, 1873	.....	149

F.—Table showing the re-adjustment, under the act of March 3, 1873,

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
150	Ill . . .	11900	23032	East Saint Louis, Evansville.	Saint Louis and Southeastern, Consolidated, (late Saint Louis and Southeastern.)	164. 75	1, 211	23
151	N. J . .	2110	.....	Philadelphia, Bridge-ton.	West Jersey	38. 40	1, 206	25
152	Pa . . .	2404	.....	Philadelphia, Bethle-hem.	North Pennsylvania.....	54. 60	1, 196	30
153	R. I . .	801	801	Providence, Worces-ter.	Providence and Worcester . . .	44	1, 044	20
154	Me . . .	.....	221	Salmon Falls, Port-land.	Boston and Maine.....	44. 18	1, 017	30
155	Conn .	945	910	South Norwalk, Dan-bury.	Danbury and Norwalk	23. 50	1, 007	28
156	Ky . . .	9606	20002	Covington, Lexington	Kentucky Central.....	99	984	23
157	Ky . . .	9612a	20010	Evansville, Guthrie..	Saint Louis and Southeastern, Consolidated, (late Saint Louis and Southeastern.)	110. 66	1, 186	22
157a	Mass .	607	607	Boston, Southbridge	Boston, Hartford and Erie.....	70	969	22½
157b	Iowa .	11007	27021	Dubuque, Sioux City.	Illinois Central.....	327. 12	1, 156	22
158	Mass .	633	643	Worcester, Nashua . .	Worcester and Nashua	46. 25	1, 142	21½
159	Mich .	12507	24006	Detroit, Grand Haven	Detroit and Milwaukee	190	1, 135	21
160	Pa . . .	2410	.....	Wilkesbarre, Waverly	Lehigh Valley.....	105	1, 100	25
161	Mass .	696	647	Palmer, Miller's Falls	Central Vermont, (late New London Northern.)	35	1, 490	....
162	Md . . .	3514	.....	Baltimore, Washing-ton.	Baltimore and Potomac.....	42. 60	1, 440	25
163	Vt . . .	523	522	Richford, Newport . .	Missisquoi and Clyde Rivers . .	31. 38	1, 295	30
164	Pa . . .	2442	.....	Pittsburgh, Oil City . .	Allegheny Valley	132. 71	1, 089	22
165	Mass .	608	608	Boston, Providence . .	Boston and Providence	44	1, 059	26
166	Md . . .	3518	.....	Saint Denis, Point of Rocks.	Baltimore and Ohio.....	60	1, 045	22
167	Ala . .	6604	.....	Montgomery, Calera .	South and North Alabama . . .	63. 80	1, 004	20
168	Ind . .	12004	22004	Indianapolis, Peru . .	Indianapolis, Peru and Chicago	78	986	20
169	Ohio .	9003	.....	Rochester, Bellaire . .	Cleveland and Pittsburgh . . .	68. 75	984	30
170	Ind . .	12012	22012	Evansville, Terre Haute.	Evansville and Crawfordsville.	110	945	25
171	Mass .	677	641	Taunton, Mansfield Junction.	New Bedford, (late Taunton Branch.)	12	936	33
172	N. Y . .	1029	1256	Syracuse, Oswego . . .	Oswego and Syracuse.....	35. 50	867	26
173	Wis . .	13014	25014	Elroy, Saint Paul . . .	West Wisconsin.....	198. 40	855	23
174	Me . . .	204	13	Bath, Rockland	Knox and Lincoln	50	810	20
175	Ohio .	9012	.....	Xenia, Dayton	Pittsburgh, Cincinnati and Saint Louis.	17	884	20
176	Ky . . .	9607	20003	La Grange, Lexington	Louisville, Cincinnati and Lexington.	67	850	20
177	Cal . .	14707	46006	Sacramento, San Francisco.	California Pacific.....	83	829	20
178	Pa . . .	2417	.....	Scranton, Northum-berland.	Lackawanna and Bloomsburgh	80	857	20
179	Minn .	13504	26009	North McGregor, Minneapolis.	Chicago, Milwaukee and Saint Paul, (late Milwaukee and Saint Paul.)	215. 70	854	25
180	N. Y . .	1006	1233	New York, Greenport	Long Island.....	100. 50	852	22
181	Me . . .	1	1	Fairfield, Skowhegan	Maine Central, (late Portland and Kennebeck.)	17	841	28
182	Ohio .	9022	.....	Bluff City, Naples . .	Toledo, Wabash and Western .	4	829	16
183	Ohio .	9038	.....	Salamanca, Dayton . .	Atlantic and Great Western . .	389. 55	827	26
184	Kans .	14001	33001	Leavenworth, Law-rence.	Kansas Pacific	33	827	20
185	N. H . .	331	261	Groveton Junction, Wells River.	Boston, Concord and Montreal.	53. 10	811	25
186	Va . . .	4406	.....	Richmond, Hinton . .	Chesapeake and Ohio.....	272. 58	810	28
187	Mass .	678	642	Taunton, New Bed-ford.	New Bedford, (late New Bed-ford and Taunton.)	20. 50	801	31½

of the rates of pay per mile on certain railroad routes, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
12 by 6.6, f. f., s. l.	12	110 00	105 00	18, 123 50	17, 298 75	July 1, 1873	.....	150
10.10 by 6.5, 10.8 by 6.5, f. f., s. l.	12	110 00	100 00	4, 824 00	4, 440 00	July 1, 1873	\$600 mail-messenger service.	151
10.6 by 6.6, f. f., s. l.	45½*	110 00	100 00	6, 006 00	5, 460 00	July 1, 1873	Part; residue \$50, (373.)	152
14.10 by 6.1, 13.6 by 6.2, f. f. c., d. l.	18	110 00	75 00	6, 340 00	4, 800 00	July 1, 1873	\$1,500 side service...	153
13 by 6.10, f. f., d. l.	12	110 00	.....	.....	.....	July 1, 1873	New; ordered July, 1874.	154
10 by 6, f. f., d. l. . .	24½*	110 00	85 11	2, 585 00	2, 000 00	July 1, 1873	Main route; branch \$50, (425.)	155
12 by 8, f. f., d. l. . .	12	109 00	100 00	10, 791 00	9, 900 00	July 1, 1873	Part; residue \$75, (225.)	156
12 by 6.6, f. f., s. l. (See remark.)	6	108 00	75 00	11, 951 28	8, 299 50	July 1, 1873	Trips 6 at weighing; usually 12.	157
12.10 by 6.10, 12.7 by 6.10, f. f., d. l.	12	108 00	90 00	7, 560 00	6, 300 00	July 1, 1873	.....	157a
19.1½ by 9.2, f. f., s. l.	12	107 00	100 00	35, 001 84	32, 712 00	July 1, 1873	.....	157b
12.4 by 6.6, f. f., s. l.	18	107 00	100 00	4, 948 75	4, 625 00	July 1, 1873	.....	158
18 by 9, fixtures, s. l.	15*	105 00	100 00	19, 950 00	19, 000 00	July 1, 1873	.....	159
22 by 8.6, f. f., s. l.	6	105 00	100 00	11, 025 00	10, 500 00	July 1, 1873	Part; residue \$120, (139.) \$115, (145.)	160
11.5 by 5.8, f. f., s. l.	6	100 00	75 00	3, 500 00	2, 625 00	July 1, 1873	.....	161
14.6 by 8.6, f. f., s. l.	6	100 00	.....	.....	.....	July 1, 1872	New; ordered April, 1874.	162
13.5 by 7.4, f. f., s. l.	6	100 00	50 00	3, 138 00	1, 569 00	July 1, 1873	.....	163
14.8 by 8.8, f. f., s. l.	18	100 00	85 00	13, 271 00	11, 280 35	July 1, 1873	.....	164
No apt.; no r. a. . .	20½*	100 00	200 00	4, 400 00	8, 800 00	July 1, 1873	.....	165
12 by 8.7½, f. f., s. l.	6	100 00	50 00	6, 000 00	3, 000 00	July 1, 1873	.....	166
13.7 by 7.5, fixtures, s. l.	7	100 00	50 00	6, 380 00	3, 190 00	May 17, 1873	Part; residue \$75, (247.)	167
12 by 8, f. f., s. l. . .	18	100 00	150 00	8, 400 00	10, 500 00	July 1, 1874	\$600 m. m.; 24 miles formerly at \$75.	168
13 by 9, f. f., s. l. . .	18	100 00	125 00	6, 875 00	8, 593 75	July 1, 1873	.....	169
12.3 by 7.6, f. f., s. l.	12	100 00	85 00	11, 000 00	9, 350 00	April 1, 1873	Part; residue \$50...	170
No apt.; no r. a. . .	36½*	100 00	150 00	1, 500 00	1, 800 00	July 1, 1873	\$300 mail-messenger service.	171
11 by 6, fixtures, d. l.	18	100 00	75 00	3, 550 00	2, 662 50	July 1, 1873	.....	172
40 by 8, f. f. c., s. l.	12	100 00	50 00	19, 840 00	9, 920 00	July 1, 1873	Main route; branch \$30, (464.)	173
14.6 by 7.2, 13 by 6.8, f. f., d. l.	12	100 00	85 00	5, 000 00	4, 250 00	July 1, 1873	One mile increase. . .	174
15.6 by 8.6, f. f., s. l.	24	94 00	85 00	1, 598 00	1, 445 00	July 1, 1873	.....	175
10 by 7.3, f. f., s. l.	12	92 00	100 00	6, 164 00	6, 730 00	July 1, 1873	.....	176
10 by 8.10, f. f., s. l.	7	91 00	150 00	7, 553 00	12, 450 00	July 1, 1873	Main route; branch \$50, (416.)	177
11 by 6.8, f. f., s. l.	7½*	90 00	75 00	7, 200 00	6, 000 00	July 1, 1873	.....	178
27 by 10.3, f. f., s. l.	6½*	90 00	150 00	19, 413 00	32, 355 00	July 1, 1873	.....	179
10 by 8, 10.4 by 8.3, f. f., s. l.	9*	90 00	100 00	11, 045 00	12, 050 00	July 1, 1873	\$2,000 m. m. service at New York.	180
16 by —, s. l.	6	90 00	75 00	1, 530 00	1, 275 00	July 1, 1873	Part; residue \$140, (118.)	181
12 by —, f. f., s. l. . .	12	90 00	55 00	360 00	220 00	July 1, 1873	Branch; main route \$273, (21.) \$253, (28.)	182
12.6 by 8, f. f., s. l. . .	16	90 00	80 00	35, 059 50	32, 994 00	July 1, 1873	61 miles formerly at \$110.	183
44.3 by 10.6, f. f., s. l.	13	90 00	85 00	2, 970 00	2, 805 00	July 1, 1873	Branch; main route \$190, (73.)	184
17 by 6.8, f. f., s. l.	10½*	90 00	50 00	4, 779 00	2, 655 00	July 1, 1873	.....	185
20.7 by 6.10, f. f., s. l.	12	90 00	100 00	24, 532 20	27, 258 00	July 1, 1873	.....	186
No r. a. Locked room in b. c.	27*	90 00	85 00	2, 457 50	2, 355 00	July 1, 1873	\$612.50 mail-messenger service.	187

F.—Table showing the re-adjustment, under the act of March 3, 1873,

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
188	Wis ..	13006	25003	Milwaukee, Berlin ...	Chicago, Milwaukee and Saint Paul, (late Milwaukee and Saint Paul.)	94. 20	790	20
189	Ill	11412	23016	Bureau Junction, Peoria.	Chicago, Rock Island and Pacific.	47	785	22
190	Mass ..	688	644	Sterling Junction, Fitchburgh.	Boston, Clinton and Fitchburgh	14	691	28
191	Mass ..	640	631	South Framingham, Pratt's Junction.	do.....	29	667	28
192	Tenn ..	10006	19006	Nashville, Decatur ...	Nashville and Decatur	122½	766	20
193	Mass ..	745	660	Worcester, Gardner ..	Boston, Barre and Gardner	27	757	25
194	Ohio ..	9040	.....	Columbus, Athens ...	Columbus and Hocking Valley ..	77. 40	755	20
195	Ill	11903	23025	Hannibal, Naples	Toledo, Wabash and Western ..	45. 50	753	18
196	Conn ..	943	909	Bridgeport, Pittsfield	Housatonic	110	734	22
197	Mich ..	12521	24021	New Buffalo, Pent Water.	Chicago and Michigan Lake Shore.	165. 50	727	17
198	Vt	508	408	Saint Albans, Canada Line.	Central Vermont, (late Vermont and Canada.)	17	815	25½
199	Nebr ..	14483	34005	Nebraska City, Seward.	Midland Pacific	84. 10	752	17
200	Mich ..	12950	24031	Fort Howard, Escanawba.	Chicago and Northwestern	114. 60	751	20
201	Mich ..	12846	24029	Esconawba, Negaunee	do.....	62. 22	710	20
202	Conn ..	925	901	Norwich, Worcester ..	Boston, Hartford and Erie	60	710	25
203	Iowa ..	11011	27029	Missouri Valley, Sioux City.	Sioux City and Pacific	76	704	25
204	Pa	2464	.....	Pittsburgh, Cumberland.	Pittsburgh and Connellsville ..	147. 80	698	25
205	Pa	2419	.....	Binghamton, New Hampton.	Delaware, Lackawanna and Western.	144. 50	685	25
206	Pa	2416	.....	Hazle Creek Bridge, Hazleton, Lumber-Yard, Ebervale.	Lehigh Valley	13. 80	517	20
207	Iowa ..	11001	27019	Keokuk, Des Moines ..	Keokuk and Des Moines	162	684	22
208	Mich ..	12508	24007	Detroit, Port Huron ..	Grand Trunk	64. 50	666	27
209	Wis ..	13396	25016	Milwaukee, Menasha.	Wisconsin Central, operated by Phillips & Colby Construction Company.	100	658	20
210	N. J. {	1451a	2254	{ New York, Middle- } town.	New Jersey Midland	88	659	25
211	N. Y. {	2132						
212	Pa	2408	.....	Chester, Port Deposit	Philadelphia and Baltimore Central.	59. 25	639	20
213	Utah ..	16633	41001	Salt Lake City, Ogden	Utah Central	36. 50	652	18
214	N. Y ..	1032	1205	Rochester, Avon	Erie	18	646	30
215	N. Y ..	1228	1229	Utica, Norwich	Delaware, Lackawanna and Western.	54. 50	637	21
216	Cal ..	14876	46010	Lathrop, Goshen	Central Pacific	144. 91	633	20
217	Mo ..	10502	28002	Bismarck, Argenta ..	Saint Louis and Iron Mountain and Cairo and Fulton.	262	623	17½
218	N. J. ...	2116	.....	Trenton, Intersection with Delaware, Lackawanna and Western Railroad.	Pennsylvania	68. 70	617	30
219	Cal	14702	46002	San Francisco, Salina.	Southern Pacific	118	613	20
220	Conn ..	955	911	Waterbury, Providence.	Hartford, Providence and Fishkill.	122. 50	612	22
221	Ill	11429	23005	Sterling, Alton Junction.	Rockford, Rock Island and Saint Louis.	270. 80	604	21
222	N. Y ..	1040	1230	Owego, Ithaca	Delaware, Lackawanna and Western.	35	601	24
223	S. C. ...	5605	.....	Branchville, Charleston.	South Carolina	62	421	18
224	Tenn ..	10007	19007	Nashville, Hickman ..	Nashville, Chattanooga and Saint Louis, (late Nashville and Chattanooga.)	170. 82	577	25

of the rates of pay per mile on certain railroad routes, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
22.6 by 10.3, f. f., s. l.	12	90 00	75 00	8,532 00	7,110 00	July 1, 1873	.....	188
14 by 10, f. f., s. l.	12	90 00	75 00	4,230 00	3,525 00	July 1, 1873	.....	189
12 by 6.6, f. f., d. l.	18	90 00	75 00	1,260 00	1,050 00	July 1, 1873	.....	190
9 miles.								
12 by 6.6, f. f., d. l.	18	90 00	75 00	2,610 00	2,175 00	July 1, 1873	.....	191
15 by 7.8, f. f., s. l.	12	88 00	75 00	10,765 33	9,175 00	July 1, 1873	.....	192
10 by —, fixtures, d. l.	12	87 50	50 00	2,362 50	1,350 00	July 1, 1873	.....	193
14 by 10, f. f., s. l.	12	87 50	75 00	6,772 50	5,805 00	July 1, 1873	Main route ; branch \$40.	194
12 by —, f. f., s. l.	6	87 50	.....	.....	.....	July 1, 1873	New ; ordered April, 1874. Main route ; branch \$50, (393.)	195
11.6 by 6, f. f., s. l.	13½*	86 00	80 00	9,770 00	8,800 00	July 1, 1873	31 miles at \$96. Main route ; branches \$50, (401,) \$30, (463.)	196
79 miles, d. l. 31 m							Main route ; branch \$50.	197
12.8 by 7, fixtures, s. l.	14½*	86 00	50 00	14,233 00	8,275 00	July 1, 1873	.....	198
17 by 9.3, f. f., s. l.	6	85 00	100 00	1,445 00	1,700 00	July 1, 1873	.....	199
12 by 7, f. f., s. l.	6	85 00	50 00	7,148 50	4,205 00	July 1, 1873	.....	200
18 by 10, f. f., s. l.	6	85 00	.....	.....	.....	Dec. 1, 1872	New ; ordered January, 1874.	201
18 by 10, f. f., s. l.	6	85 00	75 00	5,288 70	4,666 50	July 1, 1873	.....	202
12 by 7, f. f., s. l.	15*	85 00	75 00	5,646 00	5,046 00	July 1, 1873	\$546 mail-messenger.	203
20 by —, f. f., s. l.	6	85 00	75 00	6,460 00	5,700 00	July 1, 1873	Part ; residue \$50	204
14.6 by 8.6, f. f., m. c., s. l.	12	85 00	50 00	12,563 00	7,390 00	July 1, 1873	Main route ; branch \$54, (347.)	205
19 by 7, f. f., s. l.	9½*	85 00	80 00	12,282 50	11,560 00	July 1, 1873	.....	206
10 by 7, f. f., d. l.	13	85 00	75 00	1,173 00	1,035 00	July 1, 1873	.....	207
16.6 by 9, f. f., s. l.	12	84 00	75 00	13,608 00	12,150 00	Apr. 1, 1874	.....	208
22 by 7.2, f. f. c., s. l.	12	83 00	100 00	5,353 50	6,425 00	July 1, 1873	½ mile increase.....	209
14.2 by 7.10, f. f., s. l.	6	83 00	50 00	8,300 00	5,000 00	July 1, 1873	.....	210
18 by 7, f. f., s. l.	6	83 00	50 00	7,304 00	4,400 00	Jan. 1, 1874	{ Consolidation ; or- } dered July, 1874. }	211
b. c.	18	82 00	75 00	1,804 00	1,650 00	July 1, 1873	.....	212
½ car, d. l.	12	82 00	75 00	4,858 50	4,443 75	July 1, 1873	.....	213
No r. a.	14	80 00	50 00	2,920 00	1,825 00	July 1, 1873	.....	214
b. c. ; no r. a.	12	80 00	75 00	1,440 00	1,350 00	July 1, 1873	.....	215
19.3 by 6.7, f. f., s. l.	12	80 00	50 00	4,360 00	2,425 00	July 1, 1873	6 miles increase.....	216
14.7 by 8.10, f. f., s. l.	6	80 00	50 00	11,592 80	7,245 50	July 1, 1873	.....	217
10.4 by 6.10, s. l.	6	80 00	50 00	20,960 00	13,100 00	July 1, 1873	Branch ; main route \$100.	218
9.6 by 6, f. f., s. l.	20½*	80 00	75 00	5,496 00	5,152 50	July 1, 1873	.....	219
11 by 9, 11.6 by 9, f. f., s. l.	7	80 00	100 00	9,440 00	11,800 00	July 1, 1873	Main route ; branch \$50, (422.)	220
14.2 by 6.6, f. f., s. l.	22½*	80 00	100 00	9,800 00	12,250 00	July 1, 1873	.....	221
10.11 by 9.4, f. f., s. l.	10½*	80 00	90 00	21,664 00	24,372 00	July 1, 1874	.....	222
8 by 7.8, f. f., s. l.	12	80 00	85 71	2,800 00	3,000 00	July 1, 1873	.....	223
16.2 by 8.2, f. f., d. l.	13	80 00	75 00	4,960 00	4,650 00	July 1, 1873	Branch ; main route \$70, (259.)	224
12 by 9, f. f., s. l.	12½*	78 00	75 00	13,323 96	12,750 00	July 1, 1873	0.82 mile increase...	225

F.—Table showing the re-adjustment, under the act of March 3, 1873,

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
225	Minn	13505	26004	Saint Paul, Sioux City	Saint Paul and Sioux City	245	545	20
226	Ky....	9606	20002	Lexington, Nicholasville.	Kentucky Central	13	984	23
227	N. Y. .	1030	1214	Canandaigua, Niagara Falls.	New York Central and Hudson River.	97	711	30
228	Nebr..	14479	34004	Omaha, Concord	Burlington and Missouri River in Nebraska.	21. 50	690	20
229	Iowa..	11012	27001	Burlington, Plymouth	Burlington, Cedar Rapids and Minnesota.	228	663	20
230	Mich..	12511	24010	Jackson, Grand Rapids.	Michigan Central	94. 50	588	25
231	Mich..	12505	24004	White Pigeon, Kalamazoo.	Lake Shore and Michigan Southern.	38. 33	572	22
232	Wis...	13013	25010	Caledonia, Elroy	Chicago and Northwestern	135. 45	568	24
233	Kans..	14143	33007	Atchison, Sargent	Atchison, Topeka and Santa Fe	470. 25	568	20
234	Vt....	520	409	Saint Albans, Richmond.	Central Vermont, (late Vermont and Canada.)	28. 66	556	16. 8
235	Colo..	17051	38003	Hughes Station, Erie.	Denver and Boulder Valley....	15	550	15
236	Minn..	13508	26006	Saint Paul, Du Luth.	Lake Superior and Mississippi	156	543	20
237	N. Y. .	1036	1215	Buffalo, Lockport	New York Central and Hudson River.	22	542	30
238	Mo....	10505	28005	Palmyra, Hannibal	Hannibal and Saint Joseph....	15	532	22
239	Ind....	12009	22009	Richmond, Chicago	Pittsburgh, Cincinnati and Saint Louis.	225. 50	529	20
240	Ill....	11432	23011	Burlington, Quincy	Chicago, Burlington and Quincy	71. 85	526	21
241	Ill....	14414	23038	Peoria, Jacksonville	Peoria, Pekin and Jacksonville.	87. 40	525	20
242	Pa....	2412	.....	Penn Haven Junction, Audenreid.	Lehigh Valley	17. 50	521	20
243	Mo....	10507	28007	Moberly, Ottumwa	Saint Louis, Kansas City and Northern, (late North Missouri.)	131	515	22
244	Cal....	14945	46013	Goshen, Tipton	Southern Pacific	21	507	20
245	N. C. .	5004	.....	Greensborough, Goldsborough.	Richmond and Danville	130	502	18
246	Ind....	12013	22013	State Line, Logansport.	Pittsburgh, Cincinnati and Saint Louis.	61	498	20
247	Ala....	6604	.....	Calera, Decatur	South and North Alabama	113. 05	402	20
248	Nebr..	14451	34002	Plattsmouth, Kearney Junction.	Burlington and Missouri River, in Nebraska.	191	483	20
249	Ga....	6017	.....	Atlanta, Charlotte	Atlanta and Richmond Air-Line	259. 10	475	22
250	Ill....	11917	23037	Vincennes, Cairo	Cairo and Vincennes	156½	467	23
251	Wis...	13018	25017	Menasha, Stevens Point.	Wisconsin Central, operated by Phillips & Colby Construction Company.	65. 27	451	20
252	Wis...	13003	25013	Racine, Rock Island Junction.	Western Union	189. 40	450	20
253	Colo..	17064	38001	Denver, Pueblo	Denver and Rio Grande	119	433	17
254	Ga....	6015	.....	Fort Valley, Enfaula.	Southwestern	115½	432	20
255	Kans.	14143	33007	Newton, Wichita	Atchison, Topeka and Santa Fe.	26	432	18
256	Mich.	12512	24011	Kalamazoo, Grand Rapids.	Lake Shore and Michigan Southern.	58½	423	21
257	Pa....	2427	.....	Lancaster, Middletown.	Pennsylvania	31. 20	404	23
258	S. C. .	5605	.....	Kingsville, Columbia.	South Carolina	27	290	18
259	S. C. .	5605	.....	Kingsville, Augusta	do.....	119	274	18
260	Mich.	12529a	24013	Detroit, Bay City	Detroit and Bay City	111. 13	422	25
261	Minn.	13507	26002	Saint Paul, Sauk Rapids.	Saint Paul and Pacific	78	414	18

of the rates of pay per mile on certain railroad routes, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
20.3 by 9.3, 22.4 by 9.3, f. f., s. l.	8½*	77 25	50 00	18,926 25	14,418 75	July 1, 1873	86½ miles formerly at \$75.	225
12 by 8, f. f., s. l. . .	6	75 00	50 00	975 00	650 00	July 1, 1874	Part; residue \$109, (156.)	226
14.6 by 8.6, 11 by 9, f. f., s. l., (old report.)	6	75 00	50 00	7,275 00	4,850 00	July 1, 1873	.....	227
18.6 by 7, f. f., s. l.	6	75 00	50 00	1,925 50	1,338 00	July 1, 1873	1 mile increase; \$313 ferriage.	228
12 by 9.3½, f. f., s. l.	6½*	75 00	55 00	17,100 00	12,540 00	July 1, 1873	.....	229
14 by 10, f. f., s. l. .	6	75 00	50 00	7,087 50	4,725 00	July 1, 1873	.....	230
17.3 by 9, f. f., s. l. .	12	75 00	50 00	2,874 75	1,916 50	July 1, 1873	.....	231
42.6 by 10, f. f. c., s. l.	6	75 00	100 00	10,153 75	13,545 00	July 1, 1873	.....	232
14 by 9, 10 by 7, 11 by 7, f. f., s. l.	6	75 00	100 00	35,263 75	41,075 00	July 1, 1873	Main route; branch \$70, (255;) 119 miles formerly at \$50.	233
9.6 by 7.9, f. f., s. l.	6	75 00	50 00	2,149 00	1,433 00	July 1, 1873	.....	234
— by —, f. f., s. l. . .	6	75 00	50 00	1,125 00	750 00	July 1, 1873	Weight reported to Boulder City, 27 miles.	235
30 by 10, f. f., s. l. .	7½*	75 00	50 00	11,700 00	7,800 00	July 1, 1873	.....	236
b. c.	12	75 00	50 00	1,650 00	1,100 00	July 1, 1873	.....	237
b. c.; no r. a.	19	75 00	175 00	1,125 00	2,625 00	July 1, 1873	Branch; main route \$237.50, (36.)	238
12 by 8.6, f. f., s. l.	6	75 00	150 00	16,912 50	33,825 00	July 1, 1873	.....	239
10 by 7, f. f., s. l. . .	6	75 00	50 00	5,388 75	3,592 50	July 1, 1873	.....	240
13 by 8, f. f., s. l. .	6½*	75 00	55 00	6,555 00	4,807 00	Apr. 1, 1874	In March, 1874. Additional trips for portion of the year.	241
• (See remark.)								
10 by 7, f. f., s. l. .	12	75 00	60 00	1,312 50	1,050 00	July 1, 1873	.....	242
8 miles.								
22 by 7.6, f. f., s. l.	12	75 00	.....	.....	.....	July 1, 1873	New; ordered April, 1874.	243
14.7 by 8.10, f. f., s. l.	7	75 00	50 00	1,575 00	1,050 00	July 1, 1873	.....	244
21 by 8, f. f., s. l. . .	7	75 00	82 11	9,750 00	10,675 00	July 1, 1873	Part; residue \$126, (126.)	245
24 by 8, f. f. c., s. l.	6	75 00	50 00	4,575 00	3,050 00	July 1, 1873	.....	246
13.7 by 7.5, fixtures, s. l.	7	75 00	50 00	8,928 75	5,952 50	May 17, 1873	Part; residue \$100, (167.)	247
18.6 by 7, f. f., s. l.	6	70 00	50 00	13,370 00	9,550 00	July 1, 1873	.....	248
22.6 by 10, f. f., s. l.	7	70 00	.....	.....	.....	July 1, 1873	New; ordered May, 1874.	249
10 by 6, f. f., s. l. . .	6	70 00	.....	.....	.....	July 1, 1873	New; ordered April, 1874.	250
14.2 by 7.10, f. f., s. l.	6	70 00	60 00	4,568 90	3,916 20	July 1, 1874	.....	251
23 by 10, f. f., s. l. .	6	70 00	50 00	13,258 00	9,470 00	July 1, 1873	.....	252
9.5 by 5.10, f. f., s. l.	7	70 00	50 00	8,330 00	5,950 00	July 1, 1873	.....	253
14 by 8.9, f. f., s. l.	13	70 00	75 00	8,096 66	8,675 00	July 1, 1873	.....	254
14 by 9, 10 by 7, 11 by 7, f. f., s. l.	6	70 00	100 00	1,820 00	2,600 00	July 1, 1873	Branch; main route \$75, (233.)	255
17.3 by 9, f. f., s. l.	12	70 00	60 00	4,121 25	3,532 50	July 1, 1873	.....	256
10.10 by 8, f. f., s. l.	15*	70 00	75 00	2,184 00	2,340 00	July 1, 1873	.....	257
16.2 by 8.2, f. f., d. l.	13	70 00	60 00	1,890 00	1,620 00	July 1, 1873	Branch; main route \$70, (223.)	258
16.2 by 8.2, f. f., d. l.	13	70 00	125 00	8,330 00	14,875 00	July 1, 1873	Main route; branches \$80, (223,) \$70, (258.)	259
14 by 7.6, f. f., s. l.	12	68 00	.....	.....	.....	Sept. 20, 1873	New; ordered April, 1874.	260
12.6 by 9, f. f., s. l.	11½*	68 00	75 00	5,304 00	5,850 00	July 1, 1874	.....	261

F.—Table showing the re-adjustment, under the act of March 3, 1873

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.	
262	Wis ..	13020	25018	Milwaukee, Two Rivers.	Milwaukee, Lake Shore and Western.	85	411	20
263	Pa	2425	.....	Irvine, Corry	Oil Creek and Allegheny River and Buffalo, Corry and Pittsburgh, (late Allegheny Valley.)	95	407	20
264	Mass ..	619	618	Salem, Gloucester	Eastern	16	402	20
265	Va.	4413	.....	Petersburgh, Lynchburgh.	Atlantic, Mississippi and Ohio	123	433	22½
266	Del	3402	.....	Delmar, Crisfield.	Eastern Shore	38	412	20
267	N. Y. ...	1042	1225	Oswego, Richland.	Rome, Watertown and Ogdensburg.	28.50	385	.....
268	N. H. ...	278	257	Nashua, Wilton.	Boston and Lowell and Nashua and Lowell.	16	383	25
269	W. Va. ..	4293	.....	Huntington, Hinton	Chesapeake and Ohio	150.42	383	28
270	Pa	2440	.....	Blairsville, Allegheny	Pennsylvania	63.70	378	17
271	N. Y. ...	1010	1204	Newburgh, Chester	Erie	19.75	377	30
272	Mich ..	12517	24017	Detroit, Howard	Detroit, Lansing and Lake Michigan.	164.67	375	20
273	N. Y. ...	1574	1203	Buffalo, Suspension Bridge.	Erie	25.94	369	30
274	N. Y. ...	(1025) (1181)	1283	Utica, Watertown	Utica and Black River	92.22	368	25
275	Pa	2436	.....	Tyrone, Clearfield	Pennsylvania	40.60	366	15
276	Me	117	7	Portland, Rochester	Portland and Rochester	52	361	20
277	Pa	2456	.....	Pittsburgh, Washington.	Pittsburgh, Cincinnati and Saint Louis.	22.80	351	18
278	N. Y. ...	1566	1269	Ithaca, Cortland Village.	Utica, Ithaca and Elmira	23	266	20
279	Ill	11411	23027	State Line, Warsaw	Toledo, Peoria and Warsaw ..	228.75	369	20½
280	Iowa ...	11010	27022	Waterloo, Mona	Illinois Central	80	362	15
281	Minn ..	13838	26005	Du Luth, Moorhead	Northern Pacific	229	361	20
282	Ohio ...	9035	.....	Valley Junction, Hagerstown.	Whitewater Valley	70.45	372	19
283	N. Y. ...	1582	1263	Fort Henry, Ticonderoga.	New York and Canada, (late Vermont Central and Vermont and Canada.)	17	370	24
284	N. Y. ...	1024	1226	Watertown, Cape Vincent.	Rome, Watertown and Ogdensburg.	26	364	30
285	N. Y. ...	1026	1227	De Kalb Junction, Pottsdam Junction.	do.....	25	363	30
286	Pa	2439	.....	Tyrone, Lock Haven	Pennsylvania	55.10	352	20
287	Mass ..	637	628	Ayer, Mason Village	Fitchburgh	23	350	25
288	Mass ..	703	649	South Vernon Junction, Keene.	Cheshire and Ashuelot	24	349	24
289	Cal ...	14705	46005	Sacramento, Folsom City.	Sacramento Valley	23.20	349	20
290	Pa	2444	.....	Meadville, Oil City	Atlantic and Great Western ..	36.25	347	25
291	Ohio ...	9022	.....	Clayton, Keokuk	Toledo, Wabash and Western ..	44	346	22
292	Mass ..	742	659	South Framingham, Lowell.	Boston, Clinton and Fitchburgh.	29	227	28
293	Iowa ...	11016	27012	Clinton, La Crescent Junction.	Chicago, Dubuque and Minnesota.	178.57	385	20
295	Va.	4412	.....	Petersburgh, Norfolk	Atlantic, Mississippi and Ohio.	81.50	369	25½
296	Pa	2443	.....	Branch Junction, Indiana.	Pennsylvania	19	359	19
297	Ill	11409	23008	Elmwood, Buda	Chicago, Burlington and Quincy	45	356	18½
298	N. H. ...	309	260	Brock's Crossing, Conway.	Portsmouth, Great Falls and Conway.	64.83	344	20
299	Ill	11901	23012	Streator, Aurora, Batavia.	Chicago, Burlington and Quincy	69.79	344	24½
300	Pa	2409	.....	Honesdale, Lackawanna.	Erie	25	343	30
301	N. Y. ...	1033	1206	Avon, Dansville	do.....	30.73	340	30

of the rates of pay per mile on certain railroad routes, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
12 by —, f. f., s. l.	12	67 00				Oct. 20, 1873	New; ordered June, 1874. Main route; branch \$40. (440.)	262
8 by 7, f. f., s. l.	12	67 00	85 00	6,365 00	6,569 00	July 1, 1873	50.2 miles formerly at \$55.	263
No r. a.	18	67 00	50 00	1,072 00	800 00	July 1, 1873		264
21 by 9, f. f., s. l.	6	65 00	50 00	7,995 00	6,150 00	July 1, 1873		265
28 by 9.4, f. f., s. l.	6	65 00	62 50	2,470 00	2,375 00	July 1, 1873		266
No r. a.	15*	65 00	50 00	1,852 50	1,645 00	July 1, 1873		267
36 cubic feet; no f. a.	18	65 00	56 25	1,040 00	900 00	July 1, 1873		268
20.7 by 6.10, f. f., s. l.	6	65 00	50 00	9,777 30	7,521 00	July 1, 1873		269
10.9 by 8, f. f., s. l.	9½*	65 00	60 00	4,140 50	3,822 00	July 1, 1873		270
b. c., no r. a.	12	65 00	50 00	1,233 75	987 50	July 1, 1873	Main route; branch \$50.	271
10 by 9, f. f., s. l.	6	65 00	75 00	10,703 55	12,300 00	July 1, 1873	0.67 mile increase	272
b. c., no r. a.	13	65 00	50 00	1,686 10	1,297 00	July 1, 1873		273
13 by 9, f. f., s. l.	12	65 00	64 64	5,994 50	5,961 84	July 1, 1873		274
10.9 by 8, f. f., s. l.	12	65 00	60 00	2,639 00	2,436 00	July 1, 1873		275
13 by 6, 12 by 7, d. l.	12	65 00	55 55	3,389 00	2,888 60	July 1, 1873		276
8.6 by 6.11, f. f., d. l.	12	65 00	60 00	1,432 00	1,368 00	July 1, 1873		277
10.6 by 6.11, f. f., d. l.	12	65 00	50 00	1,495 00	1,150 00	July 1, 1873	1 mile increase	278
23 by 8.9, f. f. c., s. l.	6	64 00	60 00	15,240 00	14,880 00	July 1, 1873	111 miles formerly at \$65; \$600 ferrage; branch \$50. (413.)	279
19.1 by 9.2, f. f., s. l.	12	63 00	50 00	5,040 00	4,000 00	July 1, 1873		280
13 by 7, f. f., s. l.	6	63 00	50 00	14,427 00	11,450 00	July 1, 1873		281
12 by 7.4, f. f., s. l.	6	62 50	55 00	4,403 12	3,874 75	July 1, 1873		282
14 by 6.8, f. f., s. l.	6	62 50	50 00	1,062 50	850 00	July 1, 1873		283
No r. a.	12	62 50	50 00	1,625 00	1,300 00	July 1, 1873		284
No r. a.	6	62 50	115 00	1,562 50	2,875 00	July 1, 1873	Branch; main route \$138. (120.)	285
10.9 by 8, f. f., s. l.	12	62 50	60 00	3,443 75	3,306 00	July 1, 1873		286
6 by 6, f. f., s. l.	12	62 50	50 00	1,437 50	1,150 00	July 1, 1873		287
13.8 by 7.1, fixtures, s. l.	12	62 50	50 00	1,500 00	1,200 00	July 1, 1873		288
6.6 by 5, no r. a.	12	62 50	50 00	1,450 00	1,160 00	July 1, 1873		289
12.6 by 8, f. f., s. l.	9*	62 50	75 00	2,265 62	2,718 75	July 1, 1873		290
12 by —, f. f., s. l.	12	62 00	75 00	2,728 00	3,300 00	July 1, 1873	Branch; main route \$273. (21.) and \$255. (28.)	291
14 by 6.9, f. f., d. l.	12	62 00	50 00	1,798 00	1,450 00	July 1, 1873		292
							Vacant	293
13.6 by 8.10, f. f. c., s. l.	6	60 00	55 00	10,714 20	9,821 35	Apr. 1, 1874		294
21 by 9, f. f., s. l.	6	60 00	50 00	4,890 00	4,075 00	July 1, 1873		295
b. c.; no r. a.	12	60 00	55 00	1,140 00	1,045 00	July 1, 1873		296
22 by 8.6, f. f., s. l.	6	60 00	50 00	2,700 00	2,225 00	July 1, 1873	Half mile increase. Branch; main route \$60. (305.)	297
13 by 6, f. f., s. l.	7*	60 00	50 00	3,839 80	3,241 50	July 1, 1873		298
14 by 7, f. f., s. l.	6	60 00	50 00	4,187 40	3,489 50	July 1, 1873		299
b. c., no r. a.	12	60 00	75 00	1,500 00	1,875 00	July 1, 1873		300
b. c.; no r. a.	12	60 00	59 37	1,843 80	1,824 00	July 1, 1873		301

F.—Table showing the re-adjustment, under the act of March 3, 1873,

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
302	Kans.	14314	33012	Junction City, Clay Centre.	Junction and Fort Kearney....	33. 85	337	15
303	Wis ..	13018	25017	Menasha, Neenah, Stevens Point.	Wisconsin Central, operated by Phillips & Colby Construction Company.	65. 27	336	20
304	Pa.	2452	.....	Greenville, Parisville.	Chenango and Allegheny	33. 50	331	25
305	Ill.	11409	23008	Rushville, Yates City.	Chicago, Burlington and Quincy	63. 75	331	18½
306	N. Y. . .	1509	1249	Buffalo, Emporium. . .	Buffalo, New York and Philadelphia.	123. 51	329	25
307	Ill.	11428	23040	Peoria, Rock Island..	Peoria and Rock Island	92	329	20
308	N. J. . .	2105	.....	Philadelphia, New York.	Pennsylvania	93	327	30
309	Conn.	976	914	Hartford, New Saybrook.	Connecticut Valley	43. 16	324	20
310	Mo.	10506	28006	Saint Joseph, Hopkins.	Kansas City, Saint Joseph and Council Bluffs.	61. 50	322	24
311	Wash.	43001	.....	Kalama, Tacoma.	Northern Pacific	106. 60	322	18
312	N. Y. . .	1542	1276	Athens, Fairhaven. . .	Southern Central	122	321	30
313	Pa.	2414	.....	Fort Clinton, Williamsport.	Philadelphia and Reading	121. 53	321	22
314	Mass. . .	641	632	South Framingham, Milford.	Boston and Albany	12	318	24
315	N. H. . .	256	255	Concord, Portsmouth.	Concord	60	315	25
316	Mass. . .	735	656	Mansfield, South Framingham.	Boston, Clinton and Fitchburg.	22	314	28
317	Conn. . .	981	917	Litchfield, Hawleyville.	Shepaug, (late Shepaug Valley.)	32. 25	314	20
318	R. I. . .	803	803	Providence, Bristol ..	Providence, Warren and Bristol	14. 60	313	18
319	Kans. . .	14311	33011	Lawrence, Carbondale	Lawrence and Southwestern ..	32. 90	310	15
320	N. Y. . .	1405	1228	Chenango Forks, Norwich.	Delaware, Lackawanna and Western.	30. 69	310	21
321	Colo. . .	17038	32004	Denver, Black Hawk.	Colorado Central	38. 50	310	20
322	Mo.	10520a	28019	Quincy, Kirksville. . .	Quincy, Missouri and Pacific..	71. 28	308	16
323	Iowa . .	11018	27007	Creston, Hopkins ..	Burlington and Missouri River	44. 40	306	22
324	Ohio . .	9047	.....	Mansfield, Toledo. . .	Pennsylvania Company	88. 10	302	23
325	Iowa . .	11003	27005	Red Oak, Eastport. . .	Burlington and Missouri River	50	276	21½
326	R. I. . .	821	804	Warren, Fall River ..	Fall River, Warren and Providence.	7	220	24
327	Conn. . .	607	975	Putnam, Willimantic.	Boston, Hartford and Erie.	24. 68	170	28½
328	Ky.	9843	20016	Maysville, Paris	Maysville and Lexington	50	313	20
329	Mass. . .	656	636	Braintree Junction, Cohasset Junction.	South Shore	12	367	25
330	Ind.	12019	22019	Fort Wayne, Connersville.	Fort Wayne, Muncie and Cincinnati.	109	306	22
331	Kans. . .	14074	33004	Elwood, Hastings. . .	Saint Joseph and Denver City.	227. 20	302	25
332	Kans. . .	14006	33006	Junction City, Parsons	Missouri, Kansas and Texas. . .	156. 50	299	19
333	Mich. . .	12509	24003	Jackson, Fort Wayne	Fort Wayne, Jackson and Saginaw.	96. 30	293	22
334	Mich. . .	12516	24016	East Saginaw, Reed City.	Flint and Père Marquette.	90. 47	293	18
335	Mo.	10519a	28018	Quincy, Keokuk	Mississippi Valley and Western	41	290	20
336	Iowa . .	11016	27012	Clinton, La Crescent.	Chicago, Dubuque and Minnesota.	178. 57	290	20
337	Pa.	2413	.....	Pottsville, Herndon ..	Philadelphia and Reading	81. 10	276	17½
338	Ill.	11414	23033	Peoria, Jacksonville. .	Peoria, Pekin and Jacksonville.	87. 40	268	20
339	Me.	188	10	Old Town, Guilford ..	Consolidated European and North American, (late Bangor and Piscataquis.)	48. 10	267	17
340	Conn. . .	977	915	New Haven, Ansonia.	New Haven and Derby.	13. 50	262	22
341	Mich. . .	12955	24034	Walden Junction, Traverse City.	Continental Improvement Company.	26. 26	259	20
342	Pa.	2405	.....	Philadelphia, Norristown.	Philadelphia and Reading	16. 24	257	17

of the rates of pay per mile on certain railroad routes, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
		Dolls.	Dolls.	Dolls.	Dolls.			
Feet and inches. — by —, f. f., s. l..	6	60 00				Apr. 15, 1873	New; ordered January, 1874.	302
14.3 by 7.10, f. f., s. l.	6	60 00	50 00	3,916 20	3,263 50	July 1, 1873		303
12.6 by 8, f. f., s. l.	6	60 00	50 00	2,010 00	1,675 00	July 1, 1873		304
22 by 8.6, f. f., s. l.	6	60 00	50 00	3,825 00	3,187 50	July 1, 1873	Main route; branch \$60, (297.)	305
12 by 7.6, f. f., s. l.	6	60 00	50 00	7,410 60	6,175 50	July 1, 1873		306
12 by 7, f. f., s. l..	6	60 00	50 00	5,520 00	4,600 00	July 1, 1873		307
8 by 6.6, fixtures, s. l.	8½*	60 00	103 00	5,580 00	9,579 00	July 1, 1873	Main route; branch \$50, (415.)	308
11 by 7, f. f., s. l..	12	60 00	50 00	2,589 60	2,158 00	July 1, 1873		309
14.2 by 7, f. f., s. l.	6	60 00	50 00	3,690 00	3,075 00	July 1, 1873	Branch; main route \$143, (115.)	310
12 by 5, f. f., s. l..	6	60 00				Apr. 1, 1874	New; ordered July, 1874.	311
15 by 8, f. f., s. l..	6	60 00	50 00	7,820 00	6,600 00	July 1, 1873	\$500 side-service	312
10.1 by 6.10, 7.8 by 6.8, f. f., s. l.	7*	60 00	65 00	7,291 80	7,899 45	July 1, 1873		313
No apt	24*	60 00	50 00	1,020 00	900 00	July 1, 1873	\$300 for mail messenger service.	314
12 by 6.8, f. f., s. l.	12	60 00	50 00	3,600 00	3,000 00	July 1, 1873		315
No r. a	10½*	60 00	50 00	1,320 00	1,100 00	July 1, 1873		316
9.6 by 6.6, f. f., s. l.	12	60 00	50 00	1,935 00	1,612 50	July 1, 1873		317
No r. a	12	60 00	55 16	1,926 00	855 00	July 1, 1873	\$1,050 side-service now 0.9 mile decrease.	318
8.4 by 6, f. f., s. l..	6	60 00				Mar. 1, 1873	New; ordered October, 1873.	319
19.3 by 6.7, f. f., s. l.	12	60 00	50 00	1,841 40	1,534 50	July 1, 1873		320
Express car, s. l..	7	60 00	50 00	2,310 00	1,925 00	July 1, 1873	Main route; branch \$50.	321
14 by 7, f. f., s. l..	6	60 00	50 00	4,276 80	3,564 00	July 1, 1873		322
13 by 8.6, f. f., s. l.	6	60 00	50 00	2,664 00	2,220 00	July 1, 1873		323
9.6 by 7.6, f. f., s. l.	12	60 00				July 1, 1873	New; ordered July, 1874.	324
14 by 7, f. f., s. l..	10*	60 00	50 00	3,000 00	2,500 00	July 1, 1873	Branch; main route \$200, (68.)	325
No r. a	6	60 00	50 00	420 00	350 00	July 1, 1873		326
12.7 by 6.10, 12.10 by 6.10, f. f., d. l.	12	60 00				Aug. 1, 1873	New; ordered April, 1874.	327
12 by 9, f. f., s. l..	12	59 00	50 00	2,950 00	2,500 00	July 1, 1873		328
b. c.; no r. a	12	58 00	50 00	1,400 00	1,304 00	July 1, 1873	\$704 for mail-messenger service.	329
12 by 7.8, f. f., s. l.	6	58 00	50 00	6,322 00	5,450 00	July 1, 1873		330
17 by 7, f. f., s. l..	6	58 00	55 00	13,177 60	12,496 00	July 1, 1874		331
18.2 by 6.8, f. f., s. l.	6	58 00	60 00	9,077 00	9,390 00	July 1, 1873		332
10.6 by 7.6, f. f., s. l.	6	57 00	50 00	5,489 10	4,815 00	July 1, 1873		333
21 by 8.10½, f. f., s. l.	7½*	57 00	50 00	5,156 79	4,523 50	July 1, 1873		334
12 by 6.9, f. f., s. l., 13 by 9 additional for thro' mails.	6	57 00	50 00	2,337 00	2,050 00	July 1, 1873		335
18 by 9, 12.2 by 7, f. f., s. l..	6	55 00	50 00	9,821 35	8,928 50	July 1, 1873		336
10 by 7.9 by 6.6 by 4, f. f., s. l.	10½*	55 00	50 00	4,460 50	4,055 00	July 1, 1873		337
13 by 8, f. f., s. l..	6½*	55 00	50 00	4,807 00	4,370 00	July 1, 1873		338
18 by 7, f. f., s. l..	6	55 00	50 00	2,645 50	2,405 00	July 1, 1873		339
No r. a	12	55 00	50 00	742 50	675 00	July 1, 1873		340
14 by 7, s. l..	6	55 00				Oct. 20, 1873	New; ordered January, 1874.	341
No r. a	12	55 00	50 00	891 55	812 00	July 1, 1873		342

F.—Table showing the re-adjustment, under the act of March 3, 1873

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.	
343	Ind ...	12014	22014	Pern, La Porte	Chicago, Cincinnati and Louisville.	73	257	20
344	Ill.	11920	23051	Streator, Pekin	Chicago, Pekin and Southwestern.	65.28	255	20
345	N. Y. ...	1545	1231	Cassfield Junction, Richfield Springs.	Delaware, Lackawanna and Western.	21	248	21
346	N. Y. ...	1577	1267	Syracuse, Lacona	Syracuse Northern	44.92	245	20
347	Pa.	2464	.....	Connellsville, Uniontown.	Pittsburgh and Connellsville ..	12	256	15
348	Ky.	9610	20007	Lebanon Junction, Fish Point.	Louisville and Nashville	109.90	254	18
349	Mo.	10509	28009	Centralia, Columbia..	Saint Louis, Kansas City and Northern, (late North Missouri.)	22	249	15
350	Ill.	11434	23042	Chicago, Danville....	Chicago, Danville and Vincennes.	108	248	19.2
351	Pa.	2415	.....	Sunbury, Tomhicken.	Pennsylvania	44.10	247	20
352	Me.	201	11	Belfast, Burcham....	Maine Central, Belfast division.	34.19	244	20
353	Mass.	654	634	South Braintree Junction, Newport.	Old Colony and Newport	61.75	272	25
354	Mass. ....	.....	737	Cohasset Narrows, Wood's Hole.	Cape Cod, operated by Old Colony and Newport.	19	268	25
355	Ala.	6615	.....	Chattanooga, Meridian.	Alabama and Chattanooga	290	265	12
356	N. C.	5216	.....	Raleigh, Sandford....	Raleigh and Augusta Air-Line.	45.78	241	20
357	N. Y. ...	1043	1252	Brocton, Corry	Oil Creek and Allegheny River and Buffalo, Corry and Pittsburgh, (late Buffalo, Corry and Pittsburgh.)	45.30	238	20
358	Del.	3403	.....	Clayton, Easton	Maryland and Delaware	44	232	20
359	Iowa ...	11019	27008	Viele, Unionville....	Burlington and Southwestern..	104.75	234	20
360	Ind.	12026	22026	Auburn, Logansport.	Detroit, Eel River and Illinois	32.80	227	27½
361	Conn.	932	903	Middletown, Berlin Depot.	New York, New Haven and Hartford.	10	226	20
362	Ohio ...	9008	.....	Elyria, Millbury	Lake Shore and Michigan Southern.	74.98	39,087	28
363	Mo.	10523a	28022	Road House, Mexico	Chicago and Alton	90	1,419	25
364	Iowa ...	11005a	27015	Des Moines, Indianola	Chicago, Rock Island and Pacific.	21.40	243	17
365	Minn.	13840	26003	East St. Cloud Junction, Melrose.	Saint Paul and Pacific	35	223	14
366	Ind.	12020	22020	Richmond, Ft. Wayne	Cincinnati, Richmond and Fort Wayne.	91.50	213	22
367	Kans.	14235	33010	Leavenworth, Holton.	Kansas Central	55.62	209	16
368	N. Y. ...	1021	1243	Plattsburgh, Canada Line.	Montreal and Plattsburgh	23	208	22
369	N. Y. ...	1045	1209	Goshen, Montgomery.	Erie	10.25	204	30
370	N. Y. ...	1017	1259	Hoosac Junction, State Line.	Troy and Boston	5.50	199	25
371	Me.	9a	3	Newport, Dexter	Maine Central	14	196	20
372	Wis.	13009	25006	Horicon, Portage	Chicago, Milwaukee and Saint Paul, (late Milwaukee and Saint Paul.)	45.25	194	20
373	Pa.	2404	.....	Landsdale, Doylestown.	North Pennsylvania	9.80	193	30
374	Ohio ...	9006	.....	Leavittsburgh, Sharon	Atlantic and Great Western...	31.61	192	26
375	Ind.	12027	22027	Rockville, Logansport	Logansport, Crawfordsville and Southwestern.	92.10	192	20
376	Mass.	672	639	New Bedford, West Wareham.	New Bedford, (late New Bedford and Taunton.)	16.25	190	26
377	Iowa ...	11006	27020	Farley, Cedar Rapids	Dubuque and Southwestern...	55.37	190	12½
378	N. H. ...	342	262	Hooksett, Pittsfield..	Suncook Valley	20	188	20
379	Fla.	6402	.....	Lake City, Quincy ...	Jacksonville Pensacola and Mobile.	131.25	186	15

the rates of pay per mile on certain railroad routes, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
12 by 8, f. f., s. l.	12	52 00	50 00	4,015 00	3,650 00	July 1, 1873		343
18 by 9, f. f., s. l.	6	55 00	50 00	3,590 40	3,264 00	July 1, 1873		344
19 by 6.7, f. f.; no r. a.	12	55 00	50 00	1,155 00	1,050 00	July 1, 1873		345
9 by 7, f. f., s. l.	12	55 00	50 00	2,470 60	2,246 00	July 1, 1873		346
b. c.; no r. a.	12	54 00	50 00	648 00	600 00	July 1, 1873	Branch; main route \$85, (204.)	347
14.10 by 7.6, f. f., s. l.	6	54 00	50 00	5,934 60	5,495 00	July 1, 1873	Main route; branch \$50.	348
No r. a.	12	54 00	50 00	1,188 00	1,100 00	July 1, 1873		349
12 by 7, f. f., s. l.	6	54 00	30 00	5,832 00	3,240 00	July 1, 1873		350
8.10 by 5.7, f. f., s. l.	6	54 00	50 00	2,381 40	2,205 00	July 1, 1873		351
12 by 1, fixtures, s. l.	12	54 00	50 00	1,846 26	1,709 50	July 1, 1873		352
b. c.; no r. a.	12	53 00	100 00	4,202 75	7,105 00	July 1, 1873	\$930 for mail-messenger service.	353
b. c.; no r. a.	6	53 00				July 1, 1873	New; ordered April, 1874.	354
10 by 8, f. f., s. l.	7	53 00	50 00	15,370 00	14,500 00	July 1, 1873		355
11 by 6, f. f., s. l.	6	53 00	50 00	2,426 34	2,289 00	July 1, 1873		356
8 by 7, f. f., s. l.	6	53 00	50 00	3,000 90	2,865 00	July 1, 1873	\$600 for mail messenger service.	357
10 by 6, f. f., s. l.	6	52 50	50 00	2,310 00	2,200 00	July 1, 1873		358
12 by 7, fixtures, s. l.	6	52 00	30 00	5,447 00	3,142 50	July 1, 1873		359
15 by 10, f. f., s. l.	6	52 00				Jan. 1, 1872	New; ordered April, 1874.	360
In b. c.; no r. a.	18	52 00	75 00	770 00	1,000 00	July 1, 1873	\$250 for mail-messenger service.	361
r. p. o., 51.6 by 10.9, f. f. c., m. c., d. l.	26	50 00				July 1, 1872	New; ordered June, 1874. Returns for March, 1874; no earlier returns.	362
r. p. o., 32 by 10, f. f. c., m. c., s. l.; r. a. apt., 24 by 10, f. f. c., s. l. 28.6 m.	14	50 00				Oct. 1, 1871	New; ordered July, 1874. Returns for May, 1874; no earlier returns.	363
10 by 6, f. f., s. l.	6	50 00	40 00	1,070 00	856 00	July 1, 1873	Main route; branch \$50, (390.)	364
12.6 by 9, f. f., s. l.	6	50 00				Dec. 20, 1872	New; ordered December, 1873.	365
14 by 7, s. l.	6	50 00	40 00	4,575 00	3,660 00	July 1, 1873		366
7 by 7, f. f., s. l.	6	50 00				Aug. 1, 1872	New; ordered November, 1873.	367
No apt.; no r. a.	10	50 00	75 00	1,150 00	1,725 00	July 1, 1873		368
7 by 6, f. f. c., s. l.	6	50 00	39 02	512 50	400 00	July 1, 1873		369
No r. a.	6	50 00	125 00	387 50	687 50	July 1, 1873	Branch; main route \$121, (134.) \$112.50 m. m. service now.	370
No r. a.	12	50 00	60 00	840 00	840 00	July 1, 1873	\$140 m. m. now	371
23 by 10, f. f., s. l.	6	50 00	75 00	2,262 50	3,393 75	July 1, 1873		372
10.6 by 6.6, f. f., s. l.	18	50 00	75 00	490 00	735 00	July 1, 1873	Part; residue \$110, (152.)	373
12.6 by 8, f. f., s. l.	9	50 00	60 00	1,580 50	1,896 60	July 1, 1873	Part; residue \$100.	374
10 by 8, f. f., s. l.	6	50 00	40 00	4,605 00	3,684 00	July 1, 1873		375
2.7 by 1.11, locked; no r. a.	15	50 00	55 00	1,093 75	1,093 75	July 1, 1873	\$281.21 mail-messenger; formerly \$200.	376
14 by 11, f. f., s. l.	6	50 00	60 00	2,768 50	3,322 20	July 1, 1873		377
4.10 by 2.10, f. f., d. 11	11	50 00	30 00	1,000 00	600 00	July 1, 1873		378
1.8 m., 1 1/4 l. 4 m.								
12.4 by 6.9, f. f., s. l.	7	50 00	75 00	6,562 50	9,843 75	Oct. 24, 1873	Part; residue \$75.	379

F.—Table showing the re-adjustment, under the act of March 3, 1873

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails, whole distance per day.	Miles per hour.
						Miles.	Pounds.	
380	Ill . . .	11911	23047	Chester, Tamaroa . . .	Chester and Tamaroa Coal and Railroad Company.	42	185	15
381	Pa . . .	2428		Harrisburgh, Auburn	Philadelphia and Reading . . .	58.30	179	24
382	Wis . .	13012	25019	Sheboygan, Princeton	Sheboygan and Fond du Lac . .	79.05	179	20
383	N. Y. .	1005	1260	Stapleton, Tottenville	Staten Island	21	171	25
384	Iowa .	110125	27032	Cedar Rapids, Postville.	Burlington, Cedar Rapids and Minnesota.	99.80	162	14
385	Ky . .	9842	20015	Owensborough, Owensborough Junction.	Evansville, Owensborough and Nashville. (late Owensborough and Russellville.)	36.13	158	15
386	N. Y. .		1290	Buffalo, Gowanda . . .	Buffalo and Jamestown	34.25	155	15
387	Me . .	84	4	Calais, Princeton . . .	Saint Croix and Penobscot . . .	21	150	20
388	Pa . . .	2411		Penn Haven Junction, Mount Carmel.	Lehigh Valley	50	142	20
389	Tenn .	10004	19004	Wartrace Depot, Shelbyville.	Nashville, Chattanooga and Saint Louis. (late Nashville and Chattanooga.)	8	142	15
390	Iowa .	110057	27015	Summerset Junction, Winterest.	Chicago, Rock Island and Pacific.	27.10	142	17
391	Mass .	732	654	East Salisbury, Amesbury.	Eastern	4	141	20
392	N. Y. .	1518	1280	Plattsburgh, Au Sable Forks.	Whitehall and Plattsburgh . . .	23	140	22
393	Ill . . .	11903	23025	Maysville, Pittsfield .	Toledo, Wabash and Western .	6	135	18
394	Ill . . .	11900	23032	Mc Leansborough, Shawneetown.	Saint Louis and Southeastern, Consolidated, (late Saint Louis and Southeastern.)	41.25	135	12
395	Ill . . .	11437	23024	Pekin, Decatur	Toledo, Wabash and Western .	63.46	134	22
396	Mich .	12527	24026	Grand Rapids, Newaygo.	Grand Rapids, Newaygo and Lake Shore.	36.40	132	18
397	Conn .	938	906	Farmington, New Hartford.	New Haven and Northampton .	16	130	28
398	Md . . .	3515		Bowie, Pope's Creek .	Baltimore and Potomac	48.68	128	20
399	N. C. .	5280		Greensborough, Salem	Northwestern North Carolina .	29.31	119	15
400	S. C. .	5610		Alston, Spartanburgh C. H.	Spartanburgh and Union	68.75	119	15
401	Conn .	943	909	Van Deusenville, State Line.	Housatonic	11	113	22
402	Pa . . .	2455		Wilmington, Birdsborough.	Wilmington and Reading	63.60	112	18
403	Va . . .	4408		Richmond, West Point.	Richmond and York River . . .	40	112	20
404	Pa . . .	2474		Marion Junction, Richmond Furnace.	Cumberland Valley	21.44	111	22
405	Iowa .	110202	27023	Beulah, Elkader	Iowa Eastern	17.75	110	10
406	Ohio .	9945		Black River, Uhricksville.	Lake Shore and Tuscarawas Valley.	102.45	106	20
407	Pa . . .	2475		Mount Dallas Station, Cumberland.	Pennsylvania	47.60	106	20
408	Ohio .	9031		Xenia, Springfield . . .	Little Miami	19	104	25
409	Ill . . .	11902	23013	Mendota, Clinton	Chicago, Burlington and Quincy	64.19	103	20
410	Iowa .	110175	27013	Stanwood, Tipton	Chicago and Northwestern . . .	8.81	100	24
411	Ind . .	12015	22015	Fairland, Martinsville	Cincinnati and Martinsville . .	38.50	100	17
412	Conn .	942	908	Waterbury, Watertown.	Naugatuck	5.75	99	22
413	Ill . . .	11411	23027	La Harpe, Burlington	Toledo, Peoria and Warsaw . .	19.25	99	20
414	Tenn .	10005	19005	Fayetteville, Decherd	Southern Railway Security Company.	40	98	14
415	N. J. .	2105		Bordentown, Trenton	Pennsylvania	6	98	30
416	Cal . .	14707	46007	Davisville, Knight's Landing.	California Pacific	18.20	92	20

of the rates of pay per mile on certain railroad routes, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
9.5 by 6.6, f. f., s. l.	6	50 00	40 00	2, 100 00	1, 650 00	July 1, 1873	0.07 mile increase ..	380
7.9 by 3.7, f. f., s. l.	7½*	50 00	40 00	2, 915 00	2, 332 00	July 1, 1873		381
10 by 7.6, f. f., s. l.	6½*	50 00	60 00	4, 012 50	4, 803 00	July 1, 1874	\$60 mail-messenger.	382
No apt.; no r. a.	12	50 00	85 71	1, 800 00	1, 800 00	July 1, 1873	\$750 side service now	383
9.11 by 7.7, f. f., s. l.	6	50 00	40 00	4, 990 00	3, 992 00	July 1, 1873		384
9 by 6, f. f., s. l.	6	50 00	30 00	1, 806 50	1, 033 90	July 1, 1873		385
r. a. in b. c.	6	50 00	-----	-----	-----	Apr. 1, 1873	New; ordered April, 1874.	386
10 by 7, f. f.; no r. a.	6	50 00	100 00	2, 100 00	2, 100 00	July 1, 1873	\$1,050 mail-messenger now.	387
10 by 7, f. f., s. l.	9½*	50 00	40 00	2, 500 00	2, 000 00	July 1, 1873		388
No r. a.	6	50 00	40 00	400 00	320 00	July 1, 1873	Branch; main route \$205, \$145, (63,114.)	389
10 by 6, f. f., s. l.	6	50 00	40 00	1, 355 00	1, 084 00	July 1, 1873	Branch; main route \$50, (364.)	390
No r. a.	15*	50 00	62 50	250 00	250 00	July 1, 1873	\$50 mail-messenger now.	391
No apt.; no r. a.	6	50 00	43 47	1, 153 00	1, 000 00	July 1, 1873		392
12 by —, f. f.	6	50 00	-----	-----	-----	July 1, 1873	New; ordered April, 1874. Branch; main route \$87.50, (195.)	393
12 by 6.6, f. f., s. l.	6	50 00	40 00	2, 062 50	1, 650 00	July 1, 1873		394
12 by —, f. f., s. l.	6	50 00	40 00	3, 423 00	2, 738 40	July 1, 1873		395
12 by 7, f. f., s. l.	6	50 00	30 00	1, 820 00	1, 092 00	July 1, 1873		396
12 by 10, f. f., d. l.	12	50 00	75 00	800 00	1, 200 00	July 1, 1873	Branch; main route \$160, (99.)	397
9.3 by 8.6, f. f., s. l.	6	50 00	-----	-----	-----	Oct. 22, 1872	New; ordered April, 1874.	398
21 by 8, f. f., s. l.	6	50 00	-----	-----	-----	Nov. 1, 1873	do	399
7.1 by 6.5, f. f., s. l.	6	50 00	40 00	3, 437 50	2, 800 00	July 1, 1873		400
No apt.; no r. a.	6	50 00	80 00	550 00	880 00	July 1, 1873	Branch; main route \$86, (196;) branch \$30, (463.)	401
7.6 by 7, f. f., s. l.	6	50 00	40 00	3, 180 00	2, 544 00	July 1, 1873		402
10.7 by 8.11, f. f., s. l.	6½*	50 00	25 00	2, 000 00	1, 000 00	July 1, 1873		403
10 by 5, fixtures, s. l.	6	50 00	-----	-----	-----	July 1, 1872	New; ordered July, 1874.	404
20 by 7, f. f., s. l.	6	50 00	-----	-----	-----	Dec. 1, 1872	New; ordered Aug., 1873.	405
14 by 7, fixtures, s. l.	7	50 00	-----	-----	-----	July 1, 1872	New; ordered Jan., 1874.	406
9.2 by 6.11, f. f., s. l.	7*	50 00	60 00	2, 380 00	2, 856 00	July 1, 1873		407
15.6 by 8.6, f. f., s. l.	24	50 00	100 00	950 00	1, 900 00	July 1, 1873	Part; residue \$210, (52.)	408
9 by 7, f. f., s. l.	6	50 00	40 00	3, 209 50	2, 567 60	July 1, 1873		409
No r. a.	6	50 00	-----	-----	-----	Jan. 16, 1874	New; ordered July, 1874.	410
11.3 by 6.10, f. f., s. l.	6	50 00	45 00	1, 925 00	1, 732 50	July 1, 1873		411
No r. a.	6	50 00	75 00	287 50	451 25	July 1, 1873	Branch	412
18.9 by 6.7½, f. f. c., s. l.	6	50 00	-----	-----	-----	Aug. 1, 1873	New; ordered June, 1874. Branch; main route \$64, (279.)	413
8.3 by 8, f. f., s. l.	6	50 00	40 00	2, 000 00	1, 600 00	July 1, 1873		414
8 by 6.6, fixtures, s. l.	12	50 00	103 00	300 00	618 00	July 1, 1873	Branch; main route \$60, (303.)	415
11.8 by 8.10, f. f.; no r. a.	7	50 00	75 00	910 00	1, 365 00	July 1, 1873	Branch, part; 23.8 miles disc'd. Main route \$91, (177.)	416

F.—Table showing the re-adjustment, under the act of March 3, 1873,

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
417	Ohio	9043	.....	Harbor, Youngstown.	Pennsylvania.....	62. 10	90	20
418	Pa.	2484	.....	Lawrenceville, Elk-land.	Fall Brook Coal Company	13. 80	89	12
419	Ind.	12030a	22031	Evansville, Boonville	Lake Erie, Evansville and Southeastern.	18	85	20
420	Mass.	690	646	Greenfield, Turner's Falls.	Vermont and Massachusetts...	5	81	21
421	Wis.	13019	25022	Tomah, Grand Rapids	Wisconsin Valley	48	79	20
422	Cal.	14702	46002	Gilroy, Hollister	Southern Pacific	14	71	20
423	Ill.	11918	23050	Paris, Danville.....	Paris and Danville	36	67	18
424	Pa.	2470	.....	Union City, Titusville	Oil Creek and Allegheny River and Buffalo, Corry and Pittsburgh, (late Allegheny Valley.)	14. 10	63	15
425	Conn.	945	910	Branchville, Ridgefield.	Danbury and Norwalk	4	53	28
426	N. Y.	.....	1292	Crawford Junction, Pine Bush.	New York and Oswego Midland	10. 18	53	13
427	Iowa	11003	27009	Vilisca, Clarinda	Burlington and Missouri River	16	50	14
428	Ark.	7525a	.....	Chicot, Pine Bluff....	Texas, Mississippi River and Northwestern, (late Little Rock, Pine Bluff and New Orleans.)	72. 78	268	12
429	Mich.	12525	24024	Ypsilanti, Bankers....	Detroit, Hillsdale and Indiana.	65. 40	99	22
430	Pa.	2457	.....	Perkiomen Junction, Green Lane.	Philadelphia and Reading	17. 92	96	18
431	Ark.	7502a	.....	Helena, Clarendon ..	Arkansas Central	48. 02	64	20
432	Ga.	6231	.....	Columbus, Hamilton.	North and South	23. 51	47	18
433	Ky.	9824	20014	Grayson, Greenup Court-House.	Eastern Kentucky	23. 75	142	11½
434	Ky.	9609	20006	Junction, Bardstown.	Louisville and Nashville	17. 30	127	12
435	Iowa	11015	27024	Clinton, Anamosa....	Chicago and Northwestern	74. 10	109	20
436	Iowa	11005b	27016	Washington, Sigourney.	Chicago, Rock Island and Pacific.	29	108	14
437	Ill.	11408	23004	Elgin, Geneva	Chicago and Northwestern	44	83	24
438	Mich.	12949	24030	East Saginaw, Saint Louis.	Saginaw Valley and St. Louis..	35. 28	81	25
439	Tenn.	10012	19012	Morristown, Riverside.	Cincinnati, Cumberland Gap and Charleston.	39. 80	80	11½
440	Wis.	13020	25018	Manitowoc, Appleton	Milwaukee, Lake Shore and Western.	44. 50	78	15
441	Mass.	655	635	South Abington, Bridgewater.	Old Colony and Newport	7. 75	72	25
442	Mich.	12954	24033	Ionia, Stanton	Detroit, Lansing and Lake Michigan.	25. 30	70	20
443	Ala.	6616	.....	Opelika, Dadeville ..	Savannah and Memphis	30. 58	66	16
444	N. Y.	1567	1210	Goshen, Pine Island..	Erie, (late Goshen and Deekertown.)	11	65	30
445	Pa.	2460	.....	Lebanon, Tower City.	Philadelphia and Reading	43. 10	63	18½
446	Wis.	13018	25017	Stevens Point, Colby.	Wisconsin Central, operated by Phillips & Colby Construction Company.	48. 93	63	20
447	Tenn.	10015	19014	Memphis, Covington.	Paducah and Memphis	38. 31	62	12
448	W. Va.	4189	.....	Laurel Junction, Volcano.	Laurel Fork and Sand Hill	8	60	10
449	Del.	3405	.....	Wilmington, Landenburgh.	Wilmington and Western	19. 53	51	10
450	Mass.	621	620	Salem, Lawrence....	Eastern	20	48	20
451	Ill.	11909	23046	Jacksonville, Virden.	Jacksonville, Northwestern and Southeastern.	31. 39	43	15
452	Iowa	11012a	27004	Muscataine, Lone Tree	Burlington, Cedar Rapids, and Minnesota.	23. 23	41	11
453	Iowa	11012a	27003	Vinton, Traer.....	do	24. 77	41	12½

of the rates of pay per mile on certain railroad routes, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
9.4 by 6.6, f. f., s. l.	6	50 00				July 1, 1873	New; ordered June, 1874.	417
11 by 7.6, f. f., s. l.	12	50 00				Dec. 1, 1873	New; ordered July, 1874.	418
Locked-closet in b. c.	6	50 00				Oct. 16, 1873	New; ordered October, 1873.	419
No r. a.	12	50 00	100 00	250 00	500 00	July 1, 1873	Part; residue, \$170, \$160, (93, 98)	420
11 by 9, f. f., s. l.	6	50 00				Sept. 1, 1873	New; ordered May, 1874.	421
No r. a.	7	50 00	100 00	700 00	1,400 00	July 1, 1873	Branch; main route \$80, (219.)	422
10 by 5, f. f., s. l.	6	50 00	30 00	1,800 00	1,080 00	July 1, 1873		423
8 by 7, f. f., s. l.	6	50 00	40 00	705 00	564 00	July 1, 1873		424
No r. a.	12	50 00	30 00	200 00	120 00	July 1, 1873	Branch; main route \$110, (155.)	425
No apt.	6	50 00				Oct. 1, 1873	New; ordered September, 1873.	426
No r. a.	12	50 00	40 00	800 00	640 00	July 1, 1873		427
5 by 4.6, $\frac{1}{2}$ l. (See trips.)	3	45 00				Oct. 1, 1873	New; ordered August, 1873.	428
7.6 by 5.6, f. f., s. l.	6	45 00	40 00	2,943 00	2,616 00	July 1, 1873		429
b. c.; no r. a.	64*	45 00	40 00	806 40	716 80	July 1, 1873		430
10 by 8, f. f., s. l.	6	45 00				Feb. 1, 1873	New; ordered March, 1874.	431
3.6 by 2.6; no r. a.	6	45 00	30 00	1,057 95	705 30	July 1, 1873		432
3 by 2.6, s. l.	6	40 00	21 05	950 00	500 00	July 1, 1873		433
No r. a.	6	40 00	31 21	692 00	540 00	July 1, 1873		434
9.6 by 9.6, f. f., s. l.	6	40 00	30 00	2,964 00	2,223 00	July 1, 1873		435
8 by 6.4, f. f., s. l.	6	40 00	50 00	1,160 00	1,450 00	July 1, 1873		436
9.6 by 9.6, f. f., s. l.	6	40 00	50 00	1,760 00	2,200 00	July 1, 1873		437
No apt.; no r. a.	9	40 00				Feb. 15, 1873	New; ordered January, 1874.	438
12 by 7, f. f., s. l.	6	40 00	25 00	1,592 00	995 00	July 1, 1873		439
No apt.	6	40 00				Oct. 20, 1873	New; ordered June, 1874. Branch; main route \$67, (262.)	440
b. c.; no r. a.	6	40 00	38 70	390 00	380 00	July 1, 1873	\$80 mail-messenger.	441
No apt.; no r. a.	6	40 00				Oct. 1, 1873	New; ordered January, 1874.	442
9 by 5, f. f., s. l.	6	40 00	30 00	1,223 20	917 40	July 1, 1873		443
7 by 6, f. f., c., s. l.	6	40 00	22 73	440 00	250 00	July 1, 1873		444
6.7 by 6.2, 6.10 by 6, f. f., s. l.	72*	40 00	30 00	1,724 00	1,293 00	July 1, 1873		445
14.2 by 7.10, f. f., s. l.	6	40 00				Oct. 16, 1873	New; ordered August, 1874.	446
4 by 3.6, s. l.	6	40 00				Sept. 10, 1873	New; ordered May, 1874.	447
2. by 2.6; no r. a.	18	40 00	30 00	320 00	240 00	July 1, 1873		448
7.5 by 6.10, f. f., s. l.	6	40 00				Oct. 21, 1872	New; ordered April, 1874.	449
No r. a.	84*	40 00	50 00	800 00	1,000 00	July 1, 1873		450
5.6 by 3.3, f. f., s. l.	6	40 00	50 00	1,253 60	1,569 50	July 1, 1873		451
10.43 by 7.7, f. f., s. l.	6	40 00	30 00	929 20	696 90	July 1, 1873		452
10.43 by 7.7, f. f., s. l.	6	40 00				Aug. 16, 1873	New; ordered April, 1874.	453

F.—Table showing the re-adjustment, under the act of March 3, 1873,

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
454	Pa . . .	2488	.....	Pomeroy, Delaware . .	Pennsylvania. (late Pennsylv- ania and Delaware.)	38.53	38	6
455	Ill . . .	11413	23022	Lake Station, Joliet. .	Michigan Central	45	36	15
456	N. J . .	2109	.....	Pemberton Junction, Hightstown.	Pennsylvania	27.50	35	30
457	Cal . . .	14728	46013	Wilmington, Los An- geles.	Los Angeles and San Pedro . . .	22	35	20
458	N. J . .	2131	.....	Kinkora Junction, New Lisbon.	Pennsylvania	14.41	31	25
459	Ind . . .	12029	22029	Terre Haute, Martz. .	Cincinnati and Terre Haute . .	26.15	52	10
460	Mich . .	12948	24014	Flint, Otter Lake. . . .	Flint and Père Marquette . . .	19½	43	11
461	Pa . . .	2407	.....	Bridgeport, Down- ingtown.	Philadelphia and Reading	21.43	34	17
462	Mich . .	12953	24032	Muskegon, Big Rapids	Chicago and Michigan Lake Shore.	56.64	30	20
463	Conn . .	943	909	Danbury, Brookfield .	Housatonic	5.50	30	22
464	Wis . . .	13014	25014	Stillwater Junction, Stillwater.	West Wisconsin	3.25	27	23
465	Pa . . .	2477	.....	Conshohocken, Flour- town.	Philadelphia and Reading	7.25	24	15½
466	N. H. . .	.....	351	Wolfborough Junc- tion, Wolfborough.	Eastern	12.11	11	24

Increase over former amount of annual pay by re-adjustment.

of the rates of pay per mile on certain railroad routes, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
No apt.	13	40 00				Apr. 1, 1874	New	454
r. a. in b. c.	6	40 00	25 00	1,800 00	1,125 00	July 1, 1873	.....	455
8 by 6.6, fixtures, s. l.	6	40 00	50 00	1,100 00	1,375 00	July 1, 1873	Part; residue \$75...	456
No apt.	6	40 00	75 00	880 00	1,650 00	July 1, 1874	.....	457
No apt.	6	40 00	50 00	576 40	720 50	July 1, 1873	.....	458
r. a. in b. c., s. l.	6	35 00				Oct. 21, 1872	New; ordered January, 1874.	459
r. a., s. l. No distribution.	6	30 00				Feb. 1, 1873	New; ordered January, 1874.	460
No r. a.	6	30 00	25 00	644 40	537 00	July 1, 1873	.....	461
12.8 by 7, fixtures; no r. a.	6	30 00				Sept 10, 1873	New; ordered January, 1874.	462
No apt; no r. a.	6	30 00	80 00	165 00	440 00	July 1, 1873	Branch; main route \$86, (196.) Branch \$50, (401.)	463
b. c.; no r. a.	6	30 00				Oct. 16, 1873	New; ordered April, 1874. Branch; main route \$100, (173.)	464
No r. a.	6	30 00				Mar. 17, 1873	New; ordered April, 1874.	465
No r. a.	12	30 00				July 1, 1873	New; ordered April, 1874.	466
				6,493,567 68	5,239,240 22			
				5,239,240 22				
				1,254,327 46				

JOHN L. ROUTT,
Second Assistant Postmaster-General.

G.—Statement of the number, description, and cost of mail-bags and mail-catchers purchased by contract and put into service during the year ended June 30, 1874.

Number.	Description.	Size.	Price.	Cost.	Aggregate.
1,250	Leather mail-pouches	No. 1	\$8 20	\$10,250 00	\$73,907 50
2,850	do.	No. 2	6 45	18,382 50	
4,250	do.	No. 3	5 50	23,375 00	
3,600	do.	No. 4	4 35	15,660 00	
1,950	do.	No. 5	3 20	6,240 00	
13,900					
250	Leather horse mail-bags	No. 1	6 65	1,662 50	2,742 50
100	do.	No. 2	5 65	565 00	
100	do.	No. 3	5 15	515 00	
450					
6	Canvas mail-pouches	No. 1	4 85	29 10	5,275 92
43	do.	No. 2	3 90	167 70	
8	do.	No. 3	3 45	27 60	
268	do.	No. 4	2 29	774 52	
240	do.	No. 5	2 65	636 00	
1,100	Catcher mail-pouches		3 31	3,641 00	
1,665					
1,033	Cotton canvas mail-sacks	No. 1	97	1,002 01	3,312 39
973	do.	No. 2	74½	724 88	
7,550	do.	No. 3	21	1,585 50	
9,556					
50,000	Jute canvas mail-sacks	No. 1	57	28,500 00	28,650 00
1,000	do.	No. 3	15	150 00	
51,000					
400	Mail-bag catchers		15 00	6,000 00	6,221 00
400	Sockets for same		50	200 00	
30	do.		70	21 00	
13,987	Mail-bag-label cases		25	3,496 75	4,794 44
188,755	Printed wooden labels		11-16	1,297 69	
					124,903 75

Number and cost of mail locks and keys purchased and repaired during the year ended June 30, 1874.

Number.	Description.	Price.	Cost.
40,000	New iron mail-locks	\$0 58	\$23,200 00
10,000	New brass mail-locks	74	7,400 00
2,732	Old iron mail-locks repaired	10	273 20
6,013	Old brass mail-locks repaired	5	300 65
330	Old iron mail-keys repaired	2	6 60
			31,180 45

JOHN L. ROUTT,
Second Assistant Postmaster-General.

H.—Railway post-office lines in the United States June 30, 1874, showing the increase in the service since June 30, 1873.

Terminal points.	Miles of route.	Miles of service.	Service each way.	Number of clerks.			Increase of miles of route from June 30, 1873, to June 30, 1874.	Increase of miles of service from June 30, 1873, to June 30, 1874.	Increase in number of clerks from June 30, 1873, to June 30, 1874.			Increase in lines of railway post-offices from June 30, 1873, to June 30, 1874.
				\$1,400.	\$1,200.	\$1,000.			\$1,400.	\$1,200.	\$1,000.	
Albany, N. Y., to Buffalo, N. Y.	298	1,192	Twice daily	11	8	8						
Atlanta, Ga., to Augusta, Ga.	171	342	Daily		4							
Baltimore, Md., to Canandaigua, N. Y.	325	650	do	6	5							
Buffalo, N. Y., to Toledo, Ohio	295	1,180	Twice daily	10	15	17			1		3	
Boston, Mass., to Saint Albans, Vt.	290	580	Daily	4	4							
Boston, Mass., to Fitchburgh, Mass.	50	100	do		1							
Boston, Mass., to Albany, N. Y.	200	800	Twice daily	10	8	4			2			
Boston, Mass., to Welfleet, Mass.	122	244	Daily		6							
Boston, Mass., to Portland, Me. (a)	116	232	do	4	4	1	42	84	4	1	1	
Boston, Mass., to Bangor, Me.	249	996	Twice daily	11	13					2		
Bristol, Tenn., to Chattanooga, Tenn.	242	484	Daily	4	6							
Bangor, Me., to Vanceborough, Me.	118	236	do			4					2	
Burlington, Iowa, to Council Bluffs, Iowa	201	582	do	4	4							
Bloomington, Ill., to Mexico, Mo. (b)	200	400	do	2	4		20	40	(d)	1		
Baltimore, Md., to Grafton, W. Va.	280	1,120	Twice daily	6	10	1	280	1,120	6	10	1	1
Chattanooga, Tenn., to Atlanta, Ga.	140	280	Daily	3	3							
Chicago, Ill., to Fort Howard, Wis. (c)	242	484	do	4	9				(e)	3		
Chicago, Ill., to Quincy, Ill.	263	526	do	5	11				(d)	1		
Chicago, Ill., to Dunleith, Ill.	188	376	do	5	4							
Chicago, Ill., to Iowa City, Iowa	237	474	do	6	6							
Chicago, Ill., to Cedar Rapids, Iowa	219	438	do	4	6				1			
Chicago, Ill., to Centralia, Ill.	258	516	do	5	8							
Chicago, Ill., to Cincinnati, Ohio	310	620	do	1	8		310	620	1	8		1
Chicago, Ill., to Saint Louis, Mo.	280	560	do	5	8					1		
Chicago, Ill., to Toledo, Ohio	243	972	Twice daily	7	13	14				1	2	
Cleveland, Ohio, to Cincinnati, Ohio	244	488	Daily	5	7				1	1		
Cleveland, Ohio, to Indianapolis, Ind.	282	565	do	4	4				(d)			
Cairo, Ill., to Centralia, Ill.	112	224	do	2	4				1	(d)		
Cairo, Ill., to Columbus, Ky., (by river)	21	168	Four times daily		2							
Clinton, Iowa, to Council Bluffs, Iowa	350	700	Daily	4	5							
Cincinnati, Ohio, to Saint Louis, Mo.	340	680	do	4	11				(e)	4		
Dubuque, Iowa, to Fort Dodge, Iowa	214	428	do	4	2				(d)			
Detroit, Mich., to Chicago, Ill.	284	568	do	3	7				(d)	1		
Davenport, Iowa, to Council Bluffs, Iowa	307	614	do	3	8				(d)	1		

a Formerly Boston, Mass., to South Berwick, Me.

b Formerly Bloomington, Ill., to Saint Louis, Mo.

c Termini of route changed from Green Bay to Fort Howard.

d Reduction of one.

e Reduction of two.

H.—Railway post-office lines in the United States June 30, 1874, showing the increase in the service since June 30, 1873—Continued.

Terminal points.	Miles of route.	Miles of service.	Service each way.	Number of clerks.			Increase of miles of route from June 30, 1873, to June 30, 1874.	Increase of miles of service from June 30, 1873, to June 30, 1874.	Increase in number of clerks from June 30, 1873, to June 30, 1874.			Increase in lines of railway post-offices from June 30, 1873, to June 30, 1874.
				\$1, 400.	\$1, 200.	\$1, 000.			\$1, 400.	\$1, 200.	\$1, 000.	
Freeport, Ill., to Centralia, Ill.*	275	550	Daily	5	6	.....	.....	.....	(a)	.....	.....	.....
Grafton, W. Va., to Cincinnati, Ohio	309	1, 236	Twice daily	1	16	.....	309	1, 236	1	16	.....	1
Grafton, W. Va., to Columbus, Ohio	233	466	Daily	.....	8	.....	233	466	.....	8	.....	1
Humboldt, Tenn., to Jackson, Miss.	276	552	do	3	9	.....	.....	.....	(a)	3	.....	.....
Hannibal, Mo., to Denison, Texas (k)	575	1, 150	do	1	18	.....	143	286	1	4	.....	.....
Indianapolis, Ind., to Saint Louis, Mo	261	522	do	5	4	.....	.....	.....	.....	1	.....	.....
Indianapolis, Ind., to Galesburg, Ill.	264	528	do	1	7	.....	264	528	1	7	.....	1
Kansas City, Mo., to Council Bluffs, Iowa	200	400	do	3	4	.....	.....	.....	.....	.....	.....	.....
Louisville, Ky., to Nashville, Tenn.	185	370	do	3	6	.....	.....	.....	.....	3	.....	.....
La Fayette, Ind., to Quincy, Ill.	273	546	do	6	13	.....	.....	.....	1	1	.....	.....
Lynchburgh, Va., to Bristol, Tenn.	203	406	do	4	6	.....	.....	.....	.....	2	.....	.....
Milwaukee, Wis., to Saint Paul, Minn.	324	648	do	7	11	.....	.....	.....	.....	1	.....	.....
Memphis, Tenn., to Chattanooga, Tenn.	310	620	do	7	6	.....	.....	.....	1	(a)	.....	.....
New Orleans, La., to Canton, Miss.	206	412	do	.....	4	.....	.....	.....	.....	.....	.....	.....
New York, N. Y., to Boston, Mass.	234	936	Twice daily	11	19	9	.....	.....	11	(e)	.....	.....
New York, N. Y., to Washington, D. C.	232	928	do	11	10	10	.....	.....	(d)	3	.....	.....
New York, N. Y., to Buffalo, N. Y.	422	1, 688	do	14	13	14	.....	.....	1	1	.....	1
New York, N. Y., to Albany, N. Y.	144	576	do	4	4	5	.....	.....	.....	.....	1	.....
Omaha, Nebr., to Ogden, Utah	1, 032	2, 064	Daily	14	20	.....	.....	.....	(a)	.....	.....	.....
Philadelphia, Pa., to Pittsburgh, Pa.	358	716	do	6	5	6	.....	.....	(a)	(a)	1	.....
Peoria, Ill., to Burlington, Iowa†	43	86	do	1	1	.....	.....	.....	(a)	(a)	.....	.....
Quincy, Ill., to Kansas City, Mo.	261	522	do	4	5	.....	.....	.....	(a)	(a)	.....	.....
Rochester, N. Y., to Niagara Falls, N. Y.	77	154	do	.....	3	.....	.....	.....	.....	.....	.....	.....
Saint Louis, Mo., to Atchison, Kans.	330	660	do	5	8	.....	.....	.....	(a)	2	.....	.....
San Francisco, Cal., to Ogden, Utah	881	1, 762	do	11	15	.....	.....	.....	(a)	1	.....	.....
Toledo, Ohio, to La Fayette, Ind.	203	406	do	3	10	.....	.....	.....	(a)	4	.....	.....
Washington, D. C., to Weldon, N. C.	216	864	Twice daily	9	12	3	.....	.....	(a)	(c)	3	.....
Washington, D. C., to Lynchburgh, Va.	178	356	Daily	3	5	.....	.....	.....	(a)	.....	.....	.....
Hornellsville, N. Y., to Dunkirk, N. Y.‡	128	256	do	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Consolidation of Freeport & Bloomington and Bloomington & Centralia lines, shown on last report.

k Formerly Sedalia, Mo., to Denison, Texas.

† Distance from Peoria to Galesburg, Ill., included in Indianapolis, Ind., to Galesburg, Ill.

‡ Number of clerks included in New York, N. Y., to Buffalo, N. Y.

a Reduction of one.

c Reduction of four.

d Reduction of five.

e Reduction of ten.

Recapitulation and comparative statement of the service of June 30, 1873, and June 30, 1874, showing the increase.

	June 30, 1873.	June 30, 1874.	Increase.
Number of lines of railway post-offices.....	59	63	4
Aggregate number of miles of the above.....	14, 866	16, 414	1, 548
Number of miles of actual service performed daily.....	34, 925	39, 199	4, 274
Number of miles of actual service performed annually.....	12, 747, 625	14, 307, 635	1, 560, 010
Number of head clerks, at \$1,400 per annum.....	283	288	5
Number of clerks, at \$1,200 per annum.....	379	465	86
Number of assistant clerks, at \$1,000.....	90	97	7
	752	850	98
Making total number of clerks.....			
With annual compensation amounting to	\$941, 000. 00	\$1, 058, 200. 00	\$117, 200. 00

THROUGH-MAIL TABLES.

1.—Through mails to San Francisco from Washington.

ROUTE.—From Washington, D. C., via Parkersburgh, W. Va., Cincinnati, Ohio, Peoria, Ill., Galesburgh, Ill., Burlington, Iowa, Omaha City, Nebr., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—3,151 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1873.....	30	5,725	05	190	50	166	30	214	50	2	22	28	.....	4
November, 1873.....	31	5,772	20	186	12	166	25	214	30	9	22	22	.....	7
December, 1873.....	31	5,683	20	183	20	168	40	211	30	14	17	17	.....	10
January, 1874.....	31	5,739	05	185	08	168	40	219	00	11	20	20	.....	9
February, 1874.....	27	4,951	40	183	23	168	40	229	50	11	16	14	.....	10
March, 1874.....	32	5,891	35	184	06	168	40	229	50	14	18	14	.....	9
April, 1874.....	30	5,189	45	172	59	168	40	193	00	25	5	5	.....	3
May, 1874.....	31	5,314	10	171	25	168	40	193	00	28	3	3	.....	3
June, 1874.....	30	5,167	05	172	14	169	30	193	30	27	3	2	.....	3
July, 1874.....	31	5,311	20	171	20	169	25	195	45	29	2	2	.....	1
August, 1874.....	31	5,372	25	173	18	169	10	193	30	26	5	5	.....	4
September, 1874.....	30	5,130	30	171	01	167	25	193	20	27	3	2	.....	3
Whole period.....	365	65,248	20	178	45	166	25	229	50	223	142	134	.....	66

2.—Through mails to Washington from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Omaha City, Nebr., Burlington, Iowa, Galesburgh, Ill., Peoria, Ill., Cincinnati, Ohio, and Parkersburgh, W. Va., to Washington, D. C.—3,151 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1873.....	31	5,319	20	171	35	169	45	179	00	28	3	.....	.....	.....
November, 1873.....	30	5,054	35	168	29	167	05	172	30	27	3	.....	.....	1
December, 1873.....	31	5,256	00	169	32	167	30	191	30	29	2	1	.....	2
January, 1874.....	31	5,262	00	169	44	167	30	194	15	29	2	2	.....	1
February, 1874.....	28	4,734	10	169	04	167	30	191	30	27	1	1	.....	8
March, 1874.....	31	5,691	25	183	35	167	30	239	30	16	15	14	.....	.....
April, 1874.....	30	5,043	40	168	07	167	30	178	50	29	1	.....	.....	1
May, 1874.....	31	5,235	25	168	53	167	30	191	30	29	2	1	.....	.....
June, 1874.....	30	5,146	05	171	32	168	15	172	45	30	.....	.....	.....	1
July, 1874.....	31	5,264	15	169	48	166	30	191	40	28	3	1	.....	1
August, 1874.....	31	5,237	45	168	57	167	30	191	30	30	1	1	.....	1
September, 1874.....	30	5,079	20	169	18	167	30	191	30	29	1	1	.....	1
Whole period.....	365	62,324	00	170	45	166	30	239	30	331	34	22	.....	16

3.—Through mails to San Francisco from New York.

ROUTE.—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., (also from New York, via Erie, Pa.), Chicago, Ill., Clinton, Iowa, Omaha City, Nebr., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—3,307 miles, (3,370 miles via Erie, Pa.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1873.....	56	9,742	10	173	58	168	15	183	30	56	.....	.....	.....	.....
November, 1873.....	51	8,867	45	173	52	168	10	183	05	51	.....	.....	.....	.....
December, 1873.....	50	8,816	30	176	18	168	10	199	00	45	5	4	.....	3
January, 1874.....	52	9,078	15	174	34	168	10	184	45	46	6	.....	.....	2
February, 1874.....	49	8,672	15	176	59	168	10	217	20	41	6	5	.....	4
March, 1874.....	54	9,740	00	180	22	168	10	229	20	34	20	9	.....	6
April, 1874.....	55	9,564	10	173	53	168	10	182	30	55	.....	.....	.....	.....
May, 1874.....	57	9,923	35	174	05	168	10	183	55	57	.....	.....	.....	.....
June, 1874.....	54	9,437	30	174	46	168	15	192	30	52	2	1	.....	1
July, 1874.....	56	9,750	15	174	06	168	15	182	30	55	1	.....	.....	1
August, 1874.....	53	9,234	25	174	14	168	10	183	40	53	.....	.....	.....	.....
September, 1874.....	54	9,412	50	174	18	166	25	185	00	52	2	.....	.....	1
Whole period...	641	111,239	40	173	32	166	25	229	20	597	44	19	.....	18

4.—Through mails to New York from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Omaha City, Nebr., Clinton, Iowa, Chicago, Ill., Pittsburgh, Pa., and Harrisburgh, Pa., (also, after passing Chicago, via Erie, Pa.), to New York, N. Y.—3,307 miles, (3,370 miles via Erie, Pa.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1873.....	31	5,288	55	170	36	168	35	192	45	28	3	1	.....	1
November, 1873.....	30	5,112	20	170	24	168	40	193	00	27	3	1	.....	1
December, 1873.....	31	5,261	15	169	43	168	30	175	00	27	4	.....	.....	.....
January, 1874.....	31	5,291	25	170	41	168	30	195	15	27	4	1	.....	1
February, 1874.....	28	4,765	25	170	11	168	35	192	45	25	3	1	.....	1
March, 1874.....	31	5,683	35	183	20	168	30	240	50	17	14	14	.....	7
April, 1874.....	30	5,076	40	169	13	168	35	175	50	29	1	.....	.....	.....
May, 1874.....	31	5,283	45	170	26	168	30	193	00	28	3	1	.....	1
June, 1874.....	30	5,070	50	169	10	168	20	174	45	29	1	.....	.....	.....
July, 1874.....	31	5,252	25	169	25	168	30	192	35	30	1	1	.....	1
August, 1874.....	31	5,234	25	168	51	167	30	171	40	31	.....	.....	.....	.....
September, 1874.....	30	5,101	45	170	03	168	30	193	00	29	1	1	.....	1
Whole period...	365	62,422	45	171	01	167	30	240	50	327	38	21	.....	14

5.—Through mails to San Francisco from Boston.

ROUTE.—From Boston, Mass., via Albany, N. Y., Buffalo, N. Y., Erie, Pa., Toledo, Ohio, Chicago, Ill., Clinton, Iowa, Omaha City, Nebr., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—3,449 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>				
October, 1873.....	31	5,689	25	183	31	183	15	31	.....	.....	.....
November, 1873.....	30	5,507	05	183	34	183	05	30	.....	.....	.....
December, 1873.....	31	5,820	05	187	44	183	10	24	7	4	3
January, 1874.....	31	5,456	30	176	00	173	10	26	5	3	3
February, 1874.....	27	4,858	55	179	57	173	10	19	8	5	7
March, 1874.....	32	5,921	35	185	02	173	10	17	15	11	8
April, 1874.....	30	5,252	05	175	04	173	10	28	2	2	2
May, 1874.....	31	5,409	20	174	29	173	10	30	1	1	1
June, 1874.....	30	5,235	40	174	31	173	15	28	2	1	2
July, 1874.....	31	5,487	15	177	00	173	10	26	5	5	3
August, 1874.....	31	5,421	40	174	53	173	10	29	2	2	2
September, 1874.....	30	5,205	05	173	30	171	25	29	1	.....	1
Whole period....	365	65,264	40	178	48	171	25	317	48	34	32

6.—Through mails to Boston from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Omaha City, Nebr., Clinton, Iowa, Chicago, Ill., Toledo, Ohio, Erie, Pa., Buffalo, N. Y., and Albany, N. Y., to Boston, Mass.—3,449 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>				
October, 1873.....	31	5,414	45	174	14	170	00	23	8	3	4
November, 1873.....	30	5,158	30	171	57	169	45	27	3	.....	.....
December, 1873.....	31	5,341	45	172	18	171	30	29	2	.....	.....
January, 1874.....	31	5,369	00	173	11	171	30	28	3	1	1
February, 1874.....	28	4,856	30	173	26	171	30	25	3	1	2
March, 1874.....	31	5,775	15	186	17	171	00	17	14	14	8
April, 1874.....	30	5,160	30	172	01	171	00	29	1	.....	.....
May, 1874.....	31	5,383	30	173	39	171	00	28	3	3	3
June, 1874.....	30	5,150	45	171	41	171	15	28	2	.....	.....
July, 1874.....	31	5,360	45	173	34	171	00	25	6	1	2
August, 1874.....	31	5,318	30	171	33	171	00	30	1	.....	.....
September, 1874.....	30	5,201	00	173	22	171	00	26	4	.....	1
Whole period....	365	63,501	45	174	00	169	45	315	50	23	21

7.—Through mails to San Francisco from Cincinnati.

ROUTE.—From Cincinnati, Ohio, via Peoria, Ill., Galesburgh, Ill., Burlington, Iowa, Omaha City, Nebr., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—2,539 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>					
October, 1873.....	31	4, 697 00	151 30	144 15	168 35	22	9	9	.....	6
November, 1873.....	29	4, 550 10	156 54	144 10	168 30	20	9	9	.....	5
December, 1873.....	32	4, 946 45	154 33	144 10	192 30	20	12	8	.....	5
January, 1874.....	31	4, 835 45	155 59	144 10	193 30	18	13	13	.....	8
February, 1874.....	28	4, 227 25	150 58	144 40	181 50	20	8	6	.....	6
March, 1874.....	31	4, 949 10	159 39	144 10	205 50	15	16	12	.....	12
April, 1874.....	30	4, 397 10	146 34	144 40	168 45	28	2	2	.....	2
May, 1874.....	31	4, 549 30	146 45	144 40	172 25	29	2	2	.....	2
June, 1874.....	30	4, 475 05	149 10	145 30	169 30	25	5	4	.....	5
July, 1874.....	30	4, 424 40	147 29	143 25	169 35	27	2	2	.....	4
August, 1874.....	32	4, 704 15	147 00	145 25	169 30	30	2	2	.....	1
September, 1874.....	30	4, 498 10	149 56	143 40	174 15	24	6	5	.....	5
Whole period...	365	55, 245 05	151 21	143 25	205 50	278	87	74	.....	61

8.—Through mails to Cincinnati from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Omaha City, Nebr., Burlington, Iowa, Galesburgh, Ill., and Peoria, Ill., to Cincinnati, Ohio—2,539 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>					
October, 1873.....	31	4, 569 35	147 24	135 35	161 45	11	20	2	.....	2
November, 1873.....	30	4, 252 55	141 45	137 45	147 30	18	12	.....	.....	.....
December, 1873.....	31	4, 368 40	140 55	137 35	147 30	20	11	.....	.....	.....
January, 1874.....	31	4, 487 00	144 44	137 35	171 15	11	20	1	.....	1
February, 1874.....	28	3, 986 50	142 23	137 00	161 35	16	12	1	.....	1
March, 1874.....	31	4, 848 30	156 24	137 10	218 30	8	23	13	.....	7
April, 1874.....	30	4, 256 00	141 52	137 10	147 15	15	15	.....	.....	.....
May, 1874.....	31	4, 379 15	141 15	137 10	146 25	17	14	.....	.....	.....
June, 1874.....	30	4, 218 15	140 36	137 10	161 10	20	10	1	.....	1
July, 1874.....	31	4, 329 35	139 39	137 10	161 30	24	7	1	.....	1
August, 1874.....	31	4, 343 50	140 07	137 10	145 45	21	10	.....	.....	.....
September, 1874.....	30	4, 327 40	144 15	137 10	169 45	11	19	2	.....	2
Whole period...	365	52, 368 05	143 28	135 35	218 30	192	173	21	.....	15

9.—Through mails to San Francisco from Chicago.

ROUTE.—From Chicago, Ill., via Clinton, Iowa, Omaha City, Nebr., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—2,406 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>				
October, 1873.....	31	4,039	40	130	18	130	00	133	15		
November, 1873.....	30	3,917	00	130	34	130	10	133	05		
December, 1873.....	31	4,129	50	133	13	130	10	156	20	5	1
January, 1874.....	31	4,052	25	130	43	130	10	134	45	2	
February, 1874.....	28	3,756	05	134	09	130	10	167	20	6	3
March, 1874.....	31	4,303	45	138	49	130	10	191	20	11	4
April, 1874.....	30	3,913	35	130	27	130	10	132	25		
May, 1874.....	31	4,047	50	130	34	130	10	133	55		
June, 1874.....	30	3,914	10	130	28	130	00	142	15	1	
July, 1874.....	19	2,470	05	130	00	129	55	130	05		
August, 1874.....	30	3,949	35	131	39	129	25	154	00	2	2
September, 1874.....	30	3,907	35	130	15	128	10	134	45	1	
Whole period...	352	46,401	35	131	47	128	10	191	20	28	10

* Transmission of post-bill cards interrupted by fire at Chicago.

10.—Through mails to Chicago from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Omaha City, Nebr., and Clinton, Iowa, to Chicago, Ill.—2,406 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>				
October, 1873.....	31	4,009	20	129	20	128	00	134	35		
November, 1873.....	30	3,881	05	129	22	129	00	131	25		
December, 1873.....	31	4,009	55	129	21	128	45	129	40	2	
January, 1874.....	31	4,010	50	129	22	128	50	130	10		
February, 1874.....	28	3,625	30	129	28	129	10	130	45		
March, 1874.....	31	4,225	25	136	18	129	00	177	35	6	6
April, 1874.....	30	3,882	00	129	24	129	00	133	50	1	
May, 1874.....	31	4,004	10	129	10	128	45	130	00		
June, 1874.....	30	3,870	40	129	10	128	45	130	55		
July, 1874.....	31	3,998	40	128	59	128	40	130	00		
August, 1874.....	31	4,000	25	129	02	128	35	129	25		
September, 1874.....	30	3,875	55	129	11	128	40	132	10		
Whole period...	365	47,393	55	129	50	128	00	177	35	9	6

11.—Through mails to San Francisco from Saint Louis.

ROUTE.—From Saint Louis, Mo., via Kansas City, Mo., Denver City, Colo., Cheyenne, Wyo., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—2,400 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1873.....	31	4, 096	30	132	08	131	50	135	05	31	-----	-----	-----	-----
November, 1873.....	30	3, 964	35	132	09	131	45	134	40	30	-----	-----	-----	6
December, 1873.....	31	4, 360	05	140	38	132	40	175	30	22	9	7	-----	6
January, 1874.....	39	5, 648	15	144	49	133	10	169	10	28	11	8	-----	4
February, 1874.....	28	4, 082	45	145	49	143	10	167	15	23	5	2	-----	9
March, 1874.....	31	4, 802	15	154	54	143	10	204	20	14	17	8	-----	4
April, 1874.....	30	4, 446	25	148	12	143	10	167	30	24	6	6	-----	5
May, 1874.....	31	4, 623	10	149	08	143	10	170	55	24	7	7	-----	6
June, 1874.....	30	4, 484	15	149	28	143	15	167	20	22	8	7	-----	8
July, 1874.....	30	4, 501	05	150	02	143	10	191	15	22	8	7	-----	5
August, 1874.....	32	4, 758	15	148	41	143	10	191	40	26	6	6	-----	8
September, 1874.....	29	4, 382	35	151	07	143	10	171	00	19	10	9	-----	61
Whole period ...	372	54, 150	10	145	33	131	45	204	20	285	87	67	-----	

12.—Through mails to Saint Louis from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Cheyenne, Wyo., Denver City, Colo., and Kansas City, Mo., to Saint Louis, Mo.—2,400 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of a later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1873.....	31	4, 058	30	130	55	125	15	149	45	23	8	5	-----	7
November, 1873.....	29	3, 786	35	130	34	125	30	152	15	22	7	4	-----	6
December, 1873.....	32	4, 285	50	133	55	125	30	156	00	22	10	8	-----	7
January, 1874.....	31	4, 076	25	131	29	125	15	150	30	24	7	5	-----	6
February, 1874.....	28	3, 713	05	132	37	126	15	150	40	19	9	6	-----	10
March, 1874.....	31	4, 575	15	147	35	126	00	219	15	12	19	16	1	7
April, 1874.....	30	3, 983	35	132	47	126	20	160	45	23	7	2	-----	3
May, 1874.....	30	4, 034	30	134	29	131	05	155	25	24	6	1	-----	6
June, 1874.....	31	4, 125	30	133	04	131	00	146	50	27	4	-----	-----	3
July, 1874.....	31	4, 159	00	134	09	131	05	155	05	26	5	2	-----	5
August, 1874.....	31	4, 200	55	135	11	130	00	157	10	24	7	2	1	6
September, 1874.....	30	4, 040	25	134	40	130	00	156	00	24	6	1	-----	5
Whole period ...	365	49, 039	35	134	21	125	15	219	15	270	95	52	2	73

13.—Through mails to New Orleans from Washington.

ROUTE.—From Washington, D. C., via Lynchburgh, Va., Bristol, Tenn., Knoxville, Tenn., Cleveland, Tenn., Dalton, Ga., Calera, Ala., (till May 11, 1874, and thence, after passing Dalton, via Atlanta, Ga.,) Montgomery, Ala., and Mobile, Ala., to New Orleans, La.—1,188 miles, (1,216 miles via Atlanta, Ga.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>					
October, 1873.....	31	2, 204 00	71 05	70 00	94 15	30	1	1	.....	1
November, 1873*.....	30	2, 246 05	74 52	69 15	106 15	25	5	4	.....	2
December, 1873.....	31	2, 451 00	79 03	77 15	101 30	28	3	2	.....	4
January, 1874.....	31	2, 546 30	82 08	77 15	125 30	23	8	4	.....	4
February, 1874.....	28	2, 430 30	86 48	77 15	127 45	18	10	3	3	3
March, 1874.....	30	2, 339 30	79 39	77 30	101 30	26	4	2	.....	3
April, 1874.....	31	3, 805 30	122 45	77 15	334 45	14	17	13	6	9
May, 1874.....	32	2, 592 10	81 00	65 15	128 00	10	22	22	1	5
June, 1874.....	30	1, 981 45	66 03	65 15	89 15	29	1	1	.....	1
July, 1874.....	31	2, 101 25	67 47	65 15	89 45	27	4	3	.....	4
August, 1874.....	31	2, 127 20	68 37	65 00	89 45	27	4	4	.....	6
September, 1874.....	30	1, 999 30	66 39	65 00	89 45	28	2	1	.....	4
Whole period.....	366	28, 875 15	78 48	65 00	334 45	285	81	60	10	44

* Mails ordered via Grand Junction, Tenn., November 19, 1873.

14.—Through mails to Washington from New Orleans.

ROUTE.—From New Orleans, La., via Mobile, Ala., Montgomery, Ala., Calera, Ala., (till May 20, 1874, and thence, after passing Montgomery, Ala., via Atlanta, Ga.,) Dalton, Ga., Cleveland, Tenn., Knoxville, Tenn., Bristol, Tenn., and Lynchburgh, Va., to Washington, D. C.—1,188 miles, (1,216 miles via Atlanta, Ga.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>					
October, 1873.....	31	2, 072 25	66 51	62 45	98 10	23	8	7	.....	2
November 1873*.....	30	2, 222 00	74 04	60 00	98 10	4	26	26	.....	2
December, 1873.....	31	2, 028 00	65 25	60 00	84 00	24	7	7	.....	6
January, 1874.....	31	2, 134 45	68 51	60 00	108 00	17	14	14	1	2
February, 1874.....	28	1, 916 20	68 26	60 00	99 30	16	12	12	.....	2
March, 1874.....	30	2, 253 15	75 06	60 00	124 30	12	18	18	.....	6
April, 1874.....	31	2, 819 50	90 57	73 45	147 15	15	16	16	1	7
May, 1874.....	31	2, 586 40	83 26	61 00	100 30	6	25	23	2	5
June, 1874.....	30	1, 980 10	66 00	63 00	88 00	25	5	2	.....	1
July, 1874.....	31	2, 001 50	64 34	63 15	87 40	30	1	1	.....	1
August, 1874.....	31	1, 975 45	63 44	63 10	69 00	29	2	.....	.....	.....
September, 1874.....	30	1, 944 25	64 48	63 15	87 15	27	3	1	.....	1
Whole period.....	365	25, 935 25	71 03	60 00	147 15	228	137	127	4	35

* Mails ordered via Charlotte, N. C., November 19, 1873.

15.—Through mails to New Orleans from New York.

SOUTHWESTERN ROUTE.—From New York, N. Y., via Washington, D. C., Lynchburgh, Va., Bristol, Tenn., Knoxville, Tenn., Cleveland, Tenn., Dalton, Ga., (till May 11, 1874, and thence, after passing Dalton, via Atlanta, Ga.,) Calera, Ala., Montgomery, Ala., and Mobile, Ala., to New Orleans, La.—1,418 miles, (1,446 miles via Atlanta, Ga.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1873.....	31	2,532	00	81	40	79	00	103	15	28	3	3	.....	3
November, 1873*.....	30	2,540	05	84	40	79	00	115	15	26	4	3	.....	2
December, 1873.....	31	2,753	45	88	49	86	15	110	30	27	4	3	.....	3
January, 1874.....	31	2,925	35	94	22	86	15	158	30	19	12	6	.....	5
February, 1874.....	28	2,696	45	96	18	86	15	184	45	20	8	3	3	3
March, 1874.....	30	2,683	30	89	27	86	30	110	30	25	5	3	.....	4
April, 1874.....	31	4,054	30	130	47	86	15	343	45	14	17	13	6	9
May, 1874.....	32	2,881	25	90	02	74	15	137	00	10	22	2	.....	4
June, 1874.....	30	2,301	00	76	42	74	15	98	15	27	3	3	.....	2
July, 1874.....	31	2,356	35	76	01	74	15	98	45	28	3	2	.....	3
August, 1874.....	31	2,358	30	76	04	74	00	98	45	29	2	2	.....	4
September, 1874.....	30	2,318	55	77	17	74	15	98	55	26	4	3	.....	6
Whole period...	366	32,402	35	88	32	74	00	343	45	279	87	67	9	48

* Mails ordered via Grand Junction, Tenn., November 19, 1873.

WESTERN ROUTE.—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., Columbus, Ohio, Cincinnati, Ohio, Louisville, Ky., Bowling Green, Ky., Humboldt, Tenn., Grand Junction, Tenn., and Canton, Miss., to New Orleans, La.—1,608 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1873.....	26	2,029	45	78	04	73	15	110	30	19	7	6	.....	4
November, 1873.....	29	2,236	15	77	06	73	30	101	30	24	5	3	.....	5
December, 1873.....	30	2,381	05	79	22	74	15	98	30	21	9	9	.....	4
January, 1874.....	32	2,550	20	79	41	74	15	100	00	21	11	10	.....	5
February, 1874.....	28	2,315	40	82	42	74	15	172	00	18	10	7	1	5
March, 1874.....	31	2,448	40	78	59	74	15	111	20	25	6	5	.....	5
April, 1874.....	28	2,686	50	95	57	74	15	233	30	13	15	13	1	6
May, 1874.....	32	2,753	15	86	02	76	00	149	00	24	8	8	.....	5
June, 1874.....	29	2,512	15	86	37	73	30	148	15	17	12	12	2	5
July, 1874.....	31	2,468	55	79	38	71	20	111	00	21	10	10	.....	5
August, 1874.....	32	2,618	50	81	50	71	00	157	45	21	11	11	1	4
September, 1874.....	30	2,322	10	77	22	71	15	98	30	20	10	10	.....	3
Whole period...	358	29,324	00	81	54	71	00	233	30	244	114	104	5	59

16.—Through mails to New York from New Orleans.

SOUTHWESTERN ROUTE.—From New Orleans, La., via Mobile, Ala., Montgomery, Ala., Calera, Ala., (till May 20, 1874, and thence, after passing Montgomery, via Atlanta, Ga., Dalton, Ga., Cleveland, Tenn., Knoxville, Tenn., Bristol, Tenn., Lynchburgh, Va., and Washington, D. C., to New York, N. Y.—1,418 miles, (1,446 miles via Atlanta, Ga.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>				
October, 1873.....	30	2,282	20	76	04	72	25	110	00	25	5	5	6
November, 1873*.....	29	2,472	30	85	15	72	40	111	50	5	24	24	3
December, 1873.....	33	2,658	10	80	33	72	45	110	15	18	15	15	6
January, 1874.....	31	2,550	35	82	16	72	35	113	30	16	15	15	10
February, 1874.....	27	2,231	45	82	39	72	40	110	50	12	15	15	9
March, 1874.....	30	2,600	55	86	41	72	35	134	00	12	18	18	9
April, 1874.....	30	3,083	55	102	47	74	55	159	05	3	27	27	5
May, 1874.....	32	3,176	50	99	16	72	30	120	50	6	26	26	6
June, 1874.....	31	2,374	00	76	34	72	30	101	00	24	7	7	4
July, 1874.....	31	2,374	00	76	34	73	30	97	50	25	6	6	5
August, 1874.....	30	2,342	00	78	04	73	30	87	00	20	10	10	8
September, 1874.....	31	2,470	50	79	42	73	40	97	45	19	12	12	5
Whole period....	365	30,617	50	83	53	72	25	159	05	185	180	180	76

* Mails ordered via Charlotte, N. C., November 19, 1873.

WESTERN ROUTE.—From New Orleans, La., via Canton, Miss., Grand Junction, Tenn., Humboldt, Tenn., Bowling Green, Ky., Louisville, Ky., Cincinnati, Ohio, Columbus, Ohio, Pittsburgh, Pa., and Harrisburgh, Pa., to New York, N. Y.—1,608 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>				
October, 1873.....	30	2,514	20	83	48	75	35	120	45	18	12	7	4
November, 1873.....	30	2,486	45	82	53	76	20	101	10	17	13	5	4
December, 1873.....	31	2,495	45	80	30	77	30	120	20	21	10	5	3
January, 1874.....	31	2,620	00	84	30	77	35	121	05	18	13	6	5
February, 1874.....	28	2,398	15	85	39	77	45	105	45	15	13	8	3
March, 1874.....	31	2,556	40	82	28	78	20	120	40	21	10	3	3
April, 1874.....	28	2,755	00	98	23	78	20	145	10	9	19	18	8
May, 1874.....	31	2,891	30	96	11	82	45	119	40	10	21	21	7
June, 1874.....	31	2,819	05	90	56	83	30	111	00	17	14	14	7
July, 1874.....	30	2,582	40	86	05	70	55	119	30	12	18	18	9
August, 1874.....	31	2,454	25	79	10	75	00	96	40	21	10	2	7
September, 1874.....	30	2,273	10	75	43	73	20	77	25	30	.....	.....	9
Whole period....	362	30,847	35	85	12	70	55	145	10	209	153	107	53

17.—Through mails to Memphis from New York.

SOUTHWESTERN ROUTE.—From New York, N. Y., via Washington, D. C., Lynchburgh, Va., Bristol, Tenn., Knoxville, Tenn., Chattanooga, Tenn., and Grand Junction, Tenn., to Memphis, Tenn.—1,165 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1873.....	31	1,950	30	62	55	62	00	86	00	29	2	1	.....	1
November, 1873.....	30	1,884	00	62	48	62	00	86	00	29	1	1	.....	1
December, 1873.....	31	1,960	25	63	14	62	00	73	30	30	1	1	.....	.....
January, 1874.....	31	2,133	25	68	49	63	05	135	05	25	6	4	.....	4
February, 1874.....	28	1,864	35	73	44	63	05	118	30	24	4	2	.....	2
March, 1874.....	31	2,044	55	65	57	63	05	90	00	27	4	3	.....	2
April, 1874.....	30	1,990	15	66	20	63	05	114	20	26	4	2	.....	2
May, 1874.....	31	1,998	35	64	28	64	15	69	00	30	1	.....	.....	.....
June, 1874.....	30	1,949	50	64	59	64	15	88	15	29	1	1	.....	1
July, 1874.....	31	1,969	00	63	30	62	30	64	15	31	.....	.....	.....	.....
August, 1874.....	31	1,989	00	64	09	62	30	86	30	29	2	2	.....	2
September, 1874.....	30	1,941	05	64	42	61	35	86	35	27	3	3	.....	3
Whole period....	365	23,675	35	64	51	61	35	135	05	336	29	20	.....	18

WESTERN ROUTE.—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., Columbus, Ohio, Cincinnati, Ohio, Louisville, Ky., Bowling Green, Ky., and Humboldt, Tenn., to Memphis, Tenn.—1,229 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1873.....	54	3,298	30	61	05	54	00	76	30	53	1	1	.....	.....
November, 1873.....	55	3,279	25	59	37	54	00	70	00	55	.....	.....	.....	.....
December, 1873.....	56	3,204	50	57	13	54	30	70	40	51	5	3	.....	.....
January, 1874.....	57	3,372	40	59	10	55	10	79	10	55	2	2	.....	.....
February, 1874.....	51	2,988	30	58	35	54	20	70	30	47	4	.....	.....	.....
March, 1874.....	55	3,233	55	58	47	53	30	75	00	50	5	1	.....	.....
April, 1874.....	55	3,599	25	65	37	54	20	104	30	31	24	24	.....	1
May, 1874.....	58	3,606	50	62	11	54	20	76	15	44	14	14	.....	.....
June, 1874.....	54	3,183	20	58	57	52	15	68	45	54	.....	.....	.....	1
July, 1874.....	58	3,372	50	58	09	53	05	90	05	53	5	5	.....	1
August, 1874.....	57	3,248	45	56	59	53	05	77	05	55	2	2	.....	.....
September, 1874.....	54	3,034	50	56	12	53	05	68	35	53	1	1	.....	.....
Whole period....	664	39,423	50	59	22	52	15	104	30	601	63	53	.....	3

18.—Through mails to New York from Memphis.

SOUTHWESTERN ROUTE.—From Memphis, Tenn., via Grand Junction, Tenn., Chattanooga, Tenn., Knoxville, Tenn., Bristol, Tenn., Lynchburgh, Va., and Washington, D. C., to New York, N. Y.—1,165 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>					
October, 1873.....	58	3, 881 40	67 55	60 50	85 35	50	8	7	.....	2
November, 1873.....	32	2, 254 05	70 26	68 00	93 50	22	4	2	.....	2
December, 1873.....	31	2, 155 35	69 32	68 00	92 20	30	1	1	.....	1
January, 1874.....	31	2, 230 25	71 56	68 15	93 45	26	5	3	.....	1
February, 1874.....	28	2, 014 50	71 57	67 35	95 30	22	6	3	.....	3
March, 1874.....	31	2, 243 40	72 22	68 10	94 15	27	4	4	.....	4
April, 1874.....	30	2, 172 15	72 24	67 20	115 20	25	5	3	1	2
May, 1874.....	53	3, 720 55	70 12	67 40	91 45	50	3	2	.....	3
June, 1874.....	51	3, 595 45	70 30	67 40	108 45	43	8	7	.....	.....
July, 1874.....	52	3, 695 10	71 03	67 40	84 50	46	6	5	.....	1
August, 1874.....	49	3, 521 45	71 52	68 00	85 00	41	8	6	.....	1
September, 1874.....	50	3, 685 45	73 42	68 10	95 45	35	15	12	.....	.....
Whole period ...	496	35, 171 50	70 54	60 50	115 20	423	73	57	3	20

WESTERN ROUTE.—From Memphis, Tenn., via Humboldt, Tenn., Bowling Green, Ky., Louisville, Ky., Cincinnati, Ohio, Columbus, Ohio, Pittsburgh, Pa., and Harrisburgh, Pa., to New York, N. Y.—1,229 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>					
October, 1873.....	31	1, 884 50	60 49	52 00	91 45	16	15	14	.....	8
November, 1873.....	30	1, 771 10	59 02	52 35	71 45	15	15	12	.....	7
December, 1873.....	42	2, 941 35	61 16	54 25	97 50	31	17	12	.....	4
January, 1874.....	55	3, 308 00	60 08	54 30	79 05	33	22	17	.....	3
February, 1874.....	52	3, 232 50	62 10	54 30	90 40	30	22	19	.....	.....
March, 1874.....	56	3, 378 40	60 20	54 25	99 40	37	19	17	.....	2
April, 1874.....	44	2, 870 15	65 13	54 20	99 35	25	19	19	1	2
May, 1874.....	31	1, 875 40	60 30	54 15	89 15	19	12	12	.....	5
June, 1874.....	34	1, 925 05	56 37	53 30	75 05	30	4	4	.....	.....
July, 1874.....	50	2, 841 00	56 49	51 40	70 10	42	8	6	.....	1
August, 1874.....	57	3, 250 15	57 01	54 25	75 50	50	7	5	.....	1
September, 1874.....	56	3, 105 00	55 26	51 15	63 30	55	1	.....	.....	.....
Whole period ...	544	32, 384 20	59 31	51 15	99 40	383	161	137	1	33

19.—Through mails to Cincinnati from Washington.

ROUTE.—From Washington, D. C., via Cumberland, Md., Grafton, W. Va., and Parkersburgh, W. Va., to Cincinnati, Ohio—612 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1873	54	1,390	45	25	45	22	45	43	45	50	4	2	.....	1
November, 1873	44	1,123	15	25	31	22	50	47	10	40	4	2	.....	1
December, 1873	45	1,118	15	24	51	22	50	37	30	41	4	1	.....	1
January, 1874	43	1,104	55	25	41	22	50	40	15	37	6	3	.....	4
February, 1874	39	996	50	25	33	22	50	37	30	33	6	1	.....	1
March, 1874	32	781	55	24	26	23	30	29	00	29	3	.....	.....	1
April, 1874	30	725	55	24	11	23	30	32	30	28	2	.....	.....	1
May, 1874	50	1,134	10	22	41	21	45	29	15	49	1	.....	.....	1
June, 1874	54	1,194	50	22	07	21	55	25	15	54	.....	.....	.....	1
July, 1874	57	1,299	40	22	48	21	40	41	30	54	3	1	.....	1
August, 1874	56	1,252	10	22	21	21	40	29	30	55	1	.....	.....	1
September, 1874	56	1,269	20	22	40	21	40	28	20	55	1	.....	.....	1
Whole period...	560	13,392	50	23	54	21	40	47	10	525	35	10	.....	9

20.—Through mails to Washington from Cincinnati.

ROUTE.—From Cincinnati, Ohio, via Parkersburgh, W. Va., Grafton, W. Va., and Cumberland, Md., to Washington, D. C.—612 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1873	83	2,042	25	24	36	21	50	33	55	74	9	2	.....	.....
November, 1873	74	2,005	05	27	05	22	10	59	15	68	6	3	.....	.....
December, 1873	79	2,177	25	27	33	24	00	70	00	68	11	4	.....	1
January, 1874	81	2,370	15	29	15	20	20	59	15	60	21	9	.....	1
February, 1874	73	1,961	40	26	52	23	45	39	30	65	8	3	.....	.....
March, 1874	88	2,312	05	26	16	24	05	36	10	82	6	1	.....	.....
April, 1874	86	2,292	40	26	39	24	05	49	15	80	6	3	.....	1
May, 1874	82	2,015	05	24	34	21	35	35	40	79	2	3	.....	.....
June, 1874	61	1,379	30	22	36	21	35	34	05	58	3	3	.....	.....
July, 1874	39	1,317	15	22	19	20	35	33	45	56	3	.....	.....	.....
August, 1874	59	1,327	20	22	29	21	15	28	10	57	2	.....	.....	.....
September, 1874	57	1,270	50	22	17	21	15	26	05	57	.....	.....	.....	.....
Whole period...	882	22,471	35	25	28	20	20	70	00	804	78	33	3	3

21.—Through mails to Cincinnati from New York.

ROUTE.—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., Steubenville, Ohio, Columbus, Ohio, and Xenia, Ohio, to Cincinnati, Ohio—744 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>					
October, 1873.....	82	2,241 05	34 38	28 50	69 00	51	31	8	2	1
November, 1873.....	71	2,444 50	34 26	29 50	51 00	64	7	3	3	.....
December, 1873.....	75	2,579 40	34 23	29 55	62 25	65	10	9	2	.....
January, 1874.....	82	2,763 00	33 41	26 25	58 30	63	19	11	2	.....
February, 1874.....	72	2,330 25	32 22	29 55	43 30	67	5	2	.....	.....
March, 1874.....	81	2,606 20	32 10	26 15	57 50	77	4	2	1	.....
April, 1874.....	76	2,400 15	31 34	29 55	37 30	71	5	.....	.....	.....
May, 1874.....	80	2,531 55	31 38	29 55	37 00	80	.....	.....	.....	.....
June, 1874.....	74	2,287 50	30 55	29 00	44 20	70	4	1	1	.....
July, 1874.....	82	2,542 00	31 00	29 30	52 30	79	3	1	.....	.....
August, 1874.....	81	2,510 50	30 59	29 05	40 30	78	3	.....	.....	.....
September, 1874.....	76	2,374 20	31 14	29 30	39 20	72	4	.....	.....	.....
Whole period..	932	30,212 30	32 25	26 15	69 00	837	95	37	11	1

22.—Through mails to New York from Cincinnati.

ROUTE.—From Cincinnati, Ohio, via Xenia, Ohio, Columbus, Ohio, Steubenville, Ohio, Pittsburgh, Pa., and Harrisburgh, Pa., to New York, N. Y.—744 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>					
October, 1873.....	79	2,569 20	32 31	29 05	46 15	77	2	1	.....	1
November, 1873.....	79	2,624 50	33 13	30 30	55 15	71	2	4	2	1
December, 1873.....	78	2,707 00	34 42	29 30	65 50	63	15	8	1	.....
January, 1874*.....	29	985 30	33 58	29 45	46 10	21	8	3	.....	1
February, 1874.....	74	2,419 40	32 41	28 10	48 55	67	7	5	1	.....
March, 1874.....	87	2,829 15	32 31	30 20	42 40	81	6	2	.....	.....
April, 1874.....	84	2,766 50	32 56	30 20	50 00	78	6	6	.....	.....
May, 1874.....	85	2,703 05	31 48	28 20	34 35	85	.....	.....	.....	.....
June, 1874.....	78	2,389 30	30 38	24 50	43 35	72	6	1	.....	.....
July, 1874.....	79	2,449 55	31 00	24 15	44 45	70	9	6	.....	.....
August, 1874.....	77	2,349 40	30 30	24 30	44 45	74	3	2	1	.....
September, 1874.....	75	2,275 05	30 20	22 10	37 35	67	8	.....	.....	2
Whole period..	904	29,069 40	32 09	22 10	65 50	826	78	38	5	5

* No post-bills received at New York from Cincinnati from January 10 to 29, inclusive.

23.—Through mails to Saint Louis from Washington.

ROUTE.—From Washington, via Cumberland, Md., Grafton, W. Va., Parkersburgh, W. Va., and Cincinnati, Ohio, to Saint Louis, Mo.—954 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1873.....	57	2,424	40	42	32	37	20	63	45	39	18	3	.....	1
November, 1873.....	47	2,153	45	45	49	36	00	61	15	17	30	25	.....	1
December, 1873.....	38	1,657	40	43	37	36	30	66	15	22	16	16	.....	3
January, 1874.....	46	2,134	10	46	23	34	30	75	30	18	28	22	.....	3
February, 1874.....	39	1,869	20	47	55	36	45	73	15	10	29	29	.....	3
March, 1874.....	32	1,295	25	40	28	36	30	61	20	25	7	7	.....	1
April, 1874.....	30	1,215	15	40	30	36	30	61	00	23	7	6	.....	1
May, 1874.....	51	1,968	05	38	35	33	40	50	05	45	6	4	.....	.....
June, 1874.....	53	2,003	20	37	47	36	40	47	40	50	3	1	.....	.....
July, 1874.....	57	2,195	55	38	31	34	00	50	00	46	11	4	.....	.....
August, 1874.....	55	2,102	30	38	13	35	00	59	35	48	7	5	.....	.....
September, 1874.....	56	2,173	35	38	48	35	15	54	00	49	7	4	.....	.....
Whole period....	561	25,193	40	44	52	33	40	75	30	392	169	132	6	13

24.—Through mails to Washington from Saint Louis.

ROUTE.—From Saint Louis, Mo., via Cincinnati, Ohio, Parkersburgh, W. Va., Grafton, W. Va., and Cumberland, Md., to Washington, D. C.—954 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1873.....	50	2,039	00	40	46	37	25	50	15	34	16	3	.....	.....
November, 1873.....	50	2,153	15	43	03	38	40	74	45	37	13	9	.....	.....
December, 1873.....	49	2,084	00	42	31	39	10	59	25	40	9	7	.....	1
January, 1874.....	58	2,558	30	44	06	39	05	66	15	38	20	9	.....	1
February, 1874.....	51	2,093	00	41	02	36	45	57	15	44	7	2	.....	.....
March, 1874.....	57	2,316	55	40	38	39	45	54	45	53	4	1	.....	.....
April, 1874.....	50	2,075	35	41	30	39	45	60	30	42	8	3	.....	1
May, 1874.....	53	2,090	40	39	26	36	10	50	45	46	7	7	.....	2
June, 1874.....	58	2,178	15	37	33	35	55	49	25	55	2	2	.....	.....
July, 1874.....	52	2,015	35	38	45	35	30	49	35	44	8	8	.....	3
August, 1874.....	60	2,326	40	38	46	35	55	53	45	52	8	6	.....	1
September, 1874.....	57	2,234	35	39	12	36	05	73	10	51	6	6	.....	.....
Whole period....	645	26,165	30	40	34	35	30	74	45	536	109	64	2	9

25.—Through mails to Saint Louis from New York.

ROUTE.—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., Steubenville, Ohio, Columbus, Ohio, Indianapolis, Ind., Terre Haute, Ind., and Mattoon, Ill., (also, after passing Terre Haute, via Vandalia, Ill.,) to Saint Louis, Mo.—1,074 miles, (1,050 miles via Vandalia.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>				
October, 1873.....	85	4	220 20	49 39	43 15	86 00	55	30	9	5	.....		
November, 1873.....	74	3	612 35	48 49	43 55	76 45	55	19	5	4	.....		
December, 1873.....	76	3	783 00	49 46	44 15	76 45	51	25	11	7	.....		1
January, 1874.....	82	4	073 40	49 40	43 30	86 00	59	23	10	7	.....		
February, 1874.....	74	3	508 35	47 24	44 15	67 30	61	13	4	.....			
March, 1874.....	81	3	961 05	48 54	44 15	68 15	58	23	10	7	.....		
April, 1874.....	80	3	754 35	46 55	43 30	62 15	68	12	4	3	.....		
May, 1874.....	85	4	032 55	47 40	44 05	65 50	71	14	7	5	.....		
June, 1874.....	75	3	589 15	47 51	43 40	115 50	60	15	6	2	.....		
July, 1874.....	79	3	712 10	46 59	43 35	71 30	69	10	4	5	.....		
August, 1874.....	83	3	899 05	46 58	43 00	65 00	62	15	5	3	.....		
September, 1874.....	77	3	553 35	46 09	43 30	65 00	70	7	3	.....			
Whole period ...	951	45	701 10	48 03	43 00	115 50	745	206	78	48	1		

26.—Through mails to New York from Saint Louis.

ROUTE.—From Saint Louis, Mo., via Mattoon, Ill., (also via Vandalia, Ill.,) Terre Haute, Ind., Indianapolis, Ind., Columbus, Ohio, Steubenville, Ohio, Pittsburgh, Pa., and Harrisburgh, Pa., to New York, N. Y.—1,074 miles, (1,050 miles via Vandalia.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.		
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>						
October, 1873.....	54	2	508	10	46	26	41	05	53	50	50	4	1	.....	
November, 1873.....	42	1	917	05	45	38	41	50	60	30	41	1	1	.....	
December, 1873.....	48	2	309	30	48	06	42	00	73	35	44	4	1	.....	
January, 1874.....	54	2	569	55	47	35	42	15	60	20	46	8	1	.....	
February, 1874.....	52	2	391	10	45	59	41	45	53	40	50	2	.....	.....	
March, 1874.....	57	2	644	15	46	23	42	10	73	00	55	2	1	1	
April, 1874.....	50	2	307	55	46	09	42	05	55	15	49	1	.....	.....	
May, 1874.....	54	2	490	25	46	07	42	00	50	20	54	.....	.....	.....	
June, 1874.....	56	2	396	25	42	47	39	40	67	00	49	7	3	2	
July, 1874.....	51	2	121	05	41	35	37	00	51	30	43	8	1	3	
August, 1874.....	57	2	418	30	42	25	40	00	60	00	45	12	2	1	
September, 1874.....	56	2	351	40	41	59	37	40	51	15	46	10	2	2	
Whole period ...	631	28	426	05	45	02	37	00	73	35	572	59	13	3	6

27.—Through mails to Chicago from Washington.

ROUTE.—From Washington, D. C., via Parkersburgh, W. Va., and Cincinnati, O., to Chicago, Ill.—873 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>					
October, 1873.....	31	1,520 10	49 21	46 30	61 30	.....	31	31	.....	4
November, 1873.....	36	1,484 00	41 13	36 45	59 30	26	10	.....	.....	1
December, 1873.....	45	1,779 25	39 32	36 30	49 30	37	8	.....	.....	.....
January, 1874.....	45	1,768 35	39 18	36 20	51 30	35	10	.....	.....	.....
February, 1874.....	39	1,480 05	37 57	36 30	40 20	38	1	.....	.....	.....
March, 1874.....	32	1,218 55	38 05	36 30	41 40	28	4	.....	.....	.....
April, 1874.....	30	1,128 35	37 37	37 20	38 40	30	.....	.....	.....	.....
May, 1874.....	51	1,917 25	37 35	36 05	47 45	51	.....	.....	.....	.....
June, 1874.....	56	2,123 10	37 54	36 15	48 05	56	.....	.....	.....	.....
July, 1874.....	58	2,196 00	37 51	36 25	48 55	58	.....	.....	.....	.....
August, 1874.....	57	2,158 00	37 51	36 00	51 05	57	.....	.....	.....	.....
September, 1874.....	56	2,106 25	37 36	36 25	48 35	56	.....	.....	.....	.....
Whole period...	536	20,880 45	38 57	36 00	61 30	472	64	52	.....	5

28.—Through mails to Washington from Chicago.

ROUTE.—From Chicago, Ill., via Cincinnati, O., and Parkersburgh, W. Va., to Washington, D. C.—873 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>					
October, 1873.....	80	3,056 05	38 12	32 45	49 05	79	1	1	.....	.....
November, 1873.....	72	2,750 05	38 11	35 30	58 15	62	10	3	.....	.....
December, 1873.....	76	2,935 45	38 37	34 45	62 10	67	9	3	2	1
January, 1874.....	81	3,148 15	38 52	35 45	62 10	65	16	2	2	.....
February, 1874.....	70	2,616 10	37 22	33 00	45 30	64	6	.....	.....	.....
March, 1874.....	74	2,812 45	38 00	35 45	49 15	65	9	1	1	1
April, 1874.....	78	2,886 00	37 00	35 45	45 30	75	3	.....	.....	.....
May, 1874.....	79	2,943 30	37 15	34 30	45 30	78	1	.....	1	.....
June, 1874.....	72	2,741 45	38 04	35 40	50 30	62	10	3	.....	.....
July, 1874*.....	37	1,358 35	36 43	34 50	47 50	34	3	3	.....	.....
August, 1874*.....	3	120 15	40 05	35 00	49 15	2	1	1	.....	.....
September, 1874.....	71	2,601 20	36 38	34 50	49 10	68	3	3	1	.....
Whole period...	793	29,970 30	37 48	32 45	62 10	721	72	20	7	2

* Transmission of post-bill cards interrupted by fire at Chicago.

29.—Through mails to Chicago from New York.

ROUTE.—From New York, N. Y., via Harrisburgh, Pa., and Pittsburgh, Pa., (also from New York, N. Y., via Erie, Pa.) to Chicago, Ill.—901 miles, (964 miles via Erie.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>				
October, 1873.....	85	3, 115	10	36	38	35	00	82	3		
November, 1873.....	92	3, 045	10	37	08	35	30	77	5		4
December, 1873.....	83	3, 142	05	37	51	35	30	78	5	1	3
January, 1874.....	85	3, 201	35	37	39	35	30	81	4		4
February, 1874.....	76	2, 846	25	37	27	35	20	75	1		4
March, 1874.....	83	3, 098	05	37	19	35	10	83			5
April, 1874.....	86	3, 211	40	37	20	35	25	86			
May, 1874.....	85	3, 164	10	37	13	34	50	85			4
June, 1874.....	80	2, 945	35	36	49	34	40	79	1	1	5
July, 1874.....	85	3, 115	10	36	38	34	40	85			4
August, 1874.....	84	3, 075	45	36	36	34	30	84			4
September, 1874.....	81	2, 960	25	36	32	34	35	81			5
Whole period....	995	36, 921	15	37	06	34	30	976	19	2	44

30.—Through mails to New York from Chicago.

ROUTE.—From Chicago, Ill., via Pittsburgh, Pa., and Harrisburgh, Pa., (also from Chicago, Ill., via Erie, Pa.) to New York, N. Y.—901 miles, (964 miles via Erie.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>				
October, 1873.....	76	2, 912	15	38	19	33	55	69	7	2	
November, 1873.....	70	2, 727	45	38	58	32	05	59	11	2	1
December, 1873.....	69	2, 701	50	39	09	35	05	60	9	1	1
January, 1874.....	75	2, 935	35	39	08	35	00	62	13	3	
February, 1874.....	69	2, 639	55	38	15	34	55	64	5	2	
March, 1874.....	72	2, 654	15	36	51	34	50	68	4	3	2
April, 1874.....	78	2, 954	05	37	44	34	25	77	1	1	
May, 1874.....	77	2, 904	50	37	43	34	45	77			2
June, 1874.....	72	2, 727	20	37	52	34	20	68	4	1	
July, 1874*.....	41	1, 540	20	37	34	34	30	38	3	1	
August, 1874*.....											
September, 1874.....	77	2, 883	50	37	27	33	45	77			
Whole period....	776	29, 582	00	38	07	32	05	719	57	16	6

* Transmission of post-bill cards interrupted by fire at Chicago.

31.—Through mails to Chicago from Boston.

ROUTE.—From Boston, Mass., via Albany, N. Y., Buffalo, N. Y., Erie, Pa., and Toledo, Ohio, to Chicago, Ill.—1,042 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.	
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1873.....	81	3,685	05	45	29	39	15	62	30	80	1	.....
November, 1873.....	76	3,484	50	45	51	39	45	60	40	76	.....	.....
December, 1873.....	53	2,263	25	42	42	40	10	52	30	53	.....	.....
January, 1874.....	54	2,303	25	42	39	40	05	52	30	54	.....	.....
February, 1874.....	48	2,042	35	42	33	37	15	56	35	48	.....	.....
March, 1874.....	52	2,211	50	42	32	40	10	52	30	52	.....	.....
April, 1874.....	52	2,240	40	42	19	40	10	53	50	52	.....	.....
May, 1874.....	53	2,229	55	42	04	39	10	52	25	53	.....	.....
June, 1874.....	51	2,129	05	41	44	39	00	51	55	51	.....	.....
July, 1874.....	54	2,248	50	41	38	39	00	52	25	54	.....	.....
August, 1874.....	53	2,231	55	42	06	39	25	52	15	53	.....	.....
September, 1874.....	51	2,137	35	41	54	39	10	55	30	51	.....	.....
Whole period...	678	29,169	10	43	01	37	15	62	30	677	1	.....

32.—Through mails to Boston from Chicago.

ROUTE.—From Chicago, Ill., via Toledo, Ohio, Erie, Pa., Buffalo, N. Y., and Albany, N. Y., to Boston, Mass.—1,042 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>				
October, 1873.....	80	3,390	15	42	22	39	00	57	00	80	.....
November, 1873.....	72	3,194	00	44	21	38	45	90	30	79	2
December, 1873.....	74	3,286	40	44	24	38	00	70	00	73	1
January, 1874.....	79	3,461	35	43	49	37	20	86	55	77	2
February, 1874.....	72	3,142	55	43	39	38	15	55	50	71	1
March, 1874.....	75	3,240	50	43	12	38	15	68	30	73	2
April, 1874.....	75	3,248	05	43	18	39	15	84	20	74	1
May, 1874.....	79	3,415	40	43	14	39	15	72	20	75	4
June, 1874.....	74	3,142	25	42	27	38	45	55	20	74	.....
July, 1874*.....	41	1,857	05	45	17	38	45	69	00	29	12
August, 1874*.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
September, 1874.....	77	3,275	20	42	32	38	45	68	00	75	2
Whole period....	798	34,654	50	43	25	37	20	90	30	771	27

* Transmission of post-bill cards interrupted by fire at Chicago.

JOHN L. ROUTT,
Second Assistant Postmaster-General.

RAILWAY MAIL-SERVICE.

SIR: At the close of the fiscal year ending June 30, 1873, there were in operation fifty-nine lines of railway post-office cars, extending over 14,866 miles of railroad, on which was performed 34,925 miles of service daily, and 12,747,625 miles of service annually, by 752 railway post-office clerks. These clerks are classified as follows: 283 head clerks, 379 clerks, and 90 assistant clerks.

CHANGES DURING THE FISCAL YEAR ENDED JUNE 30, 1874.

Lines established.

Double daily service between Baltimore, Md., and Grafton, W. Va., 280 miles.

Daily service between Grafton, W. Va., and Columbus, Ohio, 233 miles.

Double daily service between Grafton, W. Va., and Cincinnati, Ohio, 309 miles.

In January, 1873, the Pennsylvania Central Railroad, New York Central and Hudson River Railroad, New York and Erie Railroad, and certain others, joined in a memorial to the Post-Office Department, giving therein certain rates of compensation for which alone they would furnish postal cars after a certain date therein named.

The Baltimore and Ohio Railroad had previously tendered the Department the full use of their lines, equipped in a manner satisfactory to it.

This was needed to perfect the communication between the Southeast and West and Northwest, and would have partially overcome any delays to the mails had the roads above mentioned put in force their threat.

For these reasons the offer of the Baltimore and Ohio Railroad was accepted and the above lines of railway post-offices established.

Daily service between Cincinnati, Ohio, and Chicago, Ill., 310 miles.

This completes a through line between Washington and Chicago, and forms a connection between the roads centering at Cincinnati, Indianapolis, and Chicago.

Daily service between Indianapolis, Ind., and Galesburgh, Ill., 264 miles.

This was necessitated by the lack of postal facilities upon the Pennsylvania railroad system.

In all five lines, extending over 1,396 miles of railroad, on which is performed 3,970 miles of service daily.

Extensions, &c.

The line between Boston, Mass., and South Berwick, Me., was extended to Portland, Me., 42 miles.

Bloomington, Ill., and Saint Louis, Mo., terminus changed to Mexico, Mo., increasing distance 20 miles.

Chicago, Ill., and Green Bay, Wis., changed to Chicago, Ill., and Fort Howard, Wis., without increase of distance. Sedalia, Mo., and Denison, Tex., extended to Hannibal, Mo., 143 miles.

These extensions cover 205 miles of railroad, on which is performed 410 miles of service daily.

The new line between Indianapolis, Ind., and Galesburgh, Ill., covers that portion of the line between Peoria, Ill., and Burlington, Iowa, between Peoria and Galesburgh, Ill., 53 miles, on which was performed 106 miles of service daily.

Consolidated.

The lines between Freeport and Bloomington, Ill., and Bloomington and Centralia, Ill., were consolidated into one line.

Total increase.

The increase in railway post-office lines is four.

In miles of railroad, 1,548.

In miles of daily service, 4,274.

In miles of annual service, 1,560,010.

Increase in clerical force.

During the year there was an increase of 98 railway post-office clerks, (5 head clerks, 86 clerks, and 7 assistant clerks,) with an annual compensation of \$117,200.

Present condition of the railway post-office service.

The railway post-office cars are now in operation on most of the important connecting and trunk lines of railroad, giving the most direct and available transit to the mails between the office of origin and destination, and forming nearly a perfect connection between the various railroads upon which service is performed by route agents.

The Pennsylvania Railroad system is, perhaps, the most extended and important in the country for mail transportation. It is now used to a great extent in the forwarding of through and direct mails, but owing to the poor postal-car facilities at present furnished by that road, it cannot be utilized to any great extent in the distribution of mails in transit.

As this company has expressed its willingness to grant improved accommodations, the benefit to be derived would fully warrant the Department in the acceptance of the same. The necessity of this addition to the postal-car lines can best be judged by the following statement of the bulk of mails passing between the East and West.

New York City originates 55 to 60 tons of mail-matter daily, as shown by their official statement; 45 to 50 tons of this is forwarded on the trunk lines leading to the West and Southwest. Three of these lines, the Pennsylvania Railroad, New York and Erie Railroad, and New York Central and Hudson River Railroad, carry daily over their whole length an average of 93,000 pounds of mail; and as the bulk of this mail is deposited in the offices at the latest hour possible to make the trains, or arrives on connecting trains, it must be distributed in transit, taxing the present accommodations to the utmost, especially as the Erie Railroad is the only one upon which the Department have such accommodations as are required.

The propriety of establishing a fast and exclusive mail-train between New York and Chicago has been discussed for some time, and there appears to be a growing necessity for the same; this train to be under the control of the Department, so far as it is

necessary for the purposes designed, and to run the distance in about 24 hours. It is conceded by railroad officials that this can be done.

The importance of a line like this cannot be overestimated. It would reduce the actual time of the mail between the East and West from 12 to 24 hours. As it would necessarily be established upon one or more of the trunk-lines, having an extended system of connections, its benefits would be in nowise confined, but extended to all parts of the country alike. It would also, should this line be established, be practicable to reduce to one line daily, beside this through line, the service upon the three trunk lines to the West. This reduction would compensate for all the additional expense incurred by the fast mail-train, especially as by the operation of the law governing mail transportation the more mail concentrated upon a single line of railway the less is the aggregate cost of transportation per pound or ton per mile.

The line between Cincinnati and Louisville, via North Vernon, Ind., now established, completes a continuous service between Cincinnati and the railroads centering there and Nashville, Tenn.

THE WITHDRAWAL OF POSTAL CARS FROM THE PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

In the early part of 1874 the Philadelphia, Wilmington and Baltimore Railroad, over which the New York and Washington railway post-office passes, repeated its demand for increased compensation, and threatened, if it was not complied with, to withdraw the postal cars. The Department was powerless to grant this, as the road was already receiving the maximum compensation under the law regulating the same. Negotiations were entered into to prevent such procedure on the part of the railroad, with, however, no apparent success except to extend the time of such action from July 1 to August 1, 1874.

The company took this ground: It would not refuse the mails in the postal cars, and should they be tendered, it would consider it an acceptance of the terms proposed by them. As this position was clearly untenable, and if the mails were accepted and transported, it could be only upon the terms prescribed by Congress, the Department notified the company that this was their position, and tendered the mails in the postal cars, and they were transported as usual.

To avoid all delays possible, should the company take extreme measures and refuse to transport the mails in postal cars, arrangements were perfected with the Pennsylvania Railroad, so that the mails between Philadelphia, Baltimore, and Washington would have been carried with equal celerity as by the old route, and the only sufferers would have been the communities wholly dependent upon the Philadelphia, Wilmington and Baltimore Railroad and its branches for their mail supplies.

The cause of this trouble.

The cause of this difficulty was not so much in the amount of compensation as in the basis of the same. On the Philadelphia, Wilmington and Baltimore Railroad all the car-space can be utilized. Owing to the peculiar features as to the kind of mail and the connections of the road, a relatively much larger amount of space to weight carried is required than upon any other, and the result is that this road claims there is an inequality between its compensation and the compensation to other roads of the same class.

The remedy.

In this connection it would be advisable to recommend legislation placing the compensation to railroads on other bases than weight alone. When weight was first made the basis of compensation, mails were mostly carried in bulk, or the space required was relatively so small that it did not enter into consideration. But with the increasing railroad facilities and closer connections made at terminal points, came the necessity of distribution in transit, or else delay. Thus has space grown into primary importance, and the relations between the space required and weight carried are becoming so varied on different railroads, governed entirely by the country through which the railroad passes and its connections, that it works unequally, and is an increasing source of complaint upon the part of the railroads who furnish ample accommodations, and of embarrassment to the Department when railroads refuse to furnish the same.

The compensation should be so based that it would command the use of any or all trains run upon any railroad, and ample space for the proper working of the mails. It should be so flexible that mails could be changed from one road to another at the option of the Department, when demanded by a change of connections, &c. This the present law does not admit of. The labor and expense attached to a weighing prevents a frequent repetition. In case of a change of a heavy mail from one road to another, one road would carry what another was paid for, or two roads might be paid for carrying the same mail. Besides, the use of necessary trains is and can be refused, and the car-space furnished for the working of the mails can, and frequently is, so limited as to be almost useless. On no other one thing does the perfection of the railway mail-service, and, in fact, the whole postal service, depend than upon having every accommodation from the railroads that it is possible for them to extend.

Harmony in the distribution and dispatch of mails.

It is of vital importance that the whole distribution and dispatch of mails, in post-offices and upon railroads, be under one general supervision, as with this a harmony and uniformity is to be had, resulting in a maximum of result from a minimum of labor. This is now nominally the case throughout the country, and actually so in by far the greater part of it.

Civil service.

The civil service of this branch of the Department, established previous to the creation of the Civil-Service Commission, and continued as established with its consent, is thoroughly practical and wholly successful. It consists simply of a distribution of mail made at an examination case, similar in every respect to the one made on the cars, or in the post-office when on duty, and a record kept of the same. The improvement under this system is marked.

Each railway post-office clerk, route-agent, or post-office clerk, in making a distribution, is required to attach to each package of letters he makes up a facing or label-slip bearing the address of the package, the office or route upon which it was made up, with the name of the clerk making the distribution.

The clerk receiving and opening this package is required to note

upon these slips all errors of any kind, if any, and forward the slip to the superintendents of their respective divisions, where a record is kept of the work performed by each clerk.

Below are given the return of the slips made on the railway post-offices alone for the month of June, 1873 and 1874:

June, 1873:

Total slips returned, each representing a package of letters.....	144,323
Total number of errors found.....	9,047
Number packages of letters to each error.....	16
Number letters distributed right to each one wrong.....	796

June, 1874:

Total slips returned.....	325,698
Total errors found.....	10,776
Number packages of letters to each error.....	30
Number letters distributed right to each one wrong.....	1,500

A very marked improvement. In this manner a check is kept upon each clerk, and the poor, careless, or inefficient ones soon discovered and made to perform better work or make place for those that will. For it is useless to undertake to give the people what they demand, absolute certainty in their mail facilities, unless those who have the handling of the mails can be educated or controlled in some manner.

Re-organization.

In 1871 the territory of the United States was divided into five divisions, as follows:

FIRST DIVISION.—*Superintendent's headquarters, Boston, Mass.*—Territory: Maine, New Hampshire, Connecticut, Massachusetts, Rhode Island, and Vermont.

SECOND DIVISION.—*Superintendent's headquarters, New York.*—Territory: New York, New Jersey, Pennsylvania, Delaware, Maryland, Eastern Shore of Virginia, and West Virginia.

THIRD DIVISION.—*Superintendent's headquarters, Chattanooga, Tenn.*—Territory: North Carolina, South Carolina, Georgia, Alabama, Tennessee, Kentucky, Mississippi, Louisiana, Texas, Florida, and Virginia, excluding the Eastern Shore.

FOURTH DIVISION.—*Superintendent's headquarters, Chicago, Ill.*—Territory: Illinois, Indiana, Iowa, Michigan, Missouri, Minnesota, Wisconsin, Kansas, Nebraska, New Mexico, Arkansas, Indian Territory, Dakota, Colorado, and Ohio.

FIFTH DIVISION.—*Superintendent's headquarters, San Francisco, Cal.*—Territory: California, Oregon, Idaho, Montana, Nevada, Utah, Washington, Arizona, and Wyoming.

To each of these divisions was assigned an assistant superintendent of railway mail-service, as superintendent of division.

To these superintendents was delegated the supervision of all the details of service in their respective divisions.

The great territorial extent and vast railroad mileage of some of these divisions made it almost impracticable for the respective superintendents to give all that close personal supervision necessary to make and maintain a perfect service. Many of the lines of railroad could not be visited at all, or else at wide intervals, and the same of the post-offices. In view of all this, the increasing mails, number of post-offices, and mileage of railroads, a reorganization seemed to be imperative, and was accordingly recommended to and made by the Postmaster-General, as shown in the following order:

POST-OFFICE DEPARTMENT,
Washington, D. C., October 9, 1874.

Ordered. That from and after this date the officers in charge of the railway mail-service shall consist of one general superintendent, one assistant superintendent, and eight superintendents, assigned to duty as hereinafter mentioned.

That the divisions of the railway mail-service shall be eight in number, each composed of the several States and Territories hereinafter stated. The superintendents

named in this order are assigned to duty in such divisions, with headquarters at the points mentioned. The general superintendent is directed to arrange all the details necessary to carry this order into effect and full force, subject to the approval of the Postmaster-General.

Office of General Superintendent of Railway Mail-Service, Washington, D. C., George S. Bangs, general superintendent.

M. V. Bailey, chief clerk, and in charge of third division.

T. N. Vail, assistant superintendent railway mail-service, in charge of schemes for general distribution, statistics, &c.

First division—comprising the New England States. Thomas P. Cheney, superintendent, Boston, Mass.

Second division—comprising New York, New Jersey, Pennsylvania, Delaware, and the Eastern Shore of Maryland. Roswell Hart, superintendent, New York, N. Y.

Third division—comprising Maryland, (excluding the Eastern Shore,) Virginia, West Virginia, and the District of Columbia. M. V. Bailey, superintendent, Washington, D. C.

Fourth division—comprising North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, and Louisiana. L. M. Terrell, superintendent, Atlanta, Ga.

Fifth division—comprising Ohio, Indiana, Kentucky, and Tennessee. C. Jay French, superintendent, Cincinnati, Ohio.

Sixth division—comprising Michigan, Wisconsin, Illinois, Iowa, Nebraska, Minnesota, and the Territories of Dakota and Wyoming. James E. White, superintendent, Chicago, Ill.

Seventh division—comprising Missouri, Kansas, Arkansas, Texas, and the Territories of Colorado, Indian, and New Mexico. W. L. Hunt, superintendent, Saint Louis, Mo.

Eighth division—comprising California, Nevada, Oregon, and the Territories of Alaska, Arizona, Idaho, Montana, Utah, and Washington. I. A. Amerman, superintendent, San Francisco, Cal.

MARSHALL JEWELL,
Postmaster-General.

COST OF THE RAILWAY POST-OFFICE SERVICE.

The additional compensation given to the railroads for furnishing and transporting railway post-office cars is, as nearly as can be estimated, \$600,000 annually. The compensation of clerks performing this service is \$1,058,200 annually. The cost of superintendency, for salary and per diem, is \$34,420. A total cost of \$1,692,620.

That this cost is apparent, however, and not real, will be seen in the following:

The railway post-offices, with three or four exceptions, perform the way or local service, that is, supply the offices along the line of railroad over which they pass. A careful estimate shows that to do this work would alone require 370 clerks or route-agents, which would cost, at \$1,000 each per year, (the average salary given on that class of routes,) \$370,000.

Again, were not this distribution made on the cars, it would necessitate the establishment of at least 50 additional distributing post-offices, employing from one additional clerk in the smallest to 75 in the largest. This latter is the estimate for Chicago.

That it would require a larger force in the offices than on the cars to make the distribution of the same amount of mail is evident from the following reason:

On the cars they have the whole time in transit, while in the post-office the distribution must be made in the shortest possible time, requiring larger force, in order that it may be forwarded by the first departing trains after its arrival. This must at least offset the balance of compensation to clerks. The additional space required in the post-offices would alone aggregate to no inconsiderable item.

The new superintendency would be necessary under any system, as the distribution and dispatch of mails would require the same general supervision as now to secure the best possible results. Not the least considera-

tion in favor of the railway post-office is the avoidance of delays resulting from any other system than the distribution of mails in transit.

These have all been set forth at length in the letter of the Postmaster-General in answer to a Senate resolution of inquiry. (Ex. Doc. No. 37, 43d Congress, 1st session.)

In closing, it is due to the railway post-office clerks and route-agents employed on railways throughout the country, that the faithfulness with which they have performed their arduous and at times perilous duties be commended. This hearty co-operation on their part is reflected by the efficiency of the mail-service in all sections of the Union.

Very respectfully,

GEO. S. BANGS,
General Superintendent.

Hon. J. L. ROUTT,
Second Assistant Postmaster-General.

STATEMENTS SHOWING OPERATIONS AND RESULTS OF FOREIGN-MAIL SERVICE FOR THE FISCAL YEAR ENDED JUNE 30, 1874.

The postages on United States and European mails were as follows :

The aggregate amount of postage (sea, inland, and foreign) on the mails exchanged—

With the United Kingdom	\$794,630 45
With Germany	399,811 87
With France	16,125 90
With Belgium	13,992 39
With the Netherlands	22,129 48
With Italy	44,947 55
With Switzerland	38,863 75
With Denmark	20,543 38
With Norway	34,614 75
With Sweden	53,141 13
Total postages	\$1,438,800 65

Being an increase of \$32,293.15 over the amount reported for the previous year.

The postages on mails *sent* to Europe were as follows, viz :

To the United Kingdom	\$426,530 05
To Germany	213,259 95
To France	6,467 20
To Belgium	6,540 62
To the Netherlands	11,488 98
To Italy	19,846 24
To Switzerland	18,711 28
To Denmark	10,063 28
To Norway	17,797 67
To Sweden	25,139 13
Total	\$755,844 40

The postages on mails *received* from Europe were as follows, viz :

From the United Kingdom	\$368,100 40
From Germany	186,551 92
From France	9,658 70
From Belgium	7,451 77
From the Netherlands	10,640 50
From Italy	25,101 31
From Switzerland	20,152 47
From Denmark	10,480 10
From Norway	16,817 08
From Sweden	28,002 00
Total	\$682,956 25

Postages collected in the United States	\$869,964 85
Postages collected in Europe	568,835 80

Excess of collections in the United States	\$301,129 05

Number of letters (single rates) <i>sent</i> from the United States	10,556,836
Number of letters (single rates) <i>received</i> from Europe	9,410,206

Total	19,967,042

Being an increase of 381,528 over the number reported for the previous year.

The excess of postages on mails *sent* from the United States to different countries of Europe, over that on mails *received* from the same countries, was as follows:

United Kingdom.....	\$58,429 65
Germany.....	26,708 03
Netherlands.....	848 48
Norway.....	980 59

Total..... \$86,966 75

The excess of postages on mails *received* over those on mails *sent* was as follows:

France.....	\$3,191 50
Belgium.....	911 15
Italy.....	5,255 07
Switzerland.....	1,441 19
Denmark.....	416 82
Sweden.....	2,862 87

Total..... \$14,078 60

Number of letters and amounts of postage on mails conveyed to and from Europe by the respective steamship-lines.

Name of line.	Number of letters.			Amounts of postage on letter-mails.		
	Sent.	Received.	Total.	Sent.	Received.	Total.
Hamburg.....	2,475,802	1,258,337	3,734,139	\$183,827 67	\$97,524 95	\$281,352 62
North German Lloyd.....	2,199,971	2,525,315	4,725,286	168,896 42	188,800 58	357,697 00
Inman.....	74,736	2,273,972	2,348,708	4,725 73	162,612 24	167,337 97
White Star.....	1,647,568	16,922	1,664,490	108,266 53	1,102 40	109,368 93
Williams & Guion.....	2,346,928	66	2,346,994	163,262 39	3 34	163,265 73
Cunard.....	1,276,656	3,244,346	4,521,002	88,927 50	224,434 99	313,362 49
Eagle.....	210,236	13,836	224,072	16,751 77	1,056 24	17,808 01
Canadian.....	282,612	1,806	284,418	17,567 94	109 40	17,677 34
Red Star.....	490	3,701	4,191	28 40	228 42	256 82
Netherlands, American St. Nav. Co.....	574	2,613	3,187	34 44	165 59	200 03
American Steamship Co.....	15,528	330	15,858	994 96	26 32	1,021 28
General Transatlantic.....	25,404	68,611	94,015	2,540 40	6,861 10	9,401 50
Baltic Lloyd.....	331	334	665	20 25	28 94	49 19
National Line.....		17	17		1 74	1 74
Total.....	10,556,836	9,410,206	19,967,042	755,844 40	682,956 25	1,438,800 65
Increase over 1873.....	283,125	98,403	381,528	41,133 36		32,293 15
Decrease.....					8,840 21	

Payments during fiscal year ended June 30, 1874, to ocean-steamship lines transporting mails for the sea-postages as compensation for the service.

Hamburg line.....	\$52,227 05
North German Lloyd line.....	41,488 13
Inman line.....	1,818 70
White Star line.....	40,709 86
Williams & Guion line.....	58,276 83
Cunard line.....	29,521 77
Eagle line.....	3,868 22
Canadian line.....	6,731 33
Red Star line.....	17 74
Netherlands, American Steam Navigation Company.....	13 01
American Steamship Company's line.....	701 17

235,373 81

To Pacific Mail Steamship Company.....	\$26,356 50
To West Indies, Mexico, Brazil, Bermuda, New Granada, and New Zealand.....	68,855 02
To Nova Scotia.....	1,759 59

96,971 11

Total..... \$332,344 92

Weight of correspondence exchanged during the fiscal year ended June 30, 1874, between the United States and countries of Europe with which the United States have concluded postal conventions.

Countries.	LETTER-MAILS.						PRINTED MATTER AND SAMPLES.						Total weight of mails exchanged with European countries.	
	From the United States.		To the United States.		Total.		From the United States.		To the United States.		Total.			
	Grams.	Ounces.	Grams.	Ounces.	Grams.	Ounces.	Grams.	Ounces.	Grams.	Ounces.	Grams.	Ounces.	Grams.	Ounces.
United Kingdom.....		2, 042, 596½		1, 822, 668½		3, 865, 265½		7, 990, 612½		11, 338, 652½		19, 329, 264½		23, 194, 530
Germany.....	29, 136, 179		24, 072, 815		53, 208, 994		73, 232, 564		27, 564, 025		100, 796, 589		154, 005, 583	
France.....	681, 250		749, 549		1, 430, 799		11, 955, 460		1, 178, 428		13, 133, 888		14, 564, 687	
Belgium.....	739, 241		718, 887		1, 458, 128		2, 242, 806		2, 680, 521		4, 923, 327		6, 381, 455	
Netherlands.....	1, 092, 247		902, 076		1, 994, 323		1, 955, 700		1, 714, 797		3, 670, 497		5, 664, 820	
Switzerland.....	1, 760, 335		1, 579, 163		3, 339, 498		6, 237, 460		3, 398, 480		9, 635, 940		12, 975, 438	
Italy.....	1, 641, 797		1, 513, 308		3, 155, 105		4, 828, 753		2, 269, 612		7, 098, 365		10, 253, 470	
Denmark.....	1, 277, 077		1, 157, 519		2, 434, 596		1, 030, 056		1, 449, 634		2, 479, 690		4, 914, 286	
Sweden.....	2, 377, 039		1, 583, 849		3, 960, 888		1, 771, 531		973, 759		2, 745, 290		6, 706, 178	
Norway.....	1, 579, 266		1, 122, 551		2, 701, 817		1, 346, 588		482, 915		1, 829, 503		4, 531, 320	
Total grams and equivalent in ounces.....	40, 284, 431	1, 422, 850	33, 399, 717	1, 179, 680	73, 684, 148	2, 602, 530	104, 600, 918	3, 694, 513½	41, 712, 171	1, 473, 277½	146, 313, 089	5, 167, 791	219, 997, 237	7, 770, 321
Total.....		3, 465, 446½		3, 002, 348½		6, 467, 795½		11, 685, 126		12, 811, 929½		24, 497, 055½		30, 964, 851
Increase over 1873.....		79, 581½		30, 787½		110, 369½		677, 698		970, 421½		1, 648, 119½		1, 758, 489

Number of letters and newspapers and amounts of United States postage (so far as reported) on mails exchanged with Canada, the West Indies, &c.

Country.	Number of letters.	Number of newspapers.	United States postages.
British provinces	7, 034, 390	1, 744, 276	\$227, 095 64
West India Islands	876, 441	328, 577	95, 615 57
Panama and Central America	207, 356	226, 022	31, 632 49
China and Japan	224, 354	313, 763	31, 205 36
Brazil	96, 031	82, 424	16, 317 34
Sandwich Islands, New Zealand, and Australia	72, 220	100, 522	6, 095 80
Mexico	51, 922	59, 602	5, 055 01
Ecuador	6, 214	7, 319	1, 389 18
New Granada	15, 120	5, 984	1, 630 36
Venezuela	5, 427	2, 459	589 85
Total	8, 589, 475	2, 870, 948	\$416, 626 60

POSTAL CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND
THE COLONIAL GOVERNMENT OF NEW SOUTH WALES.

The undersigned, being thereunto duly authorized by their respective governments, have agreed upon the following articles, establishing and regulating the exchange of correspondence between the United States of America and the colony of New South Wales.

ARTICLE 1.

There shall be an exchange of correspondence between the United States of America and New South Wales, by means of the direct line of colonial mail-packets plying between San Francisco and said colony, as well as by such other means of direct mail-steamship transportation between the United States and New South Wales as shall hereafter be established, with the approval of the respective Post Departments of the two countries, comprising letters, newspapers, printed matter of every kind, and patterns and samples of merchandise, originating in either country, and addressed to and deliverable in the other country, as well as correspondence in closed mails originating in New South Wales and destined for foreign countries by way of the United States.

ARTICLE 2.

The post-office of San Francisco shall be the United States office of exchange, and Sydney the office of exchange of the colony of New South Wales, for all mails transmitted under this arrangement.

ARTICLE 3.

No accounts shall be kept between the Post Departments of the two countries upon the international correspondence, written or printed, exchanged between them, but each country shall retain to its own use the postages which it collects.

The single rate of international letter-postage shall be twelve cents in the United States, and sixpence in New South Wales, on each letter weighing half an ounce or less, and an additional rate of twelve cents (sixpence) for each additional weight of half an ounce or fraction thereof, which shall, in all cases, be prepaid at least one single rate, by means of postage-stamps, at the office of the mailing in either country. Letters unpaid or prepaid less than one full rate of postage shall not be forwarded, but insufficiently-paid letters, on which a single rate or more has been prepaid, shall be forwarded, charged with the deficient postage, to be collected and retained by the Post Department of the country of destination. Letters fully prepaid, received in either country from the other, shall be delivered free of all charge whatsoever.

The United States post-office shall levy and collect to its own use on newspapers addressed to or received from New South Wales a postage-charge of two cents, and on all other articles of printed matter, patterns and samples of merchandise, addressed to or received from New South Wales, a postage-charge of four cents per each weight of four ounces or fraction of four ounces.

The post-office of New South Wales shall levy and collect to its own use on newspapers and other articles of printed matter, patterns and samples of merchandise, addressed to or received from the United States, the regular rates of domestic postage chargeable thereon by the laws and regulations of the colony of New South Wales.

Newspapers and all other kinds of printed matter, and patterns and samples of merchandise, are to be subject to the laws and regulations of each country respectively, in regard to their liability to be rated with letter-postage, when containing written matter, or for any other cause specified in said laws and regulations, as well as in regard to their liability to customs-duty under the revenue-laws.

ARTICLE 4.

The United States office engages to grant the transit through the United States, as well as the conveyance by United States mail-packets, of the correspondence in closed mails which the New South Wales post-office may desire to transmit via the United States to British Columbia, the British North American Provinces, the West Indies, Mexico, Central and South America, and at the following rates of United States transit-postage, viz :

For the United States territorial transit of closed mails from New South Wales for Mexico, British Columbia, Canada, or other British North American Provinces, when transmitted entirely by land-routes, six cents per ounce for letter-mails and sixteen cents per pound for all kinds of printed matter.

For the United States territorial and sea transit of closed mails from New South Wales for British Columbia or other British North American Provinces, Mexico, Central and South America, or the West India Islands, when transmitted from the United States by sea, twenty-five cents per ounce for letter-mails and twenty cents per pound for all kinds of printed matter.

The New South Wales post-office shall render an account to the United States post-office, upon letter-bills to accompany each mail, of the weight of the letters, and also of the printed and other matter contained in such closed mails forwarded to the United States for transmission to either of the above-named countries and colonies, and the accounts arising between the two offices on this class of correspondence shall be stated, adjusted, and settled quarterly, and the amounts of the United States transit-charges found due on such closed mails shall be promptly paid over by the New South Wales post-office to the United States post-office, in such manner as the Postmaster-General of the United States shall prescribe.

ARTICLE 5.

Prepaid letters from foreign countries, received in and forwarded from the United States to New South Wales, shall be delivered in said colony free of all charges whatsoever, and letters received in New South Wales from the United States, addressed to other colonies of Australia, will be forwarded to destination, subject to the same conditions as are applicable to correspondence originating in New South Wales and addressed to those countries.

ARTICLE 6.

In the event of any of the Australian colonies not agreeing with New South Wales and New Zealand to contribute to the maintenance of any line of mail-packets plying between New South Wales and New Zealand and the United States of America, and subsidized by New South Wales and New Zealand, the New South Wales post-office may require the United States post-office not to forward by such subsidized packets

any mails, letters, newspapers, or other articles addressed to such colony; and the New South Wales post-office may refuse to transmit to their destination all mails, letters, newspapers, or other printed matter addressed to such colony and received in New South Wales from the United States by such subsidized packets; and may refuse to forward to their destination by such subsidized packets all mails, letters, newspapers, or other printed matter received in New South Wales from such colony and addressed to the United States of America or elsewhere.

ARTICLE 7.

The two Post Departments may, by mutual agreement, provide for the transmission of registered articles in the mails exchanged between the two countries.

The register-fee for each article shall be ten cents in the United States and fourpence in New South Wales.

ARTICLE 8.

The two Post Departments shall settle, by agreement between them, all measures of detail and arrangement required to carry this convention into execution, and may modify the same in like manner from time to time as the exigencies of the service may require.

ARTICLE 9.

Every fully-prepaid letter dispatched from one country to the other shall be plainly stamped with the words "Paid all," *in red ink*, on the right-hand upper corner of the address, in addition to the date-stamp of the office at which it was posted; and on insufficiently-paid letters the amount of the deficient postage shall be inscribed in *black ink*.

ARTICLE 10.

Dead-letters, which cannot be delivered from whatever cause, shall be mutually returned without charge, monthly, or as frequently as the regulations of the respective offices will permit.

ARTICLE 11.

This convention shall come into operation on the first day of February, 1874, and shall be terminable at any time on a notice by either office of six months.

Done in duplicate and signed in Washington the fifteenth day of January, in the year of our Lord one thousand eight hundred and seventy-four.

[SEAL.]

JNO. A. J. CRESWELL,
Postmaster-General of the United States.

[SEAL.]

SAML. SAMUELS,
Postmaster-General of New South Wales.

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

[SEAL.]

U. S. GRANT.

By the President:

HAMILTON FISH,
Secretary of State.

WASHINGTON, January 15, 1874.

ADDITIONAL ARTICLES OF AGREEMENT BETWEEN THE POST-OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE POSTAL ADMINISTRATION OF SWITZERLAND FOR AN EXCHANGE OF POSTAL CARDS BETWEEN THE TWO COUNTRIES.

ARTICLE 1.

For the purpose of providing additional facilities of mail communication between the United States of America and Switzerland, it is hereby mutually agreed that United States postal cards, mailed at any post-office in the United States and addressed to Switzerland, and Swiss postal cards mailed at any post-office in Switzerland and addressed to the United States, the postage on which shall have been fully prepaid to destination at the rates hereinafter stated, can henceforth be exchanged between the inhabitants of the United States and of Switzerland. But unpaid or insufficiently-paid postal cards will not be forwarded in the mails between the two countries.

ARTICLE 2.

Postal cards shall be forwarded exclusively by means of such direct steamers as shall from time to time be employed in the transportation of the direct German-American mails between New York and Bremen or Hamburg. Each of the two Post Departments shall pay the entire expenses of the intermediate sea and territorial transport of the postal cards which are sent from its territory.

ARTICLE 3.

The postage on postal cards sent in each direction is fixed as follows:

1. At 2 cents when sent from the United States of America.
2. At 10 centimes when sent from Switzerland.

Each Department shall retain to its exclusive use the postage which it collects at the prescribed rates on the postal cards sent from its territory.

ARTICLE 4.

The regulations and instructions governing the use and treatment of postal cards in the domestic mail of the United States and of Switzerland, respectively, shall apply equally to the postal cards mailed in either country and addressed to the other country.

ARTICLE 5.

This agreement shall go into effect on the 1st of May, 1874, and shall have equal duration with the postal convention of 11th October, 1867, and with the additional conventions concluded thereto.

Done in duplicate and signed in Washington the 21st April, 1874, and in Berne the 31st March, 1874.

[L. S.]

JNO. A. J. CRESWELL.
Postmaster-General of the United States.
The Federal Post-Department :
EUGÈNE MOREL.

[L. S.]

I hereby approve the foregoing additional articles, and in testimony thereof I have caused the seal of the United States to be affixed.

[L. S.]

U. S. GRANT.

By the President :

HAMILTON FISH,

Secretary of State.

WASHINGTON, April 21st, 1874.

POSTAL CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND
THE REPUBLIC OF FRANCE.

The undersigned, John A. J. Creswell, Postmaster-General of the United States of America, in virtue of the powers vested in him by law, and M. Amédée Bartholdi, officer of the national order of the Legion of Honor, Envoy Extraordinary and Minister Plenipotentiary from France at Washington, &c., &c., in the name of his government and by virtue of the powers which he has formally presented to this effect, have agreed upon the following articles, viz :

ARTICLE I.

There shall be between the postal administration of France and the postal administration of the United States an exchange, in closed mails, of letters, samples of merchandise, photographs, and printed matter of all kinds, by the following means of communication and transportation, viz :

- 1st. By the French mail-packets.
- 2d. By the packets of the Hamburg line.
- 3d. By the way of England and the packets employed in transporting the mails between Great Britain and the United States.

The expenses arising from the transportation of the mails by any one of the above-mentioned routes shall be defrayed by the dispatching office; but it is understood that these expenses shall be defrayed in both directions by that of the two administrations which is able to secure the transportation upon the most favorable terms, the other administration to reimburse to it its share of the said expenses.

The United States postal administration, however, shall pay to the postal administration of France, for the conveyance of the mails sent from the United States to France by means of the French packets, the same sea-rates as those which the said United States postal administration would pay, according to American legislation, for the maritime conveyance of the same mails by steamers of commerce. It is also understood that these rates are not to be lower than those which the postal administration of France shall have to pay for the conveyance by the Hamburg packets of the mails which it shall send by these packets to the United States.

ARTICLE II.

Persons who desire to send ordinary, that is to say not registered, letters, either from France and Algeria, for the United States and its territories, or from the United States and its territories for France and Algeria, may, at their option, leave the postage on said letters to be paid by the addressees, or they can prepay said postage to destination.

ARTICLE III.

The charge to be levied in France upon letters originating in or addressed to the United States shall be 50 centimes per 10 grammes or fraction of 10 grammes, under the reservation for the French government of the power of hereafter applying the progression of 15 grammes. The charge to be levied in the United States upon letters originating in or addressed to France shall be 9 cents per 15 grammes or fraction of 15 grammes. Independently of the charges mentioned above, a fixed fee of 25 centimes, or 5 cents, as the case may be, shall be levied upon the unpaid letters.

In regard to the letters insufficiently paid by means of postage-stamps, they shall be treated as unpaid letters, saving deduction of the amount of the postage-stamps; but when the charge resulting from this deduction shall give a fraction of half *décime* French, or of a cent American, an entire half *décime* or cent, as the case may be, shall be levied for the fraction.

ARTICLE IV.

The public of the two countries may send letters, registered, from one country to the other.

The postage on such registered letters must always be prepaid to destination.

Every registered letter sent from France and Algeria to the United States and its territories shall bear, on departure, in addition to the postage applicable to an ordinary paid letter of the same weight, a fixed fee of 50 centimes; and, reciprocally, every registered letter sent from the United States and its territories to France and Algeria shall bear, on departure, in addition to the postage applicable to a paid letter of the same weight, a fixed fee of 10 cents.

ARTICLE V.

Samples of merchandise or of grains, photographs, engravings, and lithographs, newspapers, periodicals, sewed or bound books, pamphlets, sheets of music, catalogues, prospectuses, announcements, and various circulars, printed, engraved, lithographed, or autographed, which shall be sent either from France and Algeria to the United States and its territories, or from the United States and its territories to France and Algeria, must be prepaid, on both sides, to destination.

The rates of prepayment shall be fixed by the government of the country of origin.

ARTICLE VI.

Each administration shall retain the whole amount of the sums which it shall have collected by authority of Articles III, IV, and V preceding.

It is formally agreed, between the two contracting parties, that such objects as are designated in the said articles, which shall have been prepaid to destination, cannot, under any pretext or title whatever, be subjected, in the country of destination, to any postage or fee to the charge of the addressees.

ARTICLE VII.

The two administrations may reciprocally deliver in open mails ordinary letters and printed matter of all kinds coming from or addressed to the countries to which they serve respectively as intermediaries; and

also registered letters coming from or addressed to such of those countries to which the payment of ordinary letters can be effected to destination.

This delivery shall take place according to the following arrangements:

The correspondence exchanged between France or Algeria and the countries to which the United States serve as intermediaries shall be made subject to the following settlements:

1st. To the payment by the French administration, to the American administration, when the postage shall be collected in France or Algeria, of a rate of postage equal to that which is paid by the inhabitants of the United States for the correspondence which they exchange with the same countries.

2d. To the payment by the American administration to the French administration, when the postage shall be collected in the countries to which the United States serve as intermediaries, of a rate of French postage of 4 cents per 10 grammes or fraction of 10 grammes for ordinary letters, of 8 cents per 10 grammes or fraction of 10 grammes for registered letters, and of 1 cent per 40 grammes or fraction of 40 grammes for printed matter of all kinds.

Reciprocally the correspondence exchanged between the United States and the countries to which France serves as intermediary, shall be made subject to the following settlements:

1st. To the payment by the American administration to the French administration, when the postage shall be collected in the United States, of a rate of postage equal to that which is paid by the inhabitants of France and Algeria for correspondence which they exchange with the same countries.

2d. To the payment by the French administration to the American administration, when the postage shall be collected in the countries to which France serves as intermediary, of an American rate of postage of 20 centimes per 15 grammes or fraction of 15 grammes for ordinary letters; and of 40 centimes per 15 grammes or fraction of 15 grammes for registered letters, and of 5 centimes per 40 grammes or fraction of 40 grammes for printed matter of all kinds.

The correspondence exchanged between the countries to which France serves as intermediary and the countries to which the United States serve as intermediaries, shall be made subject to the following settlements:

1st. To the payment by the French administration to the American administration, if the postage on the correspondence is collected in the countries to which France serves as intermediary, of a rate of postage equal to the postage paid by the inhabitants of the United States for the correspondence which they exchange with the countries to which the United States serve as intermediaries.

2d. To the payment by the American administration to the French administration, if the postage on the correspondence is collected in the countries to which the United States serve as intermediaries, of a rate of postage equal to that paid by the inhabitants of France and Algeria for the correspondence which they exchange with the countries to which France serves as intermediary.

The expenses of intermediate transportation between France and the United States of the correspondence to which apply the provisions of the present article shall be defrayed by that of the two postal administrations of France or of the United States by which, or on the side of which, the postage shall be collected.

ARTICLE VIII.

Samples of merchandise shall not be admitted to the benefits of a reduced rate, unless they are in themselves of no commercial value, unless they are placed under band, or in such a manner as to leave no doubt of their nature, and unless they bear no other writing by the hand than the address, a mark of fabric or of the merchant, numbers of order, and price.

In order to benefit by a reduced rate, the photographs and printed matter mentioned in Articles V and VII should also be placed under band, and bear no writing, figure, or sign whatever, made by hand, except the address, the signature of the sender, or a date.

The samples of merchandise, photographs, and printed matter which do not fulfill the conditions mentioned above, or which have not been prepaid to the fixed limit, shall be considered as letters, and charged accordingly.

It is understood that the provisions contained in the present article, and in Articles V and VII preceding, do not impair in any manner the right of the postal administrations of the two countries not to permit upon their respective territories the transportation and distribution of photographs, lithographs, engravings, and printed matter, which are not in accordance with the laws, ordinances, or decrees which regulate the conditions of their publication and circulation both in France and in the United States.

ARTICLE IX.

The postal administrations of France and of the United States shall not admit to destination in either of the two countries, or in the countries using their intermediary, any package or letter containing gold or silver money, jewels, or articles of intrinsic value, or any object subject to customs-duty.

Liquids and articles which may injure the correspondence, and which are prohibited in the country of destination, shall not be admitted under any form to be dispatched through the post-office.

No package of more than 60 centimetres or 2 feet, American, in length, and of more than 30 centimetres or 1 foot, American, in the other dimensions, can be sent from one of the two countries to the other through the post-office.

ARTICLE X.

The French government agrees to cause to be transported, in closed mails, either across France or by means of the French maritime postal service, the correspondence which the postal administration of the United States may desire to exchange with other countries by the intermediary of the French post-office; and reciprocally the Government of the United States agrees to cause to be transported, in closed mails, either across the United States or by means of American maritime postal services, the correspondence which the postal administration of France may desire to exchange with other countries by the intermediary of the United States post-office.

The postal administration of France shall pay to the postal administration of the United States, viz:

1st. The sum of 6 francs per kilogramme on letters, and 1 franc per kilogramme on samples and prints, for the transportation across the territory of the United States of the closed mails which shall be exchanged between France and other countries via San Francisco.

2d. The sum of 10 francs per kilogramme on letters, and 1 franc per kilogramme on samples and printed matter, for the transportation across the territory of the United States of the closed mails which shall be exchanged by any other route than that of San Francisco between France and its colonies, or all other places where it shall have postal establishments, or the countries with which it is at present bound by postal conventions.

Reciprocally the postal administration of the United States shall pay to the postal administration of France, viz:

1st. The sum of \$1.20 per kilogramme on letters, and 20 cents per kilogramme on patterns and printed matter, for the transportation across French territory of the closed mails which shall be exchanged between the United States and other States by the Franco-Belgian or Franco-German frontier.

2d. The sum of \$2 per kilogramme on letters, and 20 cents per kilogramme on samples and prints, for the transportation across French territory of the closed mails which shall be exchanged by all other points of the French frontier than those contiguous to Germany or to Belgium between the United States and the countries with which the Government of the United States is at present bound by postal conventions.

When the closed mails coming from or addressed to France shall be transported between the French frontier and the American frontier by the packets of the Hamburg line, the postal administration of France shall pay to the postal administration of the United States, in addition to the American territorial transit-rates above mentioned, the sum of 10 francs per kilogramme on letters, and the sum of 50 centimes per kilogramme on samples and printed matter, which may be contained in these mails.

Reciprocally, when the closed mails coming from or addressed to the United States shall be transported between the American frontier and the French frontier by the French mail-packets, the United States postal administration shall pay to the postal administration of France, in addition to the French territorial transit-rates above mentioned, the sum of \$2 per kilogramme on letters, and 10 cents per kilogramme on samples and printed matter, which may be contained in these mails.

The maritime postage for which the two postal administrations of France and of the United States will have to reciprocally account for upon the correspondence of all kinds transported in closed mails, by packets other than those navigating between France and the United States, will be the same as those applicable to correspondence of the same nature coming from or addressed to the countries which assure the maritime transportation of the said closed mails.

It is understood that the weight of the correspondence of all kinds which is found undeliverable, as also that of the letter-bills and other documents of account arising from the exchange of the correspondence transported in closed mails by either of the two administrations for the account of the other, shall not be included in the weight of the letters, samples, or printed matter, upon which should be levied the territorial and maritime transit-rates required in virtue of the present article.

ARTICLE XI.

There shall be prepared every three months, by the postal administration of France, particular accounts, recapitulating the proceedings of the transmission of the correspondence between the respective exchange-offices.

These accounts, which shall have for basis and vouchers the acknowledgments of receipt for the mails during the quarterly period, shall be summed up in a general account, designed to present the definitive results of the transmission of the correspondence exchanged between the two administrations.

After having been reciprocally examined and approved, the general account above mentioned shall be paid, by the administration recognized as debtor towards the other, in the course of the second quarter following that to which the account refers.

The balances of the accounts shall be paid as follows, viz :

1st. In drafts upon Washington, and in American money, when the balance is in favor of the United States office.

2d. In drafts upon Paris, and in French money, when the balance is in favor of the French office.

In the establishment of the accounts, and in all matters relative to the execution of the convention, the dollar shall be considered the equivalent of 5 francs 20 centimes.

ARTICLE XII.

Ordinary or registered letters, samples of merchandise, photographs, and printed matter, wrongly addressed or wrongly sent, shall be, without delay, reciprocally returned through the intermediary of the respective exchange-offices for the weight and rate at which the sending office shall have delivered these objects in account to the other office.

Articles of the same nature, which may have been sent to addressees who have left for the country of origin of these letters, shall be respectively returned, charged with the postage which would have been paid by the addressees.

Ordinary letters and articles under band, which shall have originally been delivered to the postal administration of France, or to the postal administration of the United States, by other administrations, and which, in consequence of change of residence of the addressees, must be returned from one of the two countries to the other, shall be reciprocally delivered, charged with the postage required at the place of first destination.

ARTICLE XIII.

Ordinary or registered letters, samples of merchandise, photographs, and printed matter, exchanged in open mails between the two postal administrations of France and of the United States, and which shall be found undeliverable, for any cause whatsoever, must be reciprocally returned at the end of each month, and oftener if possible.

Such articles as shall have entered into the accounts shall be returned for the rate at which they shall have been originally entered on the account by the dispatching office.

Such as shall have been delivered prepaid to destination or to the frontier of the corresponding office shall be returned without charge or discount.

ARTICLE XIV.

The postal administration of France and the postal administration of the United States shall designate by common accord the offices through which the exchange of the respective correspondence should take place;

they shall regulate the routes of the correspondence reciprocally transmitted, and the form of the accounts mentioned in the preceding article XI, and also every other measure of detail or order necessary to assure the execution of the stipulations of the present convention.

It is understood that the measures designated above may be modified by the two administrations whenever, by common accord, they shall perceive such necessity.

ARTICLE XV.

The present convention shall have force and effect from the day agreed upon by the two parties, and shall remain obligatory from year to year, until one of the two parties shall have made known to the other, a year in advance, its intention to terminate the same.

During this last year the convention shall continue to have full and entire force, without prejudice to the liquidation and the balance of the accounts between the respective administrations after the expiration of said term.

ARTICLE XVI.

The present convention shall be ratified and the ratifications exchanged as soon as possible.

In faith of which the respective plenipotentiaries have signed the present convention and have affixed their seals thereto.

Done in duplicate and signed at Washington the twenty-eighth day of April, in the year of our Lord one thousand eight hundred and seventy-four.

[SEAL.]

JNO. A. J. CRESWELL,
Postmaster-General of the United States.
A. BARTHOLDI

• [SEAL.]

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

[SEAL.]

U. S. GRANT.

By the President:

HAMILTON FISH,
Secretary of State.

WASHINGTON, April 28, 1874.

[Translation.]

Having seen and examined the above convention, we have approved it, and do approve, by virtue of the provisions of the law voted by the National Assembly, in the session of 25th June, 1874. In faith of which we have caused to be placed hereupon the seal of the republic.

Given at Versailles, June 26, 1874.

[SEAL.] MARÉCHAL MAC MAHON, DUC DE MAGENTA.

By the President of the French Republic:

The Minister of Foreign Affairs,

DECAZES.

We, J. W. Marshall, Postmaster-General of the United States, and Amédée Bartholdi, officer of the Legion of Honor, envoy extraordinary and minister plenipotentiary of France, certify that on this date we have proceeded to perform the exchange of ratifications of the postal convention which was concluded between the United States and the French Republic at Washington the 28th day of April, one thousand eight hundred and seventy-four.

Done in duplicate and signed at Washington this seventeenth day of July, one thousand eight hundred and seventy-four.

[SEAL.]

J. W. MARSHALL,
Postmaster-General.

[SEAL.]

A. BARTHOLDI.

Regulations of detail and order, concluded between the postal administration of the United States and the postal administration of France, for the execution of the postal convention of 28th April, 1874.

In view of the postal convention concluded the 28th of April, 1874, between the United States and France, stipulating (Article XIV) that the postal administrations of the two countries shall designate, by common accord, the offices through which the exchange of the respective correspondence shall take place, and shall regulate the direction of the correspondence reciprocally transmitted, the form of accounts, as well as every other measure of detail or order necessary to assure the execution of the said convention, the Postmaster-General of the United States of the one part, and the Director General of Posts of France of the other part, have agreed as follows:

ARTICLE 1.

The exchange of correspondence between the postal administration of France and the postal administration of the United States shall be effected as follows:

On the side of the postal administration of France—

- 1st. By the office of Paris.
- 2d. By the office of Havre.
- 3d. By the office of Cherbourg.
- 4th. By the office of Brest.
- 5th. By the traveling office of Paris to Calais.
- 6th. By the traveling office of Lille to Calais.

On the side of the postal administration of the United States—

- 1st. By the office of Boston.
- 2d. By the office of New York.

ARTICLE 2.

The relations between the French exchange-offices and the American exchange-offices shall be established in the following manner, viz:

By the way of the French mail-packets.—The offices of Paris, Havre, and Brest shall correspond with the office of New York.

By the way of the packets of the Hamburg line.—The offices of Paris and Havre shall make up mails for the office of New York, and the office of New York shall make up mails for the offices of Paris, Havre, and Cherbourg.

By the way of England.—The offices of Paris and Hâvre and the traveling offices of Paris to Calais and Lille to Calais shall correspond with the offices of Boston and New York.

ARTICLE 3.

In conformity with Article I of the convention of 28th April, 1874, the postal administration of the United States shall pay, on account of the postal administration of France, the expenses of the intermediary transportation of the mails which shall be sent from France to the United States, as well by means of the Hamburg packets navigating between France and the United States as by the way of England and the packets used for the conveyance of the correspondence of the British Kingdom to the United States.

These expenses shall be re-imbursed by the postal administration of France to the postal administration of the United States, as follows:

1st. At the rate of 30 centimes per thirty grammes of letters, and 50 centimes per kilogramme of samples of merchandise or printed matter, for such of the said mails as shall be forwarded by means of the Hamburg packets.

2d. At the rate of 44 centimes per thirty grammes of letters, and 1 franc per kilogramme of samples of merchandise or printed matter, for such of the said mails as shall be forwarded by the way of England and the packets used for the conveyance of the correspondence between England and the United States.

On its side, the postal administration of France shall assure, on account of the postal administration of the United States, the intermediary transportation of the mails which shall be forwarded from the United States to France by means of the French mail-packets.

The postal administration of the United States shall pay for this transportation to the postal administration of France the same rates, per thirty grammes of letters and per kilogramme of samples of merchandise or printed matter, as those at which the intermediary transportation is hereinabove fixed, by Hamburg packets, of the mails from France for the United States.

ARTICLE 4.

The correspondence exchanged between the postal administration of France and the postal administration of the United States shall be forwarded in conformity with table A, annexed to the present regulations.

ARTICLE 5.

Correspondence sent in transit, in open mail, conformably to Article VII of the convention of 28th April, 1874, shall be exchanged between the postal administration of France and the postal administration of the United States on the conditions respectively fixed by the said article and by tables B and C, annexed to the present regulations.

The postage charges which the two administrations shall have mutually to carry to account for this correspondence shall be stated by the dispatching exchange-offices in ordinary figures, and uniformly on the upper left side of the address, as follows:

In red ink, on prepaid objects entered by the dispatching office to the credit of the corresponding office.

In black ink, on unpaid objects entered by the dispatching office to the debit of the corresponding office.

ARTICLE 6.

Registered letters, which shall be reciprocally forwarded by the postal administrations of France and the United States, shall be marked, on the side of the address, with a stamp, bearing in red ink the word "*Chargé*," or the word "*Registered*," as the case may be.

ARTICLE 7.

Ordinary letters, registered letters, samples of merchandise, and printed matter, sent either from the offices depending upon the postal administration of France for the United States and the countries to which the United States serves as intermediary, or from the offices depending upon the postal administration of the United States for France, Algeria, and the countries to which France serves as intermediary, shall be marked on the side of the address with a stamp, indicating the date of mailing and the place of origin.

ARTICLE 8.

The postal administration of the United States shall cause to be placed on the address of the prepaid objects which the American exchange-offices shall forward to the French exchange-offices the impression, in red ink, of the stamp "*Paid*."

On its side, the postal administration of France shall cause to be placed the impression, in red ink, of the stamp "*P. D.*" upon the objects prepaid to destination; and of the stamp "*PP.*" upon the objects prepaid by compulsion to any limit whatever of their course, which shall be forwarded by the French exchange-offices to the American exchange-offices.

The stamp "*Affranchissement insuffisant*," or "*Insufficiently prepaid*," as the case may be, shall be placed upon letters insufficiently paid.

ARTICLE 9.

Each of the mails exchanged between the postal administrations of the two countries shall be accompanied by a letter-bill, upon which the exchange-offices shall state, with the classifications established by the convention of 28th April, 1874, as follows:

1st. The nature and the number of the objects which the mail shall contain.

2d. The number of single rates relating to the correspondence of the one of the two countries for the other.

3d. The weights or sums to be carried to account for each class of correspondence.

The office to which the mail shall be addressed shall acknowledge the receipt thereof to the dispatching office by the first mail thereafter.

The letter-bills and acknowledgments of receipt of the French exchange-offices shall conform to models D and E, annexed to the present regulations.

The forms of letter-bill and acknowledgment of receipt, of which the American exchange-offices shall make use in their relations with the French exchange-offices, must accord with the models hereinabove designated.

ARTICLE 10.

The correspondence described in the letter-bills shall be divided into as many packets as this correspondence will admit of lines or special articles.

Each packet shall be placed under a label, indicating the nature and the weight of the correspondence, as well as the number of objects and the number of single-rates or the sums, as the case may be, inscribed upon the letter-bill.

ARTICLE 11.

Registered letters shall be entered by names on the letter-bill of the dispatching office, with all the details which this bill allows.

These letters shall form a special packet, covered with an envelope of white paper, sealed on all the folds by means of the seal of the dispatching office, and surrounded by a string placed crosswise. The ends of this string shall be attached to the bottom of the letter-bill by means of a gum seal.

The letter-bill must bear the stamp "*Chargé*," or "*Registered*," whenever the mail shall contain one or more registered letters.

ARTICLE 12.

Every mail, after having been tied up interiorly, must be enveloped in gray paper, in sufficient quantity to resist the friction, then tied exteriorly and sealed with wax, with the impression of the office seal.

The string which shall surround a mail exteriorly must always be without knot.

ARTICLE 13.

In case that, on the day fixed for the dispatch of the mails, an exchange-office should have no object to address to the corresponding office, this exchange-office must nevertheless send, in the ordinary form, a mail, which shall contain only a negative letter-bill.

ARTICLE 14.

• The postage or charge upon letters that have become dead, from whatever cause, which the two administrations shall return to each other, by virtue of Article XIII of the convention of 28th April, 1874, shall only be admitted in release of the administration to which these letters shall have been originally transmitted, so far as the condition of their seals shall not give reason to suppose that they have been opened.

However, scurrilous letters, and those commonly called decoy letters, may be comprised and admitted in the dead matter reciprocally returned, even though these letters may have been opened.

ARTICLE 15.

Letters not claimed, addressed *poste-restante* or in furnished hotels, may, after three months' stay, be returned on both sides, under the conditions fixed by Article XIII, before cited, and the preceding article.

The account of the total of dead matter shall be prepared in *bordereaux*, conforming to the model F, annexed to the present regulations.

ARTICLE 16.

It is agreed that the provisions of the convention of 28th April, 1874, and of the present regulations, shall be put into execution the 1st of August, 1874.

Done in duplicate and signed at Washington the 9th of June, 1874, and at Paris the 26th of June, 1874.

[SEAL.]

JNO. A. J. CRESWELL,
Postmaster General.

[SEAL.]

LE LIBON,
Director-General of Posts.

A.

Table indicating the direction to be received by the correspondence exchanged between the postal administration of France and the postal administration of the United States.

Mails from the French offices.			Mails from the American offices.		
Offices.		Destination of the objects comprised in the mails from the offices designated in the first column for the offices designated in the second column.	Offices.		Destination of the objects comprised in the mails from the offices designated in the first column for the offices designated in the second column.
Dispatching.	Receiving.		Dispatching.	Receiving.	
1	2	3	1	2	3
§ 1.—BY WAY OF THE FRENCH MAIL-PACKETS.					
Paris Hâvre Brest	New York..	{ The United States and the countries to which the United States serves as intermediary.	New York..	Hâvre	Hâvre. { The following departments: Ariège, Aude, Aveyron, Calvados, Charente, Charente-Inférieure, Cantal, Corrèze, Côtes-du-Nord, Creuse, Dordogne, Eure-et- Loire, Finistère, Gard, Haute-Garonne, Gers, Gi- ronde, Hérault, Ille-et-Vilaine, Indre-et-Loire, Landes, Loire-et-Cher, Loire-Inférieure, Loiret, Lot, Lot-et- Garonne, Maine-et-Loire, Manche, Mayenne, Mor- bihan, Orne, Basses-Pyrénées, Hautes-Pyrénées, Pyrénées-Orientales, Sarthe, Seine-et-Oise, Deux- Sèvres, Tarn, Tarn-et-Garonne, Vendée, Vienne, and Haute-Vienne.
§ 2.—BY WAY OF THE HAMBURG PACKETS.					
Paris Hâvre	New York..	{ The United States and the countries to which the United States serves as intermediary.	New York..	Cherbourg	The departments of Manche, Calvados, Eure, and Seine- Inférieure, (except Hâvre.)
				Paris	The rest of France, Algeria, and the countries to which France serves as intermediary.

§ 3.—BY THE WAY OF ENGLAND.

By the packets for New York.

Hâvre }
 Paris }
 Travelling - office
 of Lille to Calais.
 Travelling - office
 of Paris to Calais. }

{ Boston.....
 { New York.

The States of Massachusetts, Maine, Vermont,
 New Hampshire, and Rhode Island.
 The rest of the United States and the countries
 to which the United States serves as inter-
 mediary.

{ New York }
 { Boston..... }

Hâvre }
 Paris }
 Travelling - office
 of Calais to Lille.
 Travelling - office
 of Calais to Paris. }

Hâvre.
 Paris.
 The department of the Nord, Belgium, the Nether-
 lands, and the northern states of Europe.
 The rest of France and the other foreign countries to
 which France serves as intermediary.

By the packets for Boston.

Hâvre }
 Paris }
 Travelling - office
 of Lille to Calais.
 Travelling - office
 of Paris to Calais. }

{ Boston.....

{ The States of Massachusetts, Maine, Vermont,
 { New Hampshire, and Rhode Island.

B.

Table indicating the rates to be paid by the postal administration of the United States to countries to which France

Designation of the countries.	Nature of the correspondence.	Correspondence the
		Conditions of payment.
1	2	3
England, Belgium, Switzerland, Luxemburg	Ordinary letters ..	Optional
	Registered letters ..	Compulsory ..
	Samples & prints ..	do
Germany, Italy, the Netherlands, Portugal, Malta	Ordinary letters ..	Optional
	Registered letters ..	Compulsory ..
	Samples & prints ..	do
Denmark, Russia	Ordinary letters ..	Optional
	Registered letters ..	Compulsory ..
	Samples & prints ..	do
Austria, Greece, Sweden	Ordinary letters ..	Optional
	Registered letters ..	Compulsory ..
	Samples & prints ..	do
Norway	Ordinary letters ..	Optional
	Registered letters ..	Compulsory ..
	Samples & prints ..	do
Roumania, Servia, Montenegro, Tangiers, Tunis, and cities of the Levant in which France maintains post-offices.*	Ordinary letters ..	Optional
	Registered letters ..	Compulsory ..
	Samples & prints ..	do
Brazil, French, English, and Netherland colonies and possessions in Africa and America	Ordinary letters ..	Optional
	Registered letters ..	Compulsory ..
	Samples & prints ..	do
French, English, and Netherland colonies and possessions in Asia and Oceanica, (except Southern Australia and Tasmania, Shanghai, China, and Yokohama, Japan.)	via Marseilles and Suez ..	Ordinary letters ..
		Registered letters ..
		Samples & prints ..
	via Brindisi	Ordinary letters ..
		Registered letters ..
		Samples & prints ..
Spain and Gibraltar	Ordinary letters ..	Optional
	Samples & prints ..	do
Southern Australia and Tasmania ..	via Marseilles and Suez ..	Ordinary letters ..
		Samples & prints ..
	via Brindisi	Ordinary letters ..
		Samples & prints ..
Countries beyond the sea other than those above designated.	French or English packets	Ordinary letters ..
		Samples & prints ..
	via Brindisi	Ordinary letters ..
		Samples & prints ..

* Alexandria, Alexandretta, Beirut, Cairo, Constantinople, Dardanelles, Ineboli, Jaffa, Kerrassund, Sulina, Trebizond, Tripoli in Syria, Tultcha, Varna.

B.

the postal administration of France for the correspondence originating in or destined for the serves as intermediary.

addressed to the countries designated in first column of the table.		Correspondence originating in the countries designated in the first column of the table.		
Limit of payment.	Rate to be paid by the American office to the French office for each pre-paid object.	Conditions of payment.	Limit of payment.	Rate to be paid by the American office to the French office for each unpaid object.
4	5	6	7	8
Destination	6 cts. pr. 10 grms.	Optional	Destination	10 cts. pr. 10 grms.
...do	12 cts. pr. 10 grms.	Compulsory	...do	10 cts. pr. 10 grms.
...do	2 cts. pr. 40 grms.	...do	...do	10 cts. pr. 10 grms.
...do	8 cts. pr. 10 grms.	Optional	...do	12 cts. pr. 10 grms.
...do	16 cts. pr. 10 grms.	Compulsory	...do	12 cts. pr. 10 grms.
...do	2 cts. pr. 40 grms.	...do	...do	12 cts. pr. 10 grms.
...do	10 cts. pr. 10 grms.	Optional	...do	14 cts. pr. 10 grms.
...do	20 cts. pr. 10 grms.	Compulsory	...do	14 cts. pr. 10 grms.
...do	3 cts. pr. 40 grms.	...do	...do	14 cts. pr. 10 grms.
...do	12 cts. pr. 10 grms.	Optional	...do	16 cts. pr. 10 grms.
...do	24 cts. pr. 10 grms.	Compulsory	...do	16 cts. pr. 10 grms.
...do	3 cts. pr. 40 grms.	...do	...do	16 cts. pr. 10 grms.
...do	14 cts. pr. 10 grms.	Optional	...do	18 cts. pr. 10 grms.
...do	28 cts. pr. 10 grms.	Compulsory	...do	18 cts. pr. 10 grms.
...do	3 cts. pr. 40 grms.	...do	...do	18 cts. pr. 10 grms.
...do	16 cts. pr. 10 grms.	Optional	...do	20 cts. pr. 10 grms.
...do	32 cts. pr. 10 grms.	Compulsory	...do	20 cts. pr. 10 grms.
...do	3 cts. pr. 40 grms.	...do	...do	20 cts. pr. 10 grms.
...do	20 cts. pr. 10 grms.	Optional	...do	24 cts. pr. 10 grms.
...do	40 cts. pr. 10 grms.	Compulsory	...do	24 cts. pr. 10 grms.
Port of debarkation. 3 cts. pr. 40 grms.		...do	Port of embarkation. 4 cts. pr. 40 grms.	
Destination	20 cts. pr. 10 grms.	Optional	Destination	24 cts. pr. 10 grms.
...do	40 cts. pr. 10 grms.	Compulsory	...do	24 cts. pr. 10 grms.
Port of debarkation. 3 cts. pr. 40 grms.		...do	Port of embarkation. 4 cts. pr. 40 grms.	
Destination	26 cts. pr. 10 grms.	Optional	Destination	30 cts. pr. 10 grms.
...do	52 cts. pr. 10 grms.	Compulsory	...do	30 cts. pr. 10 grms.
Port of debarkation. 5 cts. pr. 40 grms.		...do	Port of embarkation. 6 cts. pr. 40 grms.	
Frontier of departure from France. 8 cts. pr. 10 grms.		...do	Frontier of entry in France. 12 cts. pr. 10 grms.	
...do	2 cts. pr. 40 grms.	...do	...do	2 cts. pr. 40 grms.
Ports of the Great Southern Ocean. { 20 cts. pr. 10 grms. ...do		...do	{ Point of junction of English and French services. ...do	24 cts. pr. 10 grms. 4 cts. pr. 40 grms.
...do	26 cts. pr. 10 grms. ...do	...do	...do	30 cts. pr. 10 grms. 6 cts. pr. 40 grms.
Port of debarkation. 5 cts. pr. 40 grms. ...do		...do	Port of embarkation. ...do	24 cts. pr. 10 grms. 4 cts. pr. 40 grms.
...do	20 cts. pr. 10 grms. ...do	...do	...do	30 cts. pr. 10 grms. 6 cts. pr. 40 grms.
...do	3 cts. pr. 40 grms. ...do	...do	...do	24 cts. pr. 10 grms. 4 cts. pr. 40 grms.
...do	26 cts. pr. 10 grms. ...do	...do	...do	30 cts. pr. 10 grms. 6 cts. pr. 40 grms.
...do	5 cts. pr. 40 grms. ...do	...do	...do	24 cts. pr. 10 grms. 4 cts. pr. 40 grms.

Kustendje, Lattaquia, Messina, Port Said, Rhodes, Salonica, Rodosto, Samsoun, Ordon, Smyrna, Suez,

C.

Table indicating the rates to be paid by the postal administration of France to the postal administration of the United States for the correspondence originating in or destined for the countries to which the United States serves as intermediary.

Designation of the countries.	Nature of the correspondence.	Correspondence addressed to the countries designated in the first column of the table.			Correspondence originating in the countries designated in the first column of the table.		
		Conditions of payment.	Limit of payment.	Rate to be paid by the French office to the American office for each prepaid object.	Conditions of payment.	Limit of payment.	Rate to be paid by the French office to the American office for each unpaid object.
1	2	3	4	5	6	7	8
Argentine Republic, Belize, United States of Colombia, (except Aspinwall and Panama,) Paraguay, Uruguay, West Indies,* (except where otherwise stated.)	Letters.....	Prepayment obligatory.	Port of debarkation.	<i>f. c.</i> 1. 00 per $\frac{1}{2}$ oz	The United States postage cannot be prepaid in the country of origin.	.....	<i>f. c.</i> . 50 per $\frac{1}{2}$ oz.
	Newspapers.....	do	do	. 20 each	do .....	.....	. 10 each.
	Other prints and samples	do	do	. 50 per 4 ozs	do .....	.....	. 10 per 2 ozs.
	Letters.....	do	do	. 50 per $\frac{1}{2}$ oz	do .....	.....	. 50 per $\frac{1}{2}$ oz.
	Newspapers.....	do	do	. 10 each	do .....	.....	. 10 each.
	Other prints and samples	do	do	. 10 per 2 ozs	do .....	.....	. 10 per 2 ozs.
Aspinwall,* Australia, (except New South Wales,) Bermuda, China,* (except Hong-Kong and dependent Chinese ports,) Costa Rica, Cuba, Fiji Islands, Guatemala, Jamaica, Japan,* Mexico, Nicaragua, Panama,* San Salvador, San Domingo, Saint Thomas, San Juan, Saint Croix, Venezuela.	Letters.....	do	do	. 15 per $\frac{1}{2}$ oz	do .....	.....	. 15 per $\frac{1}{2}$ oz.
	Newspapers.....	do	do	. 10 each	do .....	.....	. 10 each.
	Other prints and samples	do	do	. 10 per 2 ozs	do .....	.....	. 10 per 2 ozs.
	Letters.....	do	do	1. 20 per $\frac{1}{2}$ oz	do .....	.....	. 50 per $\frac{1}{2}$ oz.
Bahamas	Newspapers.....	do	do	. 20 each	do .....	.....	. 10 each.
	Other prints and samples	do	do	. 50 per 4 ozs	do .....	.....	. 10 per 2 ozs.
	Letters.....	do	Destination	. 75 per $\frac{1}{2}$ oz	Obligatory	Port of embarkation in United States.	(f) . 10 per 2 ozs.
Bolivia,* Chili,* Peru*.....	Newspapers.....	do	Port of debarkation.	. 10 each	do .....	.....	. 10 each.
	Other prints and samples	do	do	. 10 per 4 ozs	do .....	.....	. 10 per 4 ozs.
Brazil*.....	Newspapers.....	do	Port of debarkation.	. 10 each	do .....	.....	. 10 each.
	Other prints and samples	do	do	. 10 per 4 ozs	do .....	.....	. 10 per 4 ozs.

Canada* and Prince Edward Island.*	Letters.....	do	Destination.....	.30 per $\frac{1}{2}$ oz	Obligatory.....	Destination.....	(h)
	Newspapers.....	do	Port of debarkation.....	.05 per 2 ozs	do	Port of embarkation in United States.	.05 per 2 ozs.
East Indies, British.....	Other prints and samples.....	do	do	.10 per 2 ozs	do	do	.10 per 2 ozs.
	Letters.....	do	Destination.....	.50 per $\frac{1}{2}$ oz	do	do	(f)
	Newspapers.....	do	do	.10 each	do	do	(f)
	Other prints and samples.....	do	do	.40 per 4 ozs	do	do	(f)
Ecuador.....	Letters.....	do	do	1.10 per $\frac{1}{2}$ oz	do	do	(f)
	Newspapers.....	do	do	.10 each	do	do	.10 each.
	Other prints and samples.....	do	do	.20 per 4 ozs	do	do	.20 per 4 ozs.
	Letters.....	do	do	.30 per $\frac{1}{2}$ oz	do	do	(*)
Hawaiian Kingdom, (Sandwich Islands.)	Newspapers.....	do	Port of debarkation.....	.05 per 2 ozs	do	do	.05 per 2 ozs.
	Other prints and samples.....	do	do	.20 per 4 ozs	do	do	.20 per 4 ozs.
	Letters.....	do	Destination.....	.50 per $\frac{1}{2}$ oz	do	do	(f)
	Newspapers.....	do	do	.10 each	do	do	(f)
Hong-Kong and dependent Chinese ports.	Other prints and samples.....	do	do	.50 per 4 ozs	do	do	(f)
	Letters.....	do	do	.60 per $\frac{1}{2}$ oz	do	do	(f)
	Newspapers.....	do	Port of debarkation.....	.10 each	do	do	(f)
	Other prints and samples.....	do	do	.20 per 4 ozs	do	do	(f)
New South Wales* and New Zealand.*	Letters.....	do	do	do	do	do	do
	Newspapers.....	do	do	do	do	do	do
	Other prints and samples.....	do	do	do	do	do	do
	Letters.....	do	do	do	do	do	do

* The extranational and United States postage on this correspondence being required to be fully prepaid in the country of origin, no charge is made against the French office.

† Registered letters are subject to a registration fee of 40 centimes per letter, in addition to the postage, (except to New South Wales and New Zealand, to which the fee is 60 centimes, and to Canada, to which the fee is 25 centimes.) Registered letters can be sent to Yokohama, only, in Japan, and to Shanghai, in China.

D.

LETTER-BILL.

POST-OFFICE DEPARTMENT OF THE }
UNITED STATES OF AMERICA. }{ CORRESPONDENCE WITH
FRANCE. }

Mails sent from the office of (1) —, for the office of (2) —, the (3) —, 187—, by the way of (4) —, leaving (5) — for (6) — the (7) —, 187—.

(1) Name of the dispatching office. (2) Name of the receiving office. (3) Date of the dispatch of the mail. (4) Indication of the route—via England, via French packets, via Hamburg packets, as the case may be. (5) Name of the port of embarkation. (6) Name of the port of debarkation. (7) Date of departure of packet.

TABLE No. 1.—ORDINARY CORRESPONDENCE.

Nos. of the articles of account.		Designation of the correspondence.	Progression of weight according to which must be established the number of single rates or the sums to be entered in columns 7 and 9.	Sum to be carried to account per each single rate.	Statement of the American exchange-office.		Verification of the French exchange-office.	
Credit of France.	Credit of the U. S.				Number of objects.	Number of single rates or sums.	Number of objects.	Number of single rates or sums.
1	2	3	4	5	6	7	8	9
		§ I.—CORRESPONDENCE FORWARDED FOR MEMORANDUM.				Single rates.		Single rates.
		Correspondence originating in the United States, addressed to France and Algeria. { Prepaid letters..... 15 grs. Insufficiently-paid letters..... 15 grs. Samples and prints of every nature. { Unpaid letters..... 15 grs.						
		§ II.—CORRESPONDENCE FORWARDED ON ACCOUNT.				Sums. Cents.		Sums. Cents.
1		Prepaid letters from the United States for the countries to which France serves as intermediary.....	10 grs.	(I)				
2		Prepaid letters from the countries to which the United States serves as intermediary, for France and Algeria.....	15 grs.	4 cents.				
3		Prepaid letters from the countries to which the United States serves as intermediary, for The countries to which France serves as intermediary.....	10 grs.	(I)				
4		Samples and prints for the countries to which France serves as intermediary, originating in The United States.....		(I)				
5		Samples and prints for the countries to which the United States serves as intermediary, originating in The countries to which the United States serves as intermediary.....		(I)				
6		Samples and prints from the countries to which the United States serves as intermediary, for France and Algeria.....		1 cent.				

TABLE No. 2.—REGISTERED LETTERS ADDRESSED TO FRANCE, ALGERIA, AND FOREIGN COUNTRIES.

Number of the articles of account.	Stamp of origin.	Designation of the addresses.	Weight of each letter.	Postage to be paid to the French office on registered matter in transit.	
			Grammes.	Statement of the American exchange-office.	Verification of the French ex- change-office.
1	2	3	4	5	6
				<i>Cents.</i>	<i>Cents.</i>
9 }			Number of letters.		
			Totals		

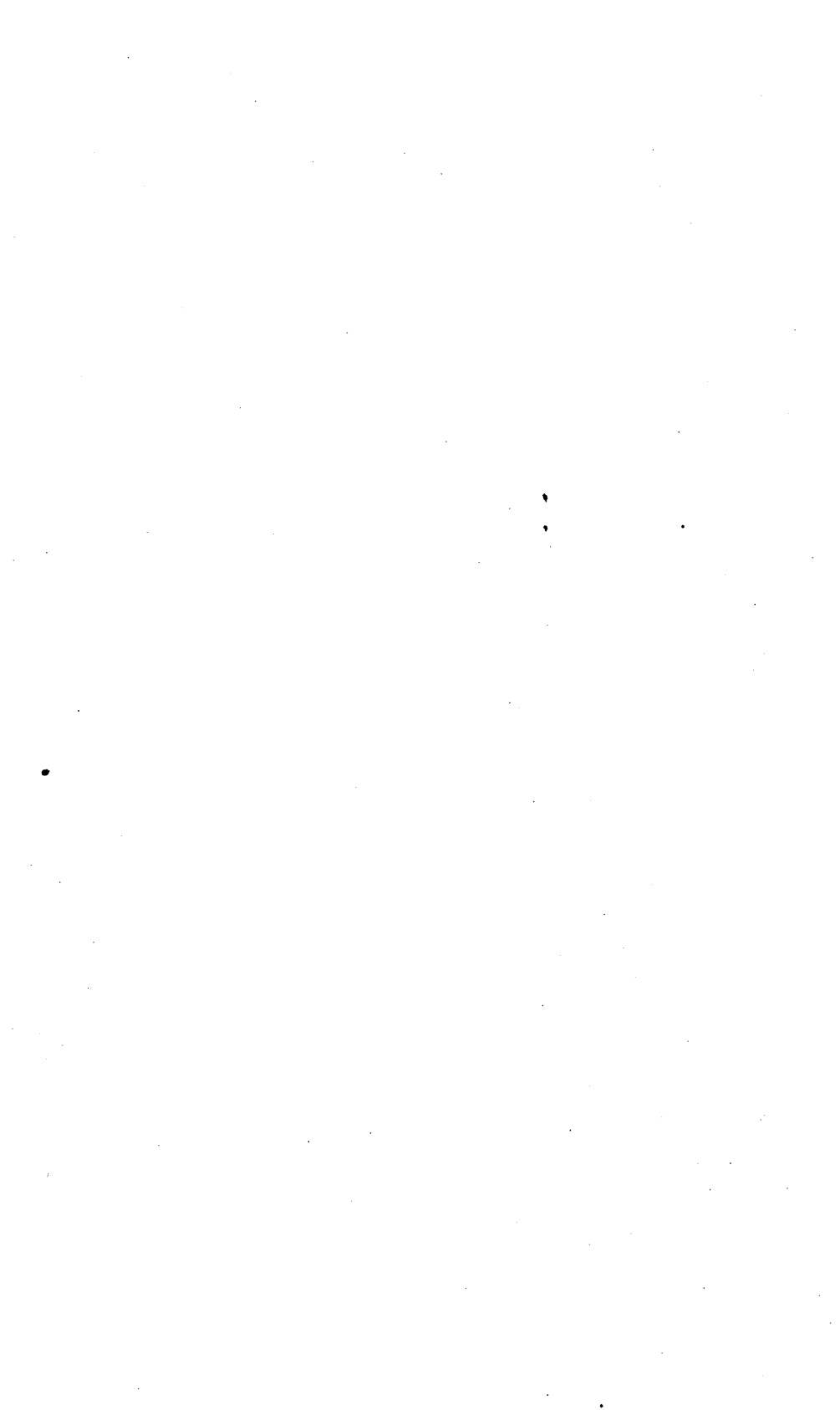
TABLE No. 3.—STATEMENT OF THE QUANTITIES WHICH ARE TO SERVE AS THE BASIS OF THE ACCOUNT FOR THE RATES OF INTERMEDIARY POSTAGE BETWEEN THE POSTAL ADMINISTRATIONS OF FRANCE AND THE UNITED STATES.

Nos. of the articles of account.		Designation of the correspondence.	Statement of the American exchange-office.	Verification of the French exchange-office.
Credit of France.	Credit of the U. S.		Net weight in grammes.	Net weight in grammes.
1	2	3	4	5
10	20	England. { Letters described in articles 15, 16, 17, 18, and 19 of the credit of the U. S. and 8 of the credit of France	.	
11		{ By French packets... { Letters described in tables Nos. 1 and 2, (except those entered in articles 15, 16, 17, 18, and 19 of the U. S. and 8 of the credit of France)		
		{ Samples and prints described in table No. 1		
	21	By Hamburg packets. { Letters described in articles 15, 16, 17, 18, and 19 of the credit of the U. S. and 8 of the credit of France		

TABLE No. 4.—CLOSED MAILS.

Nos. of the articles of account.				Title under which the objects comprised in the closed mails must figure in the accounts.	Name of the dis- patching office.	Name of the re- ceiving office.	Statement of the American ex- change-office.			Verification of the French ex- change-office.		
Credit of France.		Credit of the U. S.					No. of closed mails.	Net weight, in grammes, of the objects comprised in the closed mails.		No. of closed mails.	Net weight, in grammes, of the objects comprised in the closed mails.	
Letters.	Samples and prints.	Letters.	Samples and prints.					Letters.	Samples and prints of all kinds.		Letters.	Samples and prints of all kinds.
1	2	3	4	5	6	7	8	9	10	11	12	13
		22	23	From Tahiti for France.....								
Total number of closed mails												

Certified by the undersigned, postmaster of _____.



E.

POST-OFFICE DEPARTMENT OF THE }
UNITED STATES OF AMERICA. }

ACKNOWLEDGMENT OF RECEIPT.

{ CORRESPONDENCE
WITH FRANCE. }

From the office of _____ *for the office of* _____

I have received ⁽¹⁾ ———, 187, your mail of the ⁽²⁾ ———, 187, forwarded from ⁽³⁾ ——— to ⁽⁴⁾ ———, by the way of ⁽⁵⁾ ———.

(1) Date of arrival of the mail at the office of destination. (2) Date of departure of the mail from the office of origin. (3) Name of the port of embarkation. (4) Name of the port of debarkation. (5) Route employed—via England, via French packets, via Hamburg packets, as the case may be.

TABLE No. 1.—ORDINARY CORRESPONDENCE.

Nos. of the articles of account.		Designation of the correspondence.	Progression of weight according to which must be established the sums or single rates to be carried to columns Nos. 7 and 9.	Sum to be carried to account per each single rate.	Statement of the French exchange-office.		Verification of the American exchange-office.	
Credit of France.	Credit of the U. S.				Number of objects.	Number of single rates or sums.	Number of objects.	Number of single rates or sums.
1	2	3	4	5	6	7	8	9
		§ I.—CORRESPONDENCE FORWARDED FOR MEMORANDUM.				<i>Single rates.</i>		<i>Single rates.</i>
		Correspondence originating in France and Algeria addressed to the United States. { Prepaid letters 10 grs. Insufficiently-paid letters 10 grs. Prepaid samples and prints of every nature 40 grs. Unpaid letters 10 grs.						
		§ II.—CORRESPONDENCE FORWARDED ON ACCOUNT.				<i>Sums.</i> <i>f. c.</i>		<i>Sums.</i> <i>f. c.</i>
		1 Prepaid letters from France for the countries to which the United States serves as intermediary	10 grs.	(1)				
		2 Prepaid letters from the countries to which France serves as intermediary. { For the United States 10 grs. For the countries to which the United States serves as intermediary 10 grs.	10 grs.	<i>f.</i> 0 <i>c.</i> 20				
		3 Samples and prints from France for the countries to which the United States serves as intermediary	10 grs.	(1)				
		4 Prepaid samples and prints from the countries to which France serves as intermediary. { For the United States 40 grs. For the countries to which the United States serves as intermediary 40 grs.	40 grs.	<i>f.</i> 0 <i>c.</i> 05				
		5 Prepaid letters from France for the countries to which the United States serves as intermediary	40 grs.	(1)				
		6						

						Cents.	Cents.
12		{ From France for the countries to which the United States serves as an intermediary.....	10 grs.	4 cents.			
13	Unpaid letters.	{ From foreign countries to which France serves as intermediary for.....	10 grs.	(II)			
14		{ The countries to which the United States serves as intermediary.....	10 grs.	(II)			
15	Samples and prints from colonies and countries beyond the sea, from Spain and Gibraltar, for the United States and the countries to which the United States serves as intermediary		40 grs.	(II)			
16	Correspondence to be re-forwarded, (postage to be recovered).....					f. c.	f. c.
7	Correspondence {	Prepaid—transit postage due the American office				Cents.	Cents.
17	wrongly sent. {	Unpaid—transit postage due the French office					

(I) See Table C, annexed to the convention.

(II) See Table B, annexed to the convention.

TABLE No. 2.—REGISTERED LETTERS ORIGINATING IN FRANCE, ALGERIA, AND FOREIGN COUNTRIES.

Number of the articles of account.	Stamp of origin.	Designation of the addresses.	Weight of each letter.	Postage to be paid to the Ameri- can office on registered matter in transit.			
Credit of the U. S.			Grammes.	Statement of the French ex- change-office.		Verification of the American exchange-office.	
1	2	3	4	5		6	
8				f.	e.	f.	e.
Totals			Number of letters.				

TABLE No. 3.—STATEMENT OF THE QUANTITIES WHICH ARE TO SERVE AS THE BASIS OF THE ACCOUNT FOR THE RATES OF INTERMEDIARY POSTAGE BETWEEN THE POSTAL ADMINISTRATIONS OF FRANCE AND THE UNITED STATES.

Nos. of the articles of account.		Designation of the correspondence.	Statement of the French exchange-office.	Verification of the American exchange-office.
Credit of France.	Credit of the U. S.		Net weight in grammes.	Net weight in grammes.
1	2	3	4	5
18 19	9	{ Via England.....		
	10			
	{ By French packets...	Letters described in articles 12, 13, 14, 16, and 17 of the credit of France, and in article 7 of credit of U. S.		
		Samples and prints entered in article 15 of the credit of France		
	11	{ By Hamburg packets.			Letters described in tables Nos. 1 and 2, (except those entered to the credit of France, and in article 7 of U. S.) .....
12	Samples and prints described in table No. 1, (except those entered to the credit of France)			

TABLE No. 4.—CLOSED MAILS.

Nos. of the articles of account.				Title under which the objects comprised in the closed mails must figure in the accounts.	Name of the dispatching office.	Name of the receiving office.	Statement of the French exchange-office.		Verification of the American exchange-office.			
Credit of France.		Credit of the U. S.					No. of closed mails.	Net weight, in grammes, of the objects comprised in the closed mails.		No. of closed mails.	Net weight, in grammes, of the objects comprised in the closed mails.	
Letters.	Samples and prints.	Letters.	Samples and prints.					Letters.	Samples and prints of all kinds.		Letters.	Samples and prints of all kinds.
1	2	3	4	5	6	7	8	9	10	11	12	13
		13	14	From France for Tahiti.....								
Total number of closed mails												

Certified by the undersigned, postmaster of ———.

REPORT OF THE POSTMASTER-GENERAL.

249

POST-OFFICE DEPARTMENT }
OF THE UNITED STATES. }

F.

{ Month of

Bordereau of dead matter returned by the office of ——— to the office of ———.

Nos. of the articles of the account in which the correspondence originally figured.	Designation of the correspondence.			No. of objects.	Sums at which the correspondence was accounted for by the office of _____ to the office of _____.	Observations.
	Origin.	Destination.	Nature.			
1	2	3	4	5	6	7

Total of sums due to the office of.....

ADDITIONAL ARTICLE BETWEEN THE GENERAL POST-OFFICE OF THE UNITED STATES OF AMERICA AND THE GENERAL POST-OFFICE OF THE NETHERLANDS.

Whereas a regular line of direct steamers is soon to be established between the port of New York and the port of Rotterdam, which can be employed for the transportation of the Netherland-American mails at a compensation for sea-conveyance between the two frontiers not to exceed 5 cents (Dutch) or 2 cents (United States) for each single letter: Now, therefore, the undersigned, duly authorized by their respective governments, have agreed upon the following additional article to the postal convention of 26 September, 1867, and to the additional convention of 10-29 January, 1870.

SOLE ARTICLE.

The single-letter rate on correspondence exchanged directly between the two administrations by means of such steamship-line shall be as follows, viz:

- 1°. On letters from the United States, 6 cents, (United States.)
- 2°. On letters from the Netherlands, 15 cents, (Dutch.)

This additional article takes effect on the date of the dispatch of the first mail by such steamship-line, and from that date forward has the same duration as the convention of 26 September, 1867, and the additional convention of 10-29 January, 1870.

Done in duplicate and signed in Washington the fourteenth day of September, one thousand eight hundred and seventy-four, and at the Hague the nineteenth day of June, one thousand eight hundred and seventy-four.

[L. S.]

MARSHALL JEWELL,
Postmaster-General of the United States.

[Translation.]

The undersigned, instructed to that end by royal decree of the 9th of June, 1874, No. 9, hereby declares it to be good and proper to confirm the foregoing agreement.

The Minister of Finance,
VON DELDEN.

I hereby approve the foregoing additional article, and in testimony thereof I have caused the seal of the United States to be affixed.

[L. S.]

U. S. GRANT.

By the President:

HAMILTON FISH,

Secretary of State.

WASHINGTON, 14th September, 1874.

ADDITIONAL ARTICLES OF AGREEMENT BETWEEN THE POST-OFFICE
DEPARTMENT OF THE UNITED STATES AND THE DANISH POST DEPART-
MENT,

modifying certain provisions of the convention for the regulation of the postal intercourse between the United States of America and the kingdom of Denmark, and of the detailed regulations and forms for the execution thereof, signed at Washington on the 1st of December, and at Copenhagen on the 7th of November, A. D. 1871.

ARTICLE I.

It being desirable that the provisions of said convention and detailed regulations shall conform to the new system of coinage to be introduced in Denmark on the 1st of January, 1875, described as the "crown coinage," under which the "crown" will be equal in value to one hundred öre, the equivalent of forty-eight Danish skilling rigsmønt of the present coinage, the following changes are hereby agreed to, viz:

1. That "twenty-five (25) öre" be substituted for "twelve (12) skilling rigsmønt" in Article 4, paragraph one, of the said convention.

2. That "twelve (12) öre" be substituted for "six (6) skilling rigsmønt" in Article 5 of the convention.

3. That "twelve (12) öre" be substituted for "six (6) skilling rigsmønt" in Article 6, paragraph one, of the convention.

4. That "sixteen (16) öre" be substituted for "eight (8) skilling rigsmønt" in Article 7, paragraph two, of the convention.

5. That "eight and one-third ($8\frac{1}{3}$) öre" be substituted for "four (4) skilling rigsmønt," and "one and one-third öre" for "two-thirds skilling rigsmønt" in Article 11, paragraph one, of the convention.

6. That "three crowns and seventy-seven öre" be substituted for "one rigsdaler and eighty-five skilling rigsmønt" in Article 12, paragraph two, of the convention.

7. That "three and three-fourths ($3\frac{3}{4}$) öre" be substituted for "14 skilling" in Article 14 of the detailed regulations.

8. That the word "crown" be substituted for "Rd.," and "öre" for "sk.," in the forms of letter-bills and acknowledgments of receipt annexed to the detailed regulations.

ARTICLE II.

The change hereinbefore designated shall take effect on and after the 1st of January, 1875, and these additional articles of agreement shall have equal duration with the postal convention of ^{7 November}_{1 December} 1871, between the United States and Denmark.

Done at Washington, in duplicate, and signed the 29 September, 1874, and at Copenhagen the 5th of September, 1874.

J. O. VIUM.

MARSHALL JEWELL,

Postmaster-General of the United States.

[L. S.]

I hereby approve the foregoing additional articles of agreement, and in testimony thereof, I have caused the seal of the United States to be affixed.

[L. S.]

U. S. GRANT.

By the President:

JOHN L. CADWALADER,
Acting Secretary of State.

WASHINGTON, September 30th, 1874.

POSTAL CONVENTION BETWEEN THE EMPIRE OF JAPAN AND THE UNITED STATES OF AMERICA.

The undersigned, being thereunto duly authorized by their respective governments, have agreed upon the following articles, establishing and regulating the exchange of correspondence between the Empire of Japan and the United States of America:

ARTICLE I.

There shall be an exchange of correspondence between the United States of America and the Empire of Japan, by means of the direct line of United States mail-packets plying between San Francisco and Japan, as well as by such other means of direct mail steamship transportation between the United States and Japan, as shall hereafter be established, with the approval of the respective Post Departments of the two countries, comprising letters, newspapers, printed matter of every kind, and patterns and samples of merchandise, originating in either country, and addressed to and deliverable in the other country, as well as of correspondence of the same nature originating in or destined for foreign countries to which the United States and Japan may respectively serve as intermediaries.

ARTICLE II.

The post-office of San Francisco shall be the United States office of exchange, and Yokohama the office of exchange of the Empire of Japan, for all mails exchanged between the United States and Japan.

The two Post Departments, by agreement, may establish additional offices of exchange whenever it shall be found necessary.

ARTICLE III.

No accounts shall be kept between the Post Departments of the two countries upon the international correspondence, written or printed, exchanged between them, but each country shall retain to its own use the postages which it collects at the rates fixed by this convention.

The single rate of international letter-postage shall be fifteen cents in the United States and fifteen sen in Japan on each letter weighing fifteen grammes ($\frac{1}{2}$ ounce) or less, and an additional rate of fifteen cents or fifteen sen for each additional weight of fifteen grammes ($\frac{1}{2}$ ounce) or fraction thereof, which shall, in all cases, be prepaid one single rate by means of postage-stamps of the country of origin at the office of mailing in either country. Letters unpaid, or prepaid less than one full rate of postage, shall not be forwarded, but insufficiently-paid letters, on which a single rate or more has been prepaid, shall be forwarded, charged with the deficient postage, to be collected and retained by the Post De-

partment of the country of destination. Letters fully prepaid, received in either country from the other, shall be delivered free of all charge whatsoever.

It is, however, formally agreed that the single rate of international letter-postage shall be reduced to twelve cents in the United States and to twelve sen in Japan, at the expiration of twelve months from the date of carrying this convention into effect.

The United States post-office shall levy and collect to its own use, on newspapers addressed to or received from Japan, a postage-charge of two cents, and on all other articles of printed matter, patterns and samples of merchandize addressed to or received from Japan, a postage-charge of two cents for each weight of two ounces or fraction of two ounces.

The post-office of Japan shall levy and collect to its own use on newspapers and other articles of printed matter, patterns and samples of merchandize addressed to or received from the United States, the regular rates of Japanese domestic postage chargeable thereon by the laws and regulations of the Empire of Japan.

Newspapers and all other kinds of printed matter, patterns and samples of merchandise, shall be subject to the laws and regulations of each country respectively, prescribing the conditions of their publication and circulation, and also with regard to their liability to be rated with letter-postage when containing written matter, or for any other cause specified in said laws and regulations, as well as in regard to their liability to customs duty under the revenue laws of either country.

ARTICLE IV.

Every international letter insufficiently paid, received in the United States from Japan shall, in addition to the deficient postage, be subject to a fine of six cents, to be retained by the United States post-office; and every international letter insufficiently paid, received in Japan from the United States, shall, in addition to the deficient postage, be subject to a fine of six sen, such fine to be retained by the Japanese post-office.

ARTICLE V.

There shall be an exchange of correspondence between the Japanese post-offices of Yokohama, Hiogo and Nagasaki, and the United States postal agency at Shanghai, China, by means of United States or Japanese mail-packets plying regularly on the route between the ports of Japan and Shanghai, comprising letters, newspapers, printed matter of every kind, patterns and samples of merchandise, originating in Japan and addressed to Shanghai, or originating in Shanghai and addressed to Japan. The correspondence so forwarded in either direction between Japan and Shanghai shall give rise to no accounts between the two Post Departments, but each shall levy, collect, and retain to its own use the following postage-rates on the correspondence which it forwards to the other, the same to be in full of all charges to destination.

On correspondence from Shanghai for Japan, there shall be levied and collected at the United States Postal Agency at Shanghai, a postage of six cents per each single rate of half an ounce or under on letters, two cents each on newspapers and prices-current, and two cents per each weight of two ounces or fraction of two ounces on other articles of printed matter, patterns or samples of merchandise.

On correspondence from Japan for Shanghai, there shall be levied and collected at the office of mailing in Japan, a postage of six sen per each single rate of fifteen grammes or under on letters, and the established rates of Japanese domestic postage on other articles of printed matter, patterns or samples of merchandise.

Correspondence not fully prepaid to destination at the rates fixed by this article will not be forwarded.

ARTICLE VI.

Each country grants to the other the privilege of transit of closed mails exchanged in either direction between the latter and any country to which the other may serve as an intermediary, by its usual means of mail transportation, whether on sea or land.

The rates of postage to be paid by the Japanese Post Department to the United States Post Department for the territorial, or territorial and sea transit, of all correspondence in closed mails, sent or received through the United States for or from countries or places beyond, shall be as follows :

(1.) On closed mails, either for or from Mexico, British Columbia, Canada, and other British North American Provinces, when transmitted entirely by land-routes, six cents per thirty grammes for letter-mails, and thirty-two cents per kilogramme for all kinds of printed matter, patterns and samples of merchandise.

(2.) On closed mails either for or from British Columbia, or other British North American Provinces, Mexico, Central and South America, or the West India Islands, when transported to or from the United States by sea, twenty-five cents per thirty grammes for letter-mails, and forty cents per kilogramme for printed matter of all kinds, patterns and samples.

(3.) On closed mails either for or from Great Britain, Germany, and other countries of Europe, the same rates of territorial and sea postage as those established by the postal conventions between the United States and each of those countries respectively.

The rates of postage to be paid by the United States Post-Office to the Japanese Post-Office for the territorial, or territorial and sea transit of correspondence in closed mails sent through Japan for transmission to or from countries and places beyond, shall be agreed upon between the two Post Departments when the exercise of the privilege is required.

The country which sends or receives closed mails through the other shall render an account of the letters, newspapers, book-packets, and patterns contained in such closed mails.

ARTICLE VII.

The two Post Departments of the United States and Japan shall establish, by agreement, and in conformity with the arrangements in force at the time, the conditions upon which the two offices may reciprocally exchange, in open mails, the correspondence originating in or destined for foreign countries to which they may respectively serve as intermediaries.

It is always understood, however, that such correspondence shall only be charged with the rates applicable to direct international correspondence, augmented by the postage due to foreign countries, or by any other tax for exterior service.

ARTICLE VIII.

The United States Post-Office shall account to the Japanese Post-Office for the sum of two cents upon every single-paid letter from foreign countries sent through the United States in ordinary mails and prepaid to destination in Japan.

ARTICLE IX.

All passengers' letters sent back to the United States by passing mail steamers on the high seas, shall be paid in full, at ten cents per single rate, with United States postage-stamps; and all passengers' letters sent back to Japan by passing mail-steamers on the high seas, shall be paid in full at ten sen per single rate, with Japanese postage-stamps.

ARTICLE X.

The sea-postage for the conveyance across the Pacific Ocean of correspondence in open or closed mails, exchanged under the provisions of this convention, shall be computed at six cents per ounce or six sen per thirty grammes (net weight) on letter-mails, and six cents per pound or six sen per four hundred and eighty grammes (net weight) on other correspondence.

ARTICLE XI.

Letter-bills shall accompany each mail from one country to the other, containing an account of the weight of each class of correspondence, both international and transit; and the accounts arising between the two offices on the different classes of transit correspondence shall be stated, adjusted, and settled quarterly, and the balance found due on such correspondence shall be promptly paid over by the debtor office to the creditor office in such manner as the creditor office may desire.

ARTICLE XII.

So long as the Government of the United States shall maintain, at its own expense, the existing line of semi-monthly mail-steamers between San Francisco and Yokohama, it is mutually agreed that the Government of Japan shall defray the entire expenses of the sea transportation of all correspondence which shall be transmitted in either direction by any other line of mail-steamers plying between the sea-ports of the two countries.

ARTICLE XIII.

When in any port of either country a closed mail is transferred from one vessel to another, without any expense to the office of the country where the transfer is made, such transfer shall not be subject to any postal charge by one office against the other.

ARTICLE XIV.

Official communications, addressed by the United States Post-Office to the Japanese Post-Office, or by the Japanese Post Office to the United States Post-Office, shall not give rise to any account between the two offices.

ARTICLE XV.

The official correspondence between each government and its legation near the other shall be conveyed to its destination free of postage, and with all the precaution which the two Governments may find necessary for its inviolability and security.

ARTICLE XVI.

The two Post Departments may, by mutual agreement, provide for the transmission of registered articles in the mails exchanged between the two countries.

The register-fee on each registered article shall be ten cents in the United States and fifteen sen in Japan, and the ordinary postage thereon, as well as the register-fee, must always be fully prepaid.

Each office is at liberty to regulate this fee for the registered articles it dispatches.

ARTICLE XVII.

The two Post Departments shall settle by agreement between them all matters of detail and arrangement required to carry this convention into execution, and may modify the same in like manner, from time to time, as the exigencies of the service may require.

ARTICLE XVIII.

Every fully prepaid letter dispatched from one country to the other shall be plainly stamped with the words "*paid all,*" in red ink, on the upper right-hand corner of the address, in addition to the date-stamp of the office at which it was posted; and on insufficiently-paid letters the amount of the deficient postage shall be inscribed in *black ink*.

ARTICLE XIX.

Dead letters which cannot be delivered, from whatever cause, shall be mutually returned without charge, monthly, or as frequently as the regulations of the respective offices will permit.

ARTICLE XX.

In converting Japanese currency into United States currency, or United States currency into Japanese currency, the United States dollar shall be considered the equivalent of the Japanese yen, and the United States cent as the equivalent of the Japanese sen.

ARTICLE XXI.

The United States post-office agrees that, upon a notice of six months being given by the Japanese post-office, at any time after the ratification of this Convention, the United States Postal Agency at Yokohama, and all other United States Postal Agencies that are now, or that may hereafter be established within the limits of Japan, shall be discontinued.

ARTICLE XXII.

This convention shall go into effect upon the day on which the Postal Agencies of the United States in Japan shall be discontinued.

ARTICLE XXIII.

This convention shall be terminable at any time, on a notice by either office of one year. It is to be ratified and the ratifications are to be exchanged as soon as possible.

Done in duplicate original at the city of Washington, this 6th day of August, in the year of our Lord one thousand eight hundred and seventy-three, or the sixth day of the eighth month of the sixth year of Meiji.

[SEAL.]

SAMRO TAKAKI,
His Imperial Japanese Majesty's Chargé d'Affaires, ad interim,
to the United States of America.

[SEAL.]

JNO. A. J. CRESWELL,
Postmaster-General of the United States.

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

[SEAL.]

U. S. GRANT.

By the President :

HAMILTON FISH,

Secretary of State.

WASHINGTON, August 6th, 1873.

[Translation.]

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the empire to be affixed.

[IMPERIAL SEAL.]

MUTSU HITO.

By order of His Majesty :

TERASHIMA MUNENORI,

His Imperial Japanese Majesty's Minister for Foreign Affairs.

The 7th of 2d month, 7th year Meiji.

We, John A. J. Creswell, Postmaster-General of the United States, and Mr. Giro Yano, *chargé d'affaires, ad interim*, of Japan to the United States, certify that on this date we have proceeded to perform the exchange of ratifications of the Postal Convention which was concluded between the United States of America and the Empire of Japan, at Washington, on the 6th day of August, in the year of our Lord one thousand eight hundred and seventy-three, or the 6th day of the eighth month of the sixth year of Meiji.

Done in duplicate and signed at Washington this 18th day of April, A. D. 1874, or the 18th day of the fourth month of the seventh year of Meiji.

[SEAL.]

JNO. A. J. CRESWELL,
Postmaster-General of the United States.

[SEAL.]

GIRO YANO,
Chargé d'Affaires, ad interim, of Japan.

Detailed regulations for the execution of the postal convention between the United States and the Empire of Japan, concluded on the 6th of August, 1873.

For the purpose of carrying into operation the postal convention concluded on the 6th of August, 1873, between the United States of America and the Empire of Japan, and in pursuance of Article 17 of said convention, the following detailed regulations have been agreed upon between the two Post-Office Departments :

ARTICLE I.

Each mail exchanged between the respective exchange-offices shall be accompanied by a letter-bill following the Form A hereto annexed, and the receipt of each mail shall be acknowledged by the receiving-office by the next dispatch, in accordance with the form of acknowledgments of receipt hereto annexed, marked B.

Each mail exchanged between the United States postal agency at Shanghai and the Japanese post-offices of Yokohama, Hiogo, and Nagasaki, respectively, shall be accompanied by a letter-bill following the Form C, hereto annexed ; its receipt shall be acknowledged by the next dispatch, in accordance with the Form D, hereto annexed.

ARTICLE II.

The correspondence dispatched from each exchange-office shall be made up in separate packages corresponding with the entries on the letter-bill. Each of these packages shall be wrapped in strong paper, tied with twine, and shall bear a label indicating the nature of the correspondence in English characters.

ARTICLE III.

The registered letters dispatched shall be described in a registered-letter list, following the model E, hereto annexed, and the total number of registered letters sent shall be entered in the corresponding blank on the letter-bill.

In case no registered articles are sent, the proper blank of the letter-bill shall be filled with the word "Nihil," or "Nil."

The package of registered letters sent in the mail shall be plainly inscribed with the word "Registered."

ARTICLE IV.

All letters exchanged in the mail shall bear the stamp of the office of origin and the date of mailing, and also the stamp of the exchange-office dispatching them.

Insufficiently-prepaid letters shall bear the stamp "Insufficiently-prepaid," and registered letters shall bear the stamp "Registered."

ARTICLE V.

In conformity with the requirements of Article VII of the convention, a table, F, is hereto annexed, showing the countries with which, and specifying the terms and conditions on which, Japan may exchange correspondence in the open mail through the United States.

ARTICLE VI.

The United States exchange-office shall mark in *black ink* in the upper left corner of the address of unpaid letters passing in transit through the United States, the amount of postage for exterior service due the United States on such letters, and, in like manner, but in *red ink*, shall mark on letters passing in transit through the United States prepaid to Japan, the amount due the Japanese office on such letters.

ARTICLE VII.

The accounts arising from the extranational correspondence shall be prepaid quarterly by the United States administration, shall be based upon the acknowledgments of receipt, and shall be promptly forwarded to the Japanese office for examination.

The amount found due shall be paid by the debtor to the creditor office in the money of the country of the creditor office.

ARTICLE VIII.

All correspondence wrongly addressed or missent shall be returned without delay by the receiving-office to the exchange-office which dispatched it.

ARTICLE IX.

The dispatching exchange-office shall state on the letter-bills to the intermediate exchange-offices the exact number of single rates of letters, or weight, if required, and the total weight of the other correspondence which shall be dispatched in closed mails.

Done in duplicate and signed in Washington on the 15th day of July, 1874.

[SEAL.]

J. W. MARSHALL,
Postmaster-General.

[SEAL.]

GIRO YANO,
His Imperial Japanese Majesty's Charge d'Affaires ad interim.

POST-OFFICE DEPARTMENT
OF THE UNITED STATES. }

A.

{ CORRESPONDENCE WITH
JAPAN.

LETTER-BILL NO. —.

For the mail from San Francisco to Yokokama, sent the ———, by the steamer ———.

	Statement by the despatching exchange office.		Verification by the receiving exchange office.	
	No. of single rates.	Total weight, grams.	No. of single rates.	Total weight, grams.
TABLE I.—International correspondence.				
1. Letters, (ordinary and registered)				
•2. Other correspondence				
TABLE II.—Extranational correspondence.				
	No. of single rates.	Amount.	No. of single rates.	Amount.
3. Prepaid letters, ordinary and registered, from countries beyond the United States addressed to Japan				
Amount due Japan at 2 cents a rate				
4. Unpaid letters from countries beyond the United States addressed to Japan				
Amount due United States for extranational service				

Total weight of the mail:
Letters, ——— grams.
Newspapers, ——— grams.

TABLE III.—Registered Letters.

Total number of registered letters sent in this mail:
International.....
Extranational.....

TABLE IV.—Closed Mails.

From —	To—	Number of bags.	Weight.	
			Letters, grams.	Printed matter, &c., grams.

—————,
Postmaster at San Francisco.

POST-OFFICE DEPARTMENT }
OF THE UNITED STATES. }

B.

{ CORRESPONDENCE
WITH JAPAN. }

ACKNOWLEDGMENT OF RECEIPT.

For the mail sent from Yokohama to San Francisco on the ———, by the steamer ———,
received the ———.

	Statement by the despatching exchange-office.		Verification by the receiving exchange-office.	
	Single rates.	Total weight.	Single rates.	Total weight.
TABLE I.— <i>International correspondence.</i>		gr.		gr.
1. Letters, (ordinary and registered)	—	—	—	—
2. Other correspondence				
TABLE II.— <i>Extrnational correspondence.</i>	Single rates.	Amount.	Single rates.	Amount.
3. Prepaid letters from Japan addressed to countries beyond the U. S.				
Amount due United States for extrnational service				

Total weight of the mail:
Letters, ——— grams.
Prints, &c., ——— grams.

TABLE III.—*Registered Letters.*

Total number of registered letters received in the mail :

International

Extrnational

Amount of fees due the U. S. on extrnational registered letters § Cts.

TABLE IV.—*Closed Mails.*

From—	To—	Number of bags.	Weight.	
			Letters, grams.	Printed matter, &c., grams.

_____,
Postmaster at San Francisco.

18 P M G

POST-OFFICE DEPARTMENT
OF THE UNITED STATES.
POSTAL AGENCY AT SHANG-
HAI.

C.—LETTER-BILL No. —.

{ CORRESPONDENCE WITH
JAPAN.

For the mail from Shanghai for ———, sent the ———, by the steamer ———.

The following are the contents of the mail:

Letters	{ No. of single rates
	{ Amount prepaid, \$
Newspapers	{ Total weight, gr
	{ Amount prepaid, \$

POST-OFFICE DEPARTMENT
OF THE UNITED STATES.
POSTAL AGENCY AT SHANG-
HAI.

D.—ACKNOWLEDGMENT
OF RECEIPT.

{ CORRESPONDENCE WITH
JAPAN.

The mail sent from ——— to Shanghai on the ———, by the ———, was received on the ———, and contained the following:

Letters	{ No. of single rates
	{ Amount prepaid
Newspapers, &c	{ Total weight
	{ Amount prepaid

POST-OFFICE DEPARTMENT
OF THE UNITED STATES. }

E.

{ CORRESPONDENCE WITH
JAPAN.

REGISTERED-LETTER LIST.

For the mail sent by the San Francisco office to the Yokohama office, the ———, 187—.

No.	Nature of the registered articles.	Origin.	To whom addressed.	Destination.
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				

Total number of the registered articles to be carried to Table III of the letter-bill ———.

Certified by—

Verified by

F.

Table showing the countries to which, and the terms and conditions on which, Japan may forward letters, newspapers, and prints of all kinds through the ordinary mails of the United States.

Countries.	Letters.		Newspapers.	Prints of all other descriptions.				
	For each $\frac{1}{2}$ ounce or under.	Two for registration.	For each not exceeding 4 ounces in weight.	Not exceeding 1 ounce in weight.	Exceeding 1 but not exceeding 2 ounces in weight.	Exceeding 2 but not exceeding 4 ounces in weight.	For every additional 4 ounces or fraction thereof.	
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	
Australia, except New South Wales, via San Francisco.	10	.....	2	*	.....	.....	.....	
Austria, via Bremen or Hamburg	6	8	3	2	4	6	6	P.
Austria, via Cologne	7	8	4	3	6	8	8	P.
Bahamas	3	.....	2	*	.....	.....	.....	
Belgium	8	8	4	.....	.....	8	8	P.
Belize, (British Honduras)	13	8	4	.....	.....	10	10	
Bermuda	10	.....	2	*	.....	.....	.....	
Bolivia	22	8	4	.....	.....	10	10	
Brazil	15	10	2	*	.....	.....	.....	
British Columbia	6	5	2	*	.....	.....	.....	
Canada	6	5	2	*	.....	.....	.....	
Chili	22	8	2	.....	.....	10	10	
Costa Rica	10	.....	2	*	.....	.....	.....	
Cuba	10	.....	2	*	.....	.....	.....	
Denmark	7	8	4	3	6	8	8	P.
Dominica	10	.....	2	*	.....	.....	.....	
Ecuador	20	.....	2	*	.....	.....	.....	
Egypt, via Bremen or Hamburg	16	8	9	4	8	12	12	
France, via direct steamer.	10	.....	2	*	.....	.....	.....	
Germany, via Bremen or Hamburg	6	8	2	2	4	6	6	P.
Germany, via Cologne	7	8	3	3	6	8	8	P.
Gibraltar	16	16	4	4	8	12	12	
Great Britain and Ireland	6	8	2	2	4	6	6	P.
Greece, via Bremen or Hamburg	14	8	9	8	10	12	12	
Guatemala	10	.....	2	*	.....	.....	.....	
Haiti	10	.....	2	*	.....	.....	.....	
Holland	10	8	4	.....	.....	8	8	P.
Italy	10	8	4	.....	.....	8	8	P.
Malta	16	16	4	4	8	12	12	
Mexico	10	.....	2	*	.....	.....	.....	
Newfoundland	6	5	2	*	.....	.....	.....	
New South Wales	12	10	2	.....	.....	4	4	
New Zealand	12	10	2	.....	.....	4	4	
Nicaragua	10	.....	2	*	.....	.....	.....	
Norway	10	8	4	4	6	8	8	P.
Peru	22	8	4	.....	.....	10	10	
Portugal, via Bremen or Hamburg	11	8	6	3	6	9	9	
Prince Edward Island	6	5	2	*	.....	.....	.....	
Salvador	10	.....	2	*	.....	.....	.....	
Sandwich Islands	6	.....	2	.....	.....	4	4	
Spain, via Bremen or Hamburg	11	.....	6	3	6	9	9	
Sweden	9	8	4	4	6	8	8	P.
Switzerland	8	8	3	2	4	6	6	P.
Turkey, via Bremen or Hamburg	11	8	7	6	8	10	10	
Venezuela	10	.....	2	*	.....	.....	.....	
West Indies, (Danish)	10	.....	2	*	.....	.....	.....	
West Indies, not hereinbefore named...	18	8	4	.....	.....	10	10	P.

The asterisk (*) indicates that the postage on prints other than newspapers is 2 cents per 2 ounces or fraction thereof.

The letter P in the last column indicates that patterns and samples may be sent at the rates given for prints of all other descriptions.

Total operations of the appointment office for the year ended June 30, 1874.

States and Territories.	Post-offices.				Postmasters.			Total number of changes.
	Established.	Discontinued.	Names and sites changed.	Appointments on changes of name and site.	Resigned and commissions expired.	Removed.	Deceased.	
Alabama.....	118	59	17	6	127	30	5	356
Alaska.....	2	1	1					3
Arizona.....	3	6	1	1	8			18
Arkansas.....	66	89	6	1	141	30	9	341
California.....	72	19	10	2	83	17	6	207
Colorado.....	29	7	7	3	49	4		96
Connecticut.....	11	3	3	1	54	4	3	78
Dakota.....	27	14	8	6	29	2	2	82
Delaware.....	1	2			4		2	9
District of Columbia.....					1	1		2
Florida.....	30	36	5	2	23	10	2	106
Georgia.....	90	21	9		124	19	5	268
Idaho.....	19	6	1	1	11	1		38
Illinois.....	95	57	27	8	296	40	14	529
Indiana.....	59	26	10	2	305	36	14	450
Iowa.....	62	39	14	6	277	30	13	435
Kansas.....	139	45	35	26	218	37	2	477
Kentucky.....	92	70	8	5	175	47	8	400
Louisiana.....	30	31	5	1	65	30	5	166
Maine.....	17	5	2	8	81	8	9	128
Maryland.....	26	14	12	8	93	13	9	167
Massachusetts.....	26	3	6	1	81	8	5	129
Michigan.....	79	39	18	9	161	48	13	358
Minnesota.....	67	28	13	9	102	38	4	252
Mississippi.....	60	23	4	1	126	25	7	245
Missouri.....	59	64	19	13	296	27	21	486
Montana.....	11	18	1	1	19	2		51
Nebraska.....	92	20	27	20	115	21	4	279
Nevada.....	10	6	4	1	20	4	2	46
New Hampshire.....	7	1	7	4	40	8	3	66
New Jersey.....	19	10	3	1	45	10	4	91
New Mexico.....	12	5			14	3	1	35
New York.....	38	31	21	10	236	79	35	440
North Carolina.....	127	54	18	7	167	33	12	411
Ohio.....	72	59	16	6	307	30	33	517
Oregon.....	25	20	2	2	59	4		110
Pennsylvania.....	78	45	48	17	361	33	39	604
Rhode Island.....	3	7			9	1	1	21
South Carolina.....	41	30	3	2	60	4	3	141
Tennessee.....	92	50	14	7	151	38	11	356
Texas.....	129	60	12	7	227	54	16	498
Utah.....	10	12	8		19	2	2	53
Vermont.....	10	3	2	2	46	2	5	68
Virginia.....	132	63	12	5	234	29	19	489
Washington.....	24	12	7	4	40	6	3	92
West Virginia.....	36	18	10	6	99	17	5	185
Wisconsin.....	62	29	14	1	145	18	11	279
Wyoming.....	9	8	2		11	4		34
Total.....	2,318	1,268	477	223	5,354	907	368	10,692

Table showing the increase and decrease of post-offices in the several States and Territories; also the number of post-offices at which appointments are made by the President and by the Postmaster-General, for the year ended June 30, 1874.

States and Territories.	Whole number of post-offices in the United States June 30, 1873.		Whole number of post-offices in the United States June 30, 1874.		Number of postmasters appointed by the President June 30, 1873.		Number of postmasters appointed by the President June 30, 1874.		Number of postmasters appointed by the Postmaster-General June 30, 1873.		Number of postmasters appointed by the Postmaster-General June 30, 1874.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
Alabama.....	687	746	59	.....	14	14	.....	.....	673	732	59	.....
Alaska.....	3	4	1	.....	.....	.....	.....	.....	3	4	1	.....
Arizona.....	37	34	.....	3	1	2	1	.....	36	32	.....	4
Arkansas.....	625	602	.....	23	5	7	2	.....	620	595	.....	25
California.....	630	683	53	.....	23	24	1	.....	607	659	52	.....
Colorado.....	145	167	22	.....	9	8	.....	1	136	159	23	.....
Connecticut.....	428	436	8	.....	41	41	.....	.....	387	395	8	.....
Dakota.....	99	112	13	.....	2	2	.....	.....	97	110	13	.....
Delaware.....	102	101	.....	1	4	4	.....	.....	98	97	.....	1
District of Columbia.....	5	5	.....	.....	2	2	.....	.....	3	3	.....	.....
Florida.....	187	181	.....	6	6	6	.....	.....	181	175	.....	6
Georgia.....	587	656	69	.....	22	22	.....	.....	565	634	69	.....
Idaho.....	53	66	13	.....	2	2	.....	.....	51	64	13	.....
Illinois.....	1,792	1,830	38	.....	122	127	5	.....	1,670	1,703	33	.....
Indiana.....	1,445	1,478	33	.....	57	57	.....	.....	1,388	1,421	33	.....
Iowa.....	1,314	1,337	23	.....	65	66	1	.....	1,249	1,271	22	.....
Kansas.....	887	981	94	.....	33	34	1	.....	854	947	93	.....
Kentucky.....	1,009	1,031	22	.....	24	24	.....	.....	985	1,007	22	.....
Louisiana.....	319	318	.....	1	7	7	.....	.....	312	311	.....	1
Maine.....	845	857	12	.....	24	23	.....	1	821	834	13	.....
Maryland.....	569	581	12	.....	12	12	.....	.....	557	569	12	.....
Massachusetts.....	699	722	23	.....	102	102	.....	.....	597	620	23	.....
Michigan.....	1,128	1,168	40	.....	63	68	5	.....	1,065	1,100	35	.....
Minnesota.....	744	783	39	.....	19	18	.....	1	725	765	40	.....
Mississippi.....	500	537	37	.....	22	23	1	.....	478	514	36	.....
Missouri.....	1,454	1,449	.....	5	44	46	2	.....	1,410	1,403	.....	7
Montana.....	101	94	.....	7	4	4	.....	.....	97	90	.....	7
Nebraska.....	429	501	72	.....	8	10	2	.....	421	491	70	.....
Nevada.....	82	86	4	.....	8	10	2	.....	74	76	2	.....
New Hampshire.....	421	427	6	.....	24	24	.....	.....	397	403	6	.....
New Jersey.....	626	635	9	.....	44	46	2	.....	582	589	7	.....
New Mexico.....	48	55	7	.....	2	2	.....	.....	46	53	7	.....
New York.....	2,794	2,801	7	.....	152	156	4	.....	2,642	2,645	3	.....
North Carolina.....	897	970	73	.....	10	12	2	.....	887	958	71	.....
Ohio.....	2,127	2,140	13	.....	100	100	.....	.....	2,027	2,040	13	.....
Oregon.....	239	244	5	.....	5	5	.....	.....	234	239	5	.....
Pennsylvania.....	3,039	3,072	33	.....	116	120	4	.....	2,923	2,952	29	.....
Rhode Island.....	107	103	.....	4	10	10	.....	.....	97	93	.....	4
South Carolina.....	420	431	11	.....	13	13	.....	.....	407	418	11	.....
Tennessee.....	947	989	42	.....	17	17	.....	.....	930	972	42	.....
Texas.....	749	818	69	.....	25	30	5	.....	724	788	64	.....
Utah.....	168	166	.....	2	3	3	.....	.....	165	163	.....	2
Vermont.....	475	482	7	.....	19	19	.....	.....	456	463	7	.....
Virginia.....	1,270	1,339	69	.....	21	22	1	.....	1,249	1,317	68	.....
Washington.....	126	138	12	.....	2	3	1	.....	124	135	11	.....
West Virginia.....	696	714	18	.....	8	10	2	.....	688	704	16	.....
Wisconsin.....	1,157	1,190	33	.....	45	49	4	.....	1,112	1,141	29	.....
Wyoming.....	33	34	1	.....	2	2	.....	.....	31	32	1	.....
Total.....	33,244	34,294	1,102	52	1,363	1,408	48	3	31,881	32,886	1,062	5

Statement of the operations of the free-delivery

Name of post-office.	Number of carriers.	Delivered.					Collected.	
		Mail.		Local.		Newspapers.	Letters.	Postal cards.
		Letters.	Postal cards.	Letters.	Postal cards.			
Albany, N. Y.	25	2, 736, 684	129, 057	231, 711	86, 825	876, 651	2, 330, 692	111, 377
Allegheny, Pa.	9	833, 241	46, 780	72, 780	16, 586	495, 720	391, 168	31, 174
Atlanta, Ga.	5	396, 705	31, 729	19, 934	10, 425	123, 774	319, 357	30, 880
Baltimore, Md.	60	5, 238, 979	274, 141	699, 570	325, 432	1, 361, 530	4, 549, 463	555, 349
Bangor, Me.	5	64, 756	6, 126	4, 006	846	35, 514	104, 947	14, 209
Bloomington, Ill.	5	219, 345	31, 789	21, 269	6, 573	136, 932	98, 645	22, 244
Boston, Mass.	134	10, 060, 284	789, 211	3, 425, 220	707, 103	3, 423, 647	15, 148, 014	1, 347, 440
Brooklyn, N. Y.	86	3, 836, 856	353, 305	781, 265	243, 582	1, 934, 768	2, 201, 588	291, 913
Buffalo, N. Y.	34	3, 129, 889	178, 189	411, 653	144, 631	1, 352, 866	2, 271, 148	234, 443
Burlington, Iowa.	6	164, 810	18, 167	15, 639	3, 291	136, 332	138, 403	16, 762
Camden, N. J.	6	248, 481	21, 989	26, 950	9, 840	110, 423	116, 023	10, 364
Charleston, S. C.	8	275, 419	22, 382	25, 610	11, 830	117, 887	307, 209	29, 021
Chicago, Ill.	144	15, 544, 018	1, 404, 770	2, 893, 270	529, 230	3, 612, 106	27, 655, 325	2, 435, 617
Cincinnati, Ohio.	53	4, 797, 694	297, 598	918, 959	151, 165	1, 074, 001	3, 509, 764	200, 613
Cleveland, Ohio.	31	3, 136, 557	298, 232	379, 238	125, 338	1, 186, 433	2, 317, 947	302, 036
Columbus, Ohio.	10	639, 761	61, 800	48, 872	20, 878	316, 298	458, 968	80, 889
Covington, Ky.	4	210, 567	13, 176	12, 641	4, 051	95, 745	91, 884	5, 038
Davenport, Iowa.	7	192, 632	30, 250	17, 564	7, 567	141, 393	173, 791	31, 363
Dayton, Ohio.	12	960, 813	88, 910	81, 173	32, 504	496, 834	781, 493	155, 308
Des Moines, Iowa.	6	315, 305	32, 861	30, 574	8, 135	200, 734	262, 142	23, 128
Detroit, Mich.	31	4, 032, 678	325, 470	362, 429	95, 880	1, 621, 314	2, 074, 934	423, 809
Dubuque, Iowa.	5	261, 224	31, 113	13, 135	4, 813	124, 034	262, 917	48, 003
Easton, Pa.	6	284, 076	24, 778	24, 742	4, 371	115, 225	182, 433	22, 032
Elizabeth, N. J.	6	356, 720	29, 814	53, 669	8, 813	500, 239	182, 251	18, 086
Elmira, N. Y.	5	308, 829	33, 702	31, 534	5, 609	108, 461	157, 624	24, 476
Erie, Pa.	7	560, 973	18, 428	44, 995	16, 315	420, 229	264, 187	17, 775
Evansville, Ind.	6	427, 805	40, 188	19, 249	11, 421	226, 606	302, 255	50, 912
Fall River, Mass.	8	225, 950	10, 752	204, 434	3, 676	145, 896	129, 884	9, 932
Fort Wayne, Ind.	6	593, 141	38, 118	73, 401	29, 626	358, 833	516, 529	71, 541
Grand Rapids, Mich.	6	654, 650	77, 091	66, 642	13, 869	238, 205	356, 007	42, 883
Harrisburgh, Pa.	5	380, 717	22, 370	22, 496	4, 032	248, 266	144, 914	7, 112
Hartford, Conn.	11	960, 334	45, 138	142, 172	23, 684	448, 491	579, 964	36, 014
Hoboken, N. J.	4	100, 173	12, 622	8, 679	4, 978	36, 382	33, 617	3, 981
Indianapolis, Ind.	26	2, 900, 959	178, 052	210, 384	82, 518	767, 720	1, 464, 089	237, 285
Jersey City, N. J.	14	1, 024, 392	37, 539	108, 702	21, 319	7, 728	404, 406	28, 222
Kansas City, Mo.	9	823, 312	74, 891	66, 998	16, 678	522, 904	489, 189	96, 089
La Fayette, Ind.	4	207, 165	24, 527	8, 943	1, 777	144, 710	119, 700	19, 619
Lancaster, Pa.	6	419, 467	41, 407	24, 352	10, 128	125, 253	117, 831	14, 527
Lawrence, Mass.	8	635, 452	24, 211	39, 497	19, 187	435, 701	651, 908	27, 992
Leavenworth, Kans.	5	160, 991	19, 272	10, 479	8, 019	105, 025	183, 894	18, 172
Louisville, Ky.	26	2, 910, 550	191, 366	264, 923	133, 216	847, 029	1, 709, 429	170, 453
Lowell, Mass.	8	640, 350	16, 571	45, 635	11, 470	266, 254	723, 621	18, 729
Lynn, Mass.	7	502, 381	28, 436	37, 345	12, 900	244, 444	373, 283	29, 745
Manchester, N. H.	7	527, 528	33, 992	25, 088	14, 511	348, 659	270, 966	24, 127
Memphis, Tenn.	12	1, 376, 349	34, 683	107, 502	24, 722	309, 307	922, 873	29, 668
Milwaukee, Wis.	24	2, 668, 313	157, 591	176, 835	83, 332	662, 697	1, 417, 081	163, 597
Minneapolis, Minn.	7	351, 628	27, 115	29, 398	15, 062	356, 535	252, 254	28, 489
Mobile, Ala.	7	166, 577	12, 151	13, 232	1, 515	114, 390	304, 152	21, 800
Nashville, Tenn.	11	997, 983	56, 201	79, 668	17, 549	409, 041	549, 400	57, 413
Newark, N. J.	21	1, 745, 247	158, 156	379, 859	123, 274	776, 318	1, 038, 101	125, 414
New Bedford, Mass.	6	601, 206	12, 416	32, 346	7, 217	305, 984	276, 367	15, 579
New Haven, Conn.	11	700, 161	39, 316	121, 872	13, 721	381, 532	512, 631	17, 160
New Orleans, La.	45	2, 215, 457	194, 240	346, 315	175, 698	1, 027, 782	3, 105, 550	253, 896
New York, N. Y.	379	32, 638, 200	1, 476, 138	19, 584, 001	2, 527, 625	7, 070, 690	50, 310, 181	3, 575, 381
Norfolk, Va.	6	262, 137	32, 125	18, 893	9, 255	88, 428	348, 662	26, 291
Omaha, Neb.	6	412, 323	20, 879	53, 113	3, 390	198, 801	325, 519	17, 633
Oswego, N. Y.	6	258, 955	26, 588	12, 198	6, 186	114, 391	188, 547	28, 359
Paterson, N. J.	8	351, 501	14, 904	39, 763	5, 788	196, 559	189, 906	12, 414
Petera, Ill.	8	409, 221	45, 386	26, 032	10, 839	161, 567	384, 155	65, 433
Petersburgh, Va.	5	117, 118	10, 261	5, 031	615	51, 272	74, 412	8, 250
Philadelphia, Pa.	207	16, 086, 890	1, 199, 930	8, 324, 786	1, 565, 181	6, 319, 664	19, 608, 115	2, 068, 621
Pittsburgh, Pa.	24	2, 060, 363	136, 425	318, 281	94, 161	825, 900	1, 689, 276	180, 831
Portland, Me.	10	595, 111	32, 824	42, 758	14, 682	414, 877	781, 886	53, 562
Pottsville, Pa.	4	114, 985	11, 546	10, 007	2, 315	85, 144	68, 185	9, 009
Poughkeepsie, N. Y.	4	211, 849	14, 498	25, 391	9, 750	89, 508	229, 974	28, 736
Providence, R. I.	15	996, 343	36, 012	215, 862	18, 128	466, 776	458, 781	14, 461
Quincy, Ill.	7	358, 618	33, 016	32, 128	8, 827	288, 995	244, 970	30, 745
Reading, Pa.	8	429, 457	38, 380	47, 498	15, 075	267, 419	271, 505	22, 294
Richmond, Va.	16	1, 157, 651	100, 936	80, 955	30, 285	415, 991	701, 255	72, 810
Rochester, N. Y.	20	2, 563, 050	99, 724	244, 776	84, 532	1, 239, 604	1, 647, 291	113, 738
Saint Joseph, Mo.	6	235, 151	22, 826	15, 747	8, 181	175, 059	184, 583	30, 444
Saint Louis, Mo.	100	9, 998, 490	625, 836	942, 197	535, 806	2, 135, 711	5, 481, 359	733, 512

system for the year ended June 30, 1874.

Newspapers.	Pieces handled.		Cost of service.			Amount of local postage.	Remarks.
	Aggregate.	Per carrier.	Aggregate, including incidentals.	Per piece.	Per carrier.		
				<i>Mills.</i>			
185,838	6,688,235	267,553	\$22,207 58	3.3	\$888 30	\$7,879 89	
31,184	1,918,633	213,151	7,560 93	3.9	840 10	5,598 87	
29,012	961,816	192,363	3,416 92	3.5	683 38	1,079 92	Established July 1, 1873.
257,670	13,262,134	221,035	59,906 10	4.5	998 43	23,765 60	
6,983	237,387	47,477	1,393 25	5.8	278 65	255 25	Established Feb. 1, 1874.
8,974	545,771	109,154	2,806 68	5.1	561 34	1,069 11	Established Sept. 1, 1873.
1,679,938	36,580,837	272,991	107,342 34	2.9	801 06	111,475 69	
223,679	9,871,956	114,790	70,977 54	7.2	825 32	34,608 66	
216,766	7,939,585	233,517	33,149 82	4.2	974 99	10,236 65	
26,307	520,311	86,718	2,986 95	5.7	497 82	664 65	Established October 1, 1873.
8,029	552,099	92,016	3,262 11	5.9	543 68	959 29	Established Sept. 1, 1873.
25,647	815,005	101,875	5,116 96	6.3	639 62	2,225 39	Established July 1, 1873.
5,368,437	59,442,773	412,797	133,791 43	2.25	929 11	63,862 80	
257,715	11,137,509	210,142	52,932 46	4.75	998 72	22,992 99	
254,783	8,009,564	258,083	29,227 77	3.65	942 83	12,906 44	
42,711	1,670,177	167,018	6,560 82	3.9	656 08	2,212 35	Do.
8,819	441,921	110,480	2,688 90	6.1	672 22	484 86	Do.
11,694	606,254	86,608	4,419 10	7.3	631 30	1,172 34	Do.
333,364	2,930,399	244,200	9,323 34	3.2	775 95	2,210 24	
35,769	908,648	151,441	3,560 02	3.9	593 34	1,339 42	Do.
239,954	9,175,468	295,983	26,947 95	2.9	869 29	9,907 86	
45,020	850,259	170,052	2,852 24	3.3	570 45	662 98	Do.
27,026	684,683	114,114	2,639 91	3.8	439 98	617 15	Established Dec. 1, 1873.
11,429	861,021	143,503	4,132 37	4.8	688 73	1,347 90	Established July 1, 1873.
11,851	682,086	136,417	2,575 98	3.8	515 20	1,127 31	Established October 1, 1873.
13,504	1,356,408	193,772	6,056 89	4.2	865 27	1,925 14	
23,713	1,162,149	193,691	4,089 41	3.5	681 57	738 70	Established July 1, 1873.
17,713	748,237	93,530	4,662 73	6.2	582 84	1,374 70	Established August 1, 1873.
39,925	1,721,114	286,852	3,520 44	2.04	586 74	2,314 21	Do.
24,788	1,474,126	245,687	3,448 05	2.3	574 67	2,032 29	Established Sept. 1, 1873.
8,677	838,584	167,717	3,536 71	4.2	707 34	1,253 87	
37,179	2,272,976	206,634	8,537 66	3.3	776 15	6,167 87	
1,765	202,197	50,549	1,797 34	8.9	449 33	335 38	Established Nov. 1, 1873.
211,901	5,372,908	206,650	20,153 93	3.7	775 15	5,714 76	
74,789	1,707,097	121,935	9,444 20	5.5	674 58	4,225 88	
88,889	2,168,950	240,994	6,319 84	2.45	702 20	4,250 63	Established July 1, 1873.
12,408	538,699	134,675	1,945 34	3.6	486 33	600 97	Established Nov. 1, 1873.
19,938	832,903	138,817	5,029 50	6.03	838 25	751 03	
47,480	1,881,428	235,178	17,363 03	3.9	920 38	1,274 57	
14,350	520,202	104,050	2,408 83	4.6	481 77	872 33	Established October 1, 1873.
188,674	6,415,640	246,755	26,536 91	4.1	1,020 65	7,544 98	
48,085	1,770,715	221,339	5,809 62	3.3	726 20	1,686 60	
33,469	1,262,003	180,286	6,061 52	4.8	865 93	1,239 77	
64,892	1,309,693	187,103	6,100 00	4.6	871 43	1,899 08	
95,492	2,900,596	241,883	9,021 91	3.1	751 83	2,145 07	
201,160	5,530,606	230,442	21,907 30	3.9	912 80	9,857 03	
31,004	1,091,485	155,926	5,211 55	4.8	744 51	1,943 91	Established August 1, 1873.
64,950	698,767	99,827	4,446 55	6.9	692 37	1,632 14	Established July 1, 1873.
37,476	2,204,731	200,430	9,283 19	4.2	843 84	2,360 40	
63,391	4,409,760	209,982	21,065 87	4.8	1,003 13	9,834 68	
14,709	1,265,824	210,971	4,694 73	3.7	782 45	1,285 49	
43,532	1,829,925	166,357	9,957 50	5.4	905 23	4,723 66	
724,004	8,042,942	178,732	37,964 27	4.7	843 65	30,462 67	
3,633,885	120,816,101	318,776	353,502 79	2.9	930 09	837,640 20	
23,882	809,673	134,945	3,355 70	4.1	559 28	1,117 44	Established Sept. 1, 1873.
38,499	1,070,177	178,363	3,834 69	3.6	639 11	1,443 98	Established July 1, 1873.
13,922	649,126	108,188	3,175 79	4.9	529 30	401 78	Established October 1, 1873.
30,190	841,025	105,128	5,321 06	6.3	665 13	1,362 69	Established July 1, 1873.
58,795	1,161,428	145,178	5,549 55	4.8	693 69	1,044 20	Do.
5,032	271,991	54,398	1,964 83	7.2	392 96	316 57	Established Jan. 1, 1874.
3,266,355	58,439,542	282,316	213,897 16	3.7	1,033 27	200,915 67	
137,758	5,442,995	226,791	19,193 86	3.5	709 74	11,147 29	
66,638	2,002,288	200,228	8,767 24	4.3	876 72	2,831 20	
18,059	319,250	79,812	1,677 48	5.3	419 37	573 35	Established Dec. 1, 1873.
19,936	629,642	157,410	2,750 58	4.4	697 54	1,641 85	Established July 1, 1873.
14,028	2,220,397	148,026	12,755 31	5.7	850 35	10,059 22	
34,205	1,031,504	147,358	4,661 02	4.5	665 86	1,222 10	Do.
15,902	1,107,530	138,441	6,805 89	6.1	850 74	1,440 20	
79,298	2,639,181	164,949	12,128 32	4.6	758 02	2,679 29	
191,283	6,183,638	309,182	17,082 87	2.8	854 14	8,874 43	
42,756	714,747	119,124	3,147 10	4.4	524 52	982 17	Established October 1, 1873.
737,210	21,190,181	211,901	93,335 92	4.4	933 36	25,878 28	

Statement of the operations of the free-delivery

Name of post-office.	Number of carriers.	Delivered.					Collected.	
		Mail.		Local.		Newspapers.	Letters.	Postal cards.
		Letters.	Postal cards.	Letters.	Postal cards.			
Saint Paul, Minn.	8	467, 732	31, 847	24, 444	14, 695	239, 577	600, 110	89, 618
Salem, Mass.	6	323, 744	22, 104	36, 703	5, 849	222, 871	257, 232	16, 427
San Francisco, Cal.	36	1, 700, 623	86, 660	553, 865	164, 360	630, 182	2, 992, 130	219, 892
Savannah, Ga.	6	349, 359	22, 504	33, 105	9, 168	85, 187	331, 319	31, 099
Springfield, Ill.	4	205, 742	27, 819	10, 735	4, 298	155, 471	91, 020	15, 154
Springfield, Mass.	8	535, 138	52, 921	70, 516	13, 047	183, 814	322, 734	38, 848
Syracuse, N. Y.	15	1, 642, 028	70, 932	185, 544	52, 563	720, 195	649, 840	80, 458
Toledo, Ohio	13	1, 216, 134	91, 984	85, 317	53, 031	492, 681	1, 040, 408	165, 384
Trenton, N. J.	5	418, 825	26, 253	26, 081	12, 096	213, 203	295, 928	20, 618
Troy, N. Y.	15	1, 677, 673	134, 113	183, 790	52, 978	675, 220	1, 102, 599	140, 626
Utica, N. Y.	13	1, 052, 333	83, 982	102, 110	19, 150	425, 293	798, 130	81, 643
Washington, D. C.	35	2, 293, 795	91, 048	319, 297	72, 136	1, 098, 723	1, 729, 676	102, 938
Wheeling, W. Va.	5	298, 654	30, 067	19, 512	5, 491	183, 004	300, 409	35, 353
Williamsburgh, N. Y.	14	248, 699	23, 079	14, 642	4, 473	91, 373	101, 298	7, 545
Wilmington, Del.	11	674, 707	33, 707	91, 153	24, 177	362, 601	311, 332	25, 644
Worcester, Mass.	10	632, 395	62, 096	68, 210	32, 650	301, 989	383, 585	42, 194

Total..... 2, 049, 166, 020, 370 11, 000, 809, 45, 179, 295, 8, 958, 106, 56, 468, 582 177, 898, 474 16, 298, 325
Salary of special agents of Post-Office Department paid out of the appropriation for letter-carriers....

Total.....

system for the year ended June 30, 1873—Continued.

Newspapers.	Pieces handled.		Cost of service.			Amount of local postage.	Remarks.
	Aggregate	Per carrier.	Aggregate, including incidentals.	Per piece.	Per carrier.		
				<i>Mills.</i>			
99,370	1,567,393	195,924	\$5,060 68	3.3	632 58	2,179 30	Established August 1, 1873.
31,073	916,003	152,667	5,289 00	5.8	881 50	1,063 19	
321,771	6,669,483	185,263	34,998 06	5.2	972 11	16,645 59	
19,779	881,520	146,920	4,033 94	4.6	672 32	1,750 30	Established July 1, 1873.
23,190	533,429	133,357	2,250 10	4.2	562 52	719 85	Established Sept. 1, 1873.
33,676	1,249,994	156,249	4,636 43	3.7	579 55	2,880 85	Established August 1, 1873.
175,636	3,677,196	245,146	13,016 08	3.5	867 74	4,724 25	
163,292	3,308,221	254,478	10,810 19	3.3	831 55	2,850 32	
16,093	1,029,097	205,819	4,007 99	3.9	801 60	1,739 28	
201,121	4,168,120	277,874	12,528 59	3.00	835 24	4,987 53	
60,085	2,631,726	202,440	11,222 71	4.3	863 28	2,537 85	
294,208	6,001,821	171,480	34,033 78	5.7	972 39	14,149 29	
29,129	901,619	180,324	3,031 38	3.4	606 28	846 74	
7,752	498,861	35,633	2,868 40	5.7	204 89	292 84	Do.
22,539	1,445,860	131,442	9,018 49	6.2	819 86	2,564 72	Discontinued Sept. 30, 1873.
25,703	1,548,822	154,822	8,575 31	5.5	857 53	3,866 43	
21,562,436	503,386,397		1,796,872 58	3.58	877 84	1,611,481 66	
			5,823 83				
			1,802,696 41				

POST-OFFICE DEPARTMENT, MONEY-ORDER OFFICE,

November 6, 1874.

SIR: By the act approved July 27, 1868, the fees to be charged for the issue of money-orders were fixed as follows: On all orders not exceeding \$20, 10 cents; on all orders over twenty and not exceeding thirty dollars, 15 cents; on all orders over thirty and not exceeding forty dollars, 20 cents; and on orders over forty and not exceeding fifty dollars, 25 cents. This schedule of fees was modified by the act approved June 8, 1872, which went into effect July 1, 1872, reducing the fee on all orders not exceeding \$10 to 5 cents. The loss to the Department, on account of this reduction, is estimated at \$60,668.99 during the year ended June 30, 1873, and \$75,970.54 during the year following. Within the last fiscal year 4,420,633 money orders were issued, at an average cost, including their payment, of $7\frac{84}{100}$ cents each, and the average amount received for the issue and payment of these orders was $10\frac{44}{100}$ cents each, showing an average revenue of $2\frac{60}{100}$ cents derived from each order issued. Of these orders, however, not less than 1,936,044 were issued and paid for a fee of 5 cents, or at a loss of $2\frac{84}{100}$ cents each, and this loss was made up by the issue of orders upon which a fee of 10 cents or more was charged. At the present time the salaries of the Superintendent and employes of the Money-Order Office in Washington, the salaries of the employes of the Money-Order Division of the Office of the Auditor of the Treasury for the Post-Office Department, and the cost of books, blanks, stationery, and printing, are paid out of appropriations made by Congress, therefore no account of them is taken in the above calculation. It is estimated that 5,260,000 money-orders will be issued during the year to end June 30, 1875, being an increase of about 18 per cent., and that the expenses of the system will reach \$410,000, the addition to which of the cost of clerical labor, printing, blanks, &c., heretofore paid out of appropriations, and estimated at \$210,320, will increase the expenses of the system to \$620,320.

I consider the present practice of issuing money-orders at less than their cost unwise, and I would therefore urgently recommend the adoption of the following modified schedule of fees, viz: On orders not exceeding fifteen dollars, 10 cents; on orders over fifteen and not exceeding thirty dollars, 15 cents; on orders over thirty and not exceeding forty dollars, 20 cents; and on orders over forty and not exceeding fifty dollars, 25 cents. It is estimated that if the above rates had been established on the 1st of July last, the receipts in fees during the current fiscal year ending June 30, 1875, would reach \$691,712.65, from which, after the payment of all the expenses of the system, a net revenue of \$71,392.65 would accrue to the United States for the service of this Department. An estimate in detail of the receipts and expenditures for the fiscal year 1875, upon the above basis, is herewith submitted. With the adoption of this schedule I further recommend that the Postmaster-General be authorized to contract with the lowest bidder for the books, blanks, stationery, and printing for the transaction of the money-order business, unless the same, or a portion thereof, can be furnished at equally low rates by the Congressional Printer; and, also, to pay out of the proceeds of the money-order business the compensation of the Superintendent and other employes of the Money-Order Office in this Department, and that he be further authorized to place, from time to time, to the credit of the Treasurer of the United States, out of the proceeds of said business, such sums as may be necessary

to defray the cost of clerical labor in the Money-Order Division of the Auditor of the Treasury for the Post-Office Department.

I have the honor to be, sir, your obedient servant,

C. F. MACDONALD,
Superintendent.

Hon. MARSHALL JEWELL,
Postmaster-General.

MONEY-ORDER OFFICE.

Estimate of receipts and expenditures for year ending June 30, 1875, upon the basis of the following schedule of fees :

	Cents.
For orders not exceeding \$15.....	10
For orders over \$15 and not exceeding \$30	15
For orders over \$30 and not exceeding \$40	20
For orders over \$40 and not exceeding \$50	25
Total amount of fees	\$391, 712 65
Allowances to postmasters for commissions, clerk-hire, lost remittances, &c	\$410, 000
Salaries in Superintendent's Office.....	35, 320
Salaries in Auditor's Office	90, 000
Books, blanks, and printing	75, 000
Stationery	10, 000
	620, 320 00
Balance, being revenue	71, 392 65

Items of expenditure during the fiscal year ended June 30, 1874, not charged to the money-order system but paid out of regular appropriations.

Salaries in Superintendent's Office.....	\$31, 600
Salaries in Auditor's Office	83, 500
Books, blanks, and printing for Superintendent's Office.....	50, 000
Books, blanks, and printing for Auditor's Office	10, 000
Stationery	7, 000
Total	182, 100

REPORT OF THE AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,

October 10, 1874.

SIR : I have the honor to submit the following report of the receipts and expenditures of the Post-Office Department, together with the operations of this office in connection therewith, for the fiscal year ended June 30, 1874:

COLLECTION OF POST-OFFICE REVENUES.

The number of post-offices in operation during the year was 35,450, which are thus classified under the regulations adopted for the government of the Department.

The following-named offices, seventy-one in number, are denominated depositories, and are required by the Postmaster-General to receive and retain, subject to the drafts of the Department, the funds of certain adjacent offices, as well as the revenues of their own:

List of offices designated as depositories, with names of postmasters.

Albany, N. Y.	J. F. Smyth.	Milwaukee, Wis.	S. C. West.
Atlanta, Ga.	Saml. Bard.	Mobile, Ala.	M. D. Wickersham.
Bangor, Me.	A. B. Farnham.	Montpelier, Vt.	J. W. Clark.
Batavia, N. Y.	Wm. Tyrrell.	Nashville, Tenn.	H. W. Hasslock.
Binghamton, N. Y.	E. B. Stephens.	Newark, N. J.	Wm. Ward.
Buffalo, N. Y.	J. M. Schemerhorn.	New Haven, Conn.	N. D. Sperry.
Cleveland, Ohio.	John W. Allen.	Ogdensburg, N. Y.	R. G. Pettibone.
Columbus, Ohio.	Jas. M. Comly.	Olean, N. Y.	J. G. Johnson.
Concord, N. H.	M. T. Willard.	Peoria, Ill.	D. W. Magee.
Davenport, Iowa.	Edward Russell.	Pittsburgh, Pa.	E. C. Negley.
Des Moines, Iowa.	J. S. Clarkson.	Plattsburgh, N. Y.	H. S. Ransom.
Detroit, Mich.	F. W. Swift.	Portland, Me.	C. W. Goddard.
Dover, Del.	F. A. Smith.	Portsmouth, Ohio.	L. Adair.
Dubuque, Iowa.	G. L. Torbert.	Providence, R. I.	E. S. Jackson.
Easton, Pa.	J. K. Daves.	Quincy, Ill.	M. Piggott.
Evansville, Ind.	T. R. McFerson.	Raleigh, N. C.	W. W. Holden.
Fort Wayne, Ind.	J. J. Kamm.	Richmond, Va.	E. L. Van Lew.
Geneva, N. Y.	Chas. L. Hemiup.	Ripon, Wis.	H. S. Town.
Grand Rapids, Mich.	A. B. Turner.	Rochester, N. Y.	E. M. Smith.
Harrisburgh, Pa.	Geo. Bergner.	Rutland, Vt.	A. H. Tuttle.
Hartford, Conn.	John H. Burnham.	Sandusky, Ohio.	A. C. Van Tine.
Huntsville, Ala.	J. D. Sibley.	Scranton, Pa.	J. A. Scranton.
Indianapolis, Ind.	W. R. Holloway.	Springfield, Ill.	J. L. Crane.
Kalamazoo, Mich.	L. B. Kendall.	Springfield, Mass.	H. C. Lee.
Keene, N. H.	H. C. Henderson.	Steubenville, Ohio.	J. M. Reece.
Knoxville, Tenn.	William Rule.	Saint Paul, Minn.	J. A. Wheelock.
Lafayette, Ind.	J. L. Miller.	Syracuse, N. Y.	D. H. Bruce.
Lancaster, N. H.	John W. Spalding.	Urbana, Ohio.	D. C. Hilt.
Leavenworth, Kans.	D. R. Anthony.	Utica, N. Y.	C. H. Hopkins.
Lexington, Ky.	S. W. Price.	Vincennes, Ind.	W. N. Denny.
Lima, Ohio.	C. Parmenter.	Wheeling, W. Va.	C. J. Rawlings.
Louisville, Ky.	L. M. Porter.	Williamsport, Pa.	Robert Hawley.
Lowell, Mass.	E. T. Rowell.	Wooster, Ohio.	A. L. McClure.
Madison, Wis.	E. W. Keyes.	Worcester, Mass.	Josiah Pickett.
Meadville, Pa.	L. D. Williams.	Zanesville, Ohio.	J. J. Douglas.
Memphis, Tenn.	J. Deloach.		

The following depositaries and assistant treasurers receive and retain, subject to the warrants of the Post-Office Department, the funds of such post-offices as are instructed to deposit in their hands :

Designated depositaries.

S. J. Holly	Buffalo, N. Y.	J. Cushman	Olympia, W. T.
E. W. Little	Santa Fé, N. M.	Thomas Steel	Pittsburgh, Pa.
J. P. Luce	Louisville, Ky.	C. H. Lorde	Tucson, Arizona.

Assistant treasurers.

Thomas Hillhouse	New York, N. Y.	C. H. Baldwin	Charleston, S. C.
George Eyster	Philadelphia, Pa.	W. E. Davis	Cincinnati, Ohio.
Peter Negley	Baltimore, Md.	J. D. Webster	Chicago, Ill.
F. Haven, jr.	Boston, Mass.	A. G. Edwards	Saint Louis, Mo.
B. F. Flanders	New Orleans, La.	William Sherman	San Francisco, Cal.

One hundred and thirty post-offices are draft-offices, and during the year paid 17,909 drafts issued by the Postmaster-General, countersigned, entered and sent out by the Auditor, for sums in the aggregate of	\$2, 293, 723 27
Forty-five hundred and twenty-seven offices are deposit-offices, a portion of which during the year deposited with the Treasurer and assistant treasurers of the United States the sum of	5, 421, 112 43
The remaining deposit-offices deposited with the depositaries named above the sum of \$867,275.10, which is embraced in the \$2,293,723.27, paid on the drafts of the Department by said depositaries and draft-offices.	
Twenty-five thousand six hundred and ninety offices are collection-offices, and paid on collection-orders issued to mail-contractors the sum of	3, 640, 667 96
Five thousand and thirty-two offices are special and mail-messenger offices, and derive their mail-supplies by the payment of the revenue of their offices therefor, amounting to	630, 004 31
The amount paid into the Treasury by postmasters for the use and purposes of the Post-Office Department during the fiscal year was.	11, 985, 507 97

REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

The receipts of the Department for the fiscal year ended June 30, 1874, were	\$26, 471, 071 82
The amount placed in the Treasury for the service of the Department for the fiscal year, being grants in aid of the revenues under the following acts of Congress, were:	
Under the second section of the act approved March 3, 1873, for mail-steamship service between San Francisco, Japan, and China	\$500, 000 00
Under the second section of the act approved March 3, 1873, for mail-steamship service between the United States and Brazil	150, 000 00
Under the second section of the act approved March 3, 1873, for mail-steamship service between San Francisco and the Sandwich Islands. (The sum of \$56,250 was drawn under this act, of which amount \$43,750 was subsequently deposited to the credit of the appropriation)	12, 500 00
Under the second section of the act approved March 3, 1869, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1870	3, 541 47
Under the first section of the act approved March 3, 1871, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1871	1, 007, 444 83
Under the third section of the act approved March 3, 1871, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1872	18, 397 66
Under the fourth section of the act approved June 1, 1872, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1873	333, 947 56

Under the third section of the act approved March 3 1873,

for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1874 \$3,896,602 00

	\$5,922,433 55
Aggregate of revenue and grants.....	32,393,505 37
The expenditures of the Department for the fiscal year ended June 30, 1874, were.....	32,126,414 58
Excess of receipts.....	267,090 79

The net revenue of the Department from postages, being the aggregate of balances due the United States by postmasters on the adjustment of their quarterly accounts for the year, after deducting their compensation and the expenses of their offices, was:

For the quarter ended September 30, 1873.....	\$3,674,122 52
For the quarter ended December 31, 1873.....	3,593,883 54
For the quarter ended March 31, 1874.....	4,016,432 25
For the quarter ended June 30, 1874.....	3,677,687 61
Total.....	14,962,125 92

The amount of book, newspaper, and pamphlet postage paid in money was:

For the quarter ended September 30, 1873.....	\$342,658 47
For the quarter ended December 31, 1873.....	349,354 47
For the quarter ended March 31, 1874.....	353,195 14
For the quarter ended June 30, 1874.....	341,165 98
Total.....	1,386,374 06

The amount of letter-postage paid in money was:

For the quarter ended September 30, 1873.....	\$76,187 48
For the quarter ended December 31, 1873.....	75,288 96
For the quarter ended March 31, 1874.....	89,260 88
For the quarter ended June 30, 1874.....	85,557 93
Total.....	326,295 25

The amount of stamps, stamped envelopes, postal cards, and newspaper-wrappers sold was:

For the quarter ended September 30, 1873.....	\$6,355,160 46
For the quarter ended December 31, 1873.....	5,291,396 02
For the quarter ended March 31, 1874.....	5,752,501 07
For the quarter ended June 30, 1874.....	5,989,664 65
Total.....	23,388,722 20

The amount of official stamps furnished the different Departments, and included in the above amount of stamps sold, was:

To the Executive Office.....	\$600 00
To the Department of State.....	23,389 70
To the Navy Department.....	21,179 00
To the War Department.....	74,571 66
To the Agricultural Department.....	34,680 00
To the Interior Department.....	129,991 50
To the Department of Justice.....	5,890 00
To the Treasury Department.....	499,000 00
To the Post-Office Department.....	970,000 00
Total.....	1,759,301 86

The number of quarterly returns of postmasters received and audited, on which the sum of \$14,962,125.92 was found due the United States, was:

For the quarter ended September 30, 1873.....	32,213
For the quarter ended December 31, 1873.....	32,933
For the quarter ended March 31, 1874.....	33,172
For the quarter ended June 30, 1874.....	32,981
Total.....	131,299

MAIL-TRANSPORTATION.

The amount charged to transportation accrued and placed to the credit of mail-contractors and others for mail-transportation during the year, was—

For the regular service of mail-routes	\$15, 148, 709 74
For the supply of special and mail-messenger offices	629, 974 31
For the salaries of postal-railway clerks, route, and other agents	2, 115, 764 83
For the salaries and per diem of the assistant superintendents of the postal-railway service	56, 098 04
	17, 950, 546 92

Foreign mail-transportation.

San Francisco, Japan, and China	\$500, 000 00
San Francisco and the Hawaiian Islands	12, 500 00
United States and Brazil	150, 000 00
San Francisco, Japan, and China, (extra service)	6, 262 69
New York and Rio de Janeiro	67 62
New York, Great Britain, and Ireland	142, 609 89
Boston and Great Britain	4, 115 37
Portland, Detroit, Chicago, and Great Britain	6, 731 32
Boston, Portland, and Nova Scotia	1, 608 12
Boston and Prince Edward Island	106 07
New Orleans and Vera Cruz	56 77
New York and San Francisco via Panama	25, 782 33
New York, West Indies, and Bermuda	10, 873 83
Baltimore, Havana, and New Orleans	3, 336 55
New York, Havana, and Vera Cruz, and Philadelphia and Havana	54, 167 07
New Orleans, Havana, France, and Spain	107 85
New York, England, France, and Germany	71, 218 18
New York, New Granada, Venezuela, and the United States of Colombia	998 62
New York, Baltimore, and Bremen	10, 130 00
Philadelphia, England, and Belgium	465 32
Cleveland and Canada	45 40
New York, Belgium, and Norway	19 11
Expenses of Government mail-agent at Havana	800 00
Expenses of Government mail-agent at Panama	1, 485 15
Expenses of Government mail-agent at Aspinwall	940 00
Expenses of Government mail-agent at Hioga, Japan	625 00
	1, 005, 052 26
	18, 955, 599 18

The amount credited to transportation accrued and charged to contractors was—

For fines imposed	\$1, 710 60
For deductions	65, 125 17
	66, 835 77

Net amount to the credit of mail-contractors and others..... 18, 888, 763 41

The amount actually paid during the year was..... \$18, 881, 319 05

STATEMENT OF COLLECTING DIVISION.

This division has had charge of 25,580 accounts of postmasters who became late during the period from July 1, 1871, to June 30, 1874.

Amounts collected from postmasters becoming late prior to July 1, 1873.

Collected by draft	\$236,256 08
Collected by suit	15,760 42
Credited on vouchers	55,774 20
Charged to suspense	145 91
Charged to bad debts	3,280 17
Charged to compromise debts	49,980 48

Total 361,127 26

Amounts due postmasters becoming late prior to July 1, 1873	\$72,579 41
Amount paid thereon	\$34,450 50
Amount remaining due	34,259 48
Amount closed by suspense	3,869 43

72,579 41

Amount collected by draft from contractors \$7,320 51

Number of changes of postmasters reported by appointment-office during the fiscal year was 9,137; and the balances due the United States upon the accounts of said late postmasters amount to \$399,360 24

Of which there has been collected by draft	\$151,892 80
Charged to suspense	215 88
Charged to bad debts	20 06

152,128 74

Total remaining due 247,231 50

Of which there is in suit	\$2,706 66
Of which there is not in suit	244,524 84

247,231 50

Amount due postmasters late during the fiscal year \$62,233 77

Amount paid thereon 31,466 67

Amounts due by late postmasters for which suits were instituted during the fiscal year 230,311 24

Amount collected by suit during fiscal year 43,369 76

The subjoined tables, numbered from 1 to 57, inclusive, exhibit in detail the transactions of the Department for the fiscal year.

I have the honor to be, very respectfully,

J. J. MARTIN, *Auditor.*

Hon. MARSHALL JEWELL,
Postmaster-General.

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department under their several heads during the fiscal year ended June 30, 1874.

Receipts.	Quarter ended September 30, 1873.	Quarter ended December 31, 1873.	Quarter ended March 31, 1874.	Quarter ended June 30, 1874.	Aggregate.
Letter-postage	\$76,187 48	\$75,288 96	\$89,260 88	\$85,557 93	\$326,295 25
Book, newspapers, and pamphlet postage	342,658 47	349,354 47	353,195 14	341,165 98	1,386,374 06
Box-rents and branch offices	316,702 03	308,497 40	302,422 40	299,304 02	1,226,925 85
Fines and penalties	2,363 10	1,793 15	4,169 41	2,385 46	10,711 12
Postage-stamps, stamped envelopes, and postal cards	6,355,160 46	5,291,396 02	5,752,501 07	5,989,664 65	23,388,722 20
Dead-letters	1,951 00	2,800 00	2,070 00	1,900 00	8,721 00
Revenue from money-order business				105,198 12	105,198 12
Miscellaneous	6,019 61	3,371 58	3,742 25	4,990 78	18,124 22
Total	7,101,042 15	6,032,501 58	6,507,361 1	6,830,166 94	26,471,071 82

J. J. MARTIN,
Auditor.

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1874.

Expenditures.	Quarter ended September 30, 1873.	Quarter ended December 31, 1873.	Quarter ended March 31, 1874.	Quarter ended June 30, 1874.	Aggregate.
Compensation to postmasters..	\$1,456,328 72	\$1,454,243 56	\$1,449,252 11	\$1,458,647 78	\$5,818,472 17
Ship, steamboat, and way letters	1,280 79	1,143 49	701 01	1,063 13	4,188 42
Transportation of the mails.....	4,485,978 77	4,812,615 42	4,717,122 48	4,865,602 38	18,881,319 05
Wrapping-paper.....	6,450 00	6,450 00	1,825 00	5,475 00	20,200 00
Office-furniture.....	6,774 41	15,819 14	4,690 73	5,427 57	32,711 90
Advertising.....	57,418 49	12,857 22	9,613 81	29,851 16	109,740 68
Mail bags and catchers.....	63,269 80	49,871 91	49,503 51	50,069 54	212,714 76
Mail locks and keys.....	11,642 55	19,425 12	6,731 38	2,344 66	40,143 71
Mail depredations and special agents.....	40,407 49	38,290 21	53,278 11	33,502 82	165,478 63
Compensation of clerks for offices.....	795,909 12	818,535 80	824,197 83	859,319 02	3,297,961 77
Postage-stamps, stamped envelopes, and postal cards.....	260,075 59	141,568 36	200,112 03	243,440 10	845,196 08
Compensation of letter-carriers.	436,746 40	455,915 51	455,693 35	454,063 42	1,802,418 68
Dead letters.....	550 88	.....	2,995 17	2,437 84	5,983 89
Postmarking and canceling stamps.....	1,919 18	2,165 82	1,994 69	1,873 85	7,953 54
Twine.....	13,728 00	10,547 50	6,006 50	19,292 50	49,574 50
Letter-balances.....	663 00	.....	2,336 90	1,750 00	4,749 90
Rent, light, and fuel.....	82,603 88	92,900 40	96,138 03	105,056 14	376,698 45
Balances due foreign countries	43,653 71	46,240 22	80,885 09	34,105 93	204,884 95
Miscellaneous.....	41,559 75	57,416 69	49,483 04	61,095 05	209,554 53
Miscellaneous, Stationery.....	9,581 10	9,799 45	8,961 76	8,126 66	36,468 97
Total.....	7,816,541 63	8,045,805 82	8,021,522 58	8,242,544 55	32,126,414 58

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 10, 1874.

19 P M G

No. 3.—Statement of the postal receipts and expenditures of

States and Territories.	Letter-postage.	Book, newspaper, and pamphlet postage.	Waste paper and twine.	Box-rents and branch offices.	Postage-stamps, stamped envelopes, and postal cards.	Total receipts.
Maine.....	\$3,919 21	\$30,464 12	\$82 96	\$22,900 52	\$352 344 82	\$409,711 69
New Hampshire.....	1,445 75	21,208 53	134 78	11,486 50	222,509 59	256,785 15
Vermont.....	1,344 69	20,588 12	56 44	8,843 90	209,870 87	240,604 02
Massachusetts.....	18,917 24	71,494 06	445 73	97,293 85	1,658,977 37	1,877,128 25
Rhode Island.....	2,069 97	8,109 47	79 48	18,721 32	185,170 33	214,150 57
Connecticut.....	3,865 18	30,889 89	155 47	35,398 70	497,559 71	567,868 95
New York.....	122,333 96	202,159 19	1,486 35	180,666 29	4,561,917 49	5,068,563 28
New Jersey.....	6,293 54	29,676 15	156 76	24,427 13	468,429 82	528,983 46
Pennsylvania.....	24,125 83	131,031 65	813 03	85,177 54	2,210,189 03	2,451,337 08
Delaware.....	417 69	3,638 63	61 78	954 76	62,413 41	67,486 27
Maryland.....	8,129 97	20,693 76	61 05	9,346 27	430,170 09	468,401 14
Virginia.....	1,897 81	24,518 06	52 55	11,913 29	338,133 74	376,515 45
West Virginia.....	669 23	10,348 41	12 20	3,731 54	116,124 91	130,886 29
North Carolina.....	487 56	14,196 91	12 65	6,483 61	156,875 02	178,420 75
South Carolina.....	1,039 39	10,659 13	15 11	7,242 39	134,427 25	153,383 27
Georgia.....	2,066 08	19,330 62	81 32	20,619 49	273,116 28	315,213 79
Florida.....	1,513 42	2,795 05	3 45	4,396 45	53,140 29	61,850 66
Ohio.....	9,817 96	108,667 90	914 79	73,160 94	1,468,251 97	1,660,759 56
Michigan.....	25,279 66	64,021 88	300 77	56,911 80	706,226 53	852,740 64
Indiana.....	2,916 33	58,363 67	289 25	41,859 24	609,515 17	712,943 66
Illinois.....	19,554 69	106,581 12	2,413 67	93,699 96	1,750,130 35	1,972,379 79
Wisconsin.....	6,878 32	47,796 61	198 35	38,438 94	514,159 46	607,471 68
Iowa.....	4,873 42	58,610 14	194 12	49,246 82	590,495 78	703,420 28
Missouri.....	5,873 75	50,945 13	289 17	32,497 02	786,995 15	876,589 22
Kentucky.....	2,067 13	24,048 87	159 97	14,881 16	352,217 23	393,374 36
Tennessee.....	1,550 76	19,647 94	150 89	10,822 11	271,843 02	304,014 72
Alabama.....	1,637 06	12,143 29	22 43	14,698 83	155,312 81	183,814 42
Mississippi.....	732 71	12,466 55	19 80	13,587 99	139,714 92	166,521 97
Arkansas.....	504 67	68,092 42	40 85	7,545 97	86,970 20	101,954 11
Louisiana.....	9,296 84	12,057 58	29 62	25,405 60	230,795 58	277,385 22
Texas.....	3,469 59	24,005 64	35 51	33,143 28	206,556 23	347,210 25
California.....	12,461 84	34,493 82	143 25	48,882 67	576,022 94	673,013 52
Oregon.....	171 40	6,170 00	6 49	7,797 49	55,793 36	69,938 74
Minnesota.....	6,327 75	25,458 61	132 60	20,960 40	261,393 17	314,292 53
Kansas.....	1,360 81	21,636 55	32 25	26,196 42	265,104 70	314,350 73
Nebraska.....	1,005 31	10,483 93	37 39	9,857 49	129,842 09	151,256 21
Nevada.....	420 46	5,229 60	7 00	11,623 75	49,491 62	66,832 43
Colorado.....	559 21	5,409 13	52 10	18,223 83	80,350 32	104,594 59
Utah.....	455 12	4,340 97	21 50	5,887 25	46,974 29	57,679 13
New Mexico.....	35 13	728 13	9 30	1,483 20	12,479 90	14,735 66
Washington.....	110 28	2,275 63	1 25	2,000 95	16,685 10	21,073 21
Dakota.....	268 28	1,390 82	.....	1,209 25	18,847 34	21,715 69
Arizona.....	37 39	499 24	.....	614 50	7,800 80	8,951 93
Idaho.....	84 77	1,158 63	1 00	1,933 00	9,230 47	12,407 87
Wyoming.....	103 29	1,140 98	60	2,145 70	19,516 31	22,896 88
Montana.....	120 90	1,941 90	25	5,033 00	18,076 85	25,172 90
Alaska.....	3 98	9 90	.....	.....	125 93	139 81
District of Columbia.....	4,621 29	5,777 92	4 83	6,519 40	167,032 99	183,956 43
Deduct miscellaneous items.....	323,420 62	1,386,186 25	9,220 11	1,225,932 51	21,645,328 72	24,590,088 21
Add miscellaneous items.....	2,874 63	187 81	.....	993 34	1,743,393 48	1,747,449 26
Total.....	326,295 25	1,386,374 06	9,220 11	1,226,925 85	23,388,722 20	26,337,537 47

NOTE.—The following items of expenditure and revenue, being of a general nature, are not embraced

Amount paid for foreign mails and expenses of Government agents.....	\$1,005,052 26
Balances due foreign countries.....	204,884 95
Ship, steamboat, and way letters.....	4,188 42
Wrapping-paper.....	20,200 00
Twine.....	49,574 50
Office-furniture.....	3,188 23
Advertising.....	94,381 43
Mail bags and catchers.....	140,535 09
Salaries and per diem of assistant superintendents of postal railway-service.....	56,098 04
Mail locks and keys.....	40,143 71
Postmarking and canceling stamps.....	7,953 54
Mail-depredations and special-agents.....	165,478 63
Letter-balances.....	4,749 90
Expenses of postage-stamps, stamped envelopes, and postal cards.....	845,196 08
Dead-letters.....	5,963 89
Miscellaneous payments.....	107,678 66
Excess of expenditures brought down.....	3,041,034 14

5,796,321 47

REPORT OF THE POSTMASTER-GENERAL.

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the United States for the fiscal year ended June 30, 1874.

Compensation of postmasters.	Clerks for offices, rent, light, and fuel, and incidental expenses of post-offices.	Compensation of letter-carriers.	Compensation of route-agents, postal-railway clerks, mail-messengers, and supply of special offices.	Transportation by States.	Total expenses.	Excess of expenditures over receipts.	Excess of receipts over expenditures.
\$143,286 87	\$46,988 99	\$10,160 49	\$39,954 81	\$169,662 54	\$415,053 70	\$5,342 01	
102,155 68	16,783 11	6,100 00	19,595 23	70,711 64	215,345 66		\$41,439 49
106,022 05	14,472 64		17,981 94	113,257 44	251,734 07	11,130 05	
319,445 99	323,046 64	154,424 71	155,753 26	307,668 91	1,260,349 51		616,778 74
36,876 75	21,657 30	12,755 31	7,357 15	23,638 27	102,284 78		111,865 79
156,811 65	64,953 11	18,495 16	41,789 52	96,008 22	378,057 72		189,811 23
663,491 09	1,092,511 31	545,098 73	380,349 45	1,265,643 72	3,947,094 30		1,121,468 98
157,120 32	41,445 07	49,030 94	26,610 89	207,203 19	481,410 41		47,573 05
501,087 51	331,914 96	266,388 33	177,535 42	742,790 12	2,019,716 46		431,620 62
19,906 38	8,325 94	9,018 49	7,882 93	22,912 82	68,046 56	560 29	
70,668 07	84,535 35	59,906 10	41,020 58	312,157 72	568,287 82	99,886 68	
120,503 03	49,792 62	17,448 85	41,014 87	394,355 34	623,114 71	246,599 26	
51,418 69	17,396 15	3,031 32	15,778 53	104,254 42	191,879 17	60,992 88	
70,199 36	15,651 23		36,825 31	173,973 88	296,649 78	118,229 03	
45,688 52	12,947 88	5,116 96	16,640 62	149,996 31	230,390 55	77,007 28	
91,150 52	47,559 47	7,450 86	50,531 25	238,606 80	435,298 93	120,085 14	
23,709 30	5,587 53		8,855 19	251,202 43	289,354 45	227,503 79	
400,397 48	198,870 96	108,854 58	193,072 49	1,066,738 49	1,967,924 00	307,164 44	
258,302 77	97,833 83	30,396 00	65,922 76	492,737 78	841,983 14	92,442 50	
235,499 90	103,623 69	29,709 12	94,967 63	398,138 54	981,998 88	148,985 22	
451,926 82	413,838 55	149,058 78	355,186 59	804,082 43	2,274,093 17	301,713 38	
190,168 08	55,757 27	21,907 30	70,000 85	354,088 53	697,922 63	90,450 95	
259,679 00	59,865 76	13,818 31	128,220 54	438,758 24	900,341 85	196,921 57	
197,644 61	148,727 43	102,802 86	134,757 41	705,878 54	1,289,810 85	413,211 63	
111,540 29	50,428 62	29,225 81	47,767 78	278,890 76	517,753 26	124,378 90	
88,013 33	51,094 54	18,305 10	71,413 08	229,055 93	457,881 98	153,867 26	
64,268 44	26,716 91	4,846 55	35,052 14	307,317 04	438,201 08	254,386 66	
76,744 57	13,118 98		27,934 42	220,682 44	338,480 41	171,958 44	
44,639 05	12,485 69		12,064 31	328,093 36	397,282 41	295,328 30	
37,600 44	63,347 51	37,964 27	18,989 21	281,682 84	439,584 27	161,999 05	
114,858 43	47,842 26		31,185 81	678,177 76	872,064 26	524,854 01	
113,389 72	100,673 37	34,998 06	59,893 85	867,237 28	1,176,192 28	504,178 76	
26,200 27	10,090 44		2,861 18	101,319 25	140,471 14	70,532 40	
102,929 14	34,990 52	10,272 23	54,397 89	295,121 33	497,711 11	183,418 58	
134,428 27	31,583 20	2,408 82	69,398 03	420,558 19	658,376 52	344,025 79	
47,695 54	18,516 12	3,894 69	72,700 49	415,351 64	558,098 48	406,842 27	
24,240 62	11,698 24		1,946 05	193,564 77	231,450 58	164,618 15	
30,442 34	19,826 28		8,694 73	196,801 54	255,764 89	151,170 30	
18,428 79	9,356 10		1,436 58	374,034 10	403,255 57	345,576 44	
11,112 48	953 17		1 36	325,817 48	337,884 49	323,148 83	
10,415 80	950 19		605 50	182,147 47	194,124 96	173,051 75	
7,947 20	1,197 23		438 57	38,756 11	48,339 13	26,623 44	
5,111 50	200 00		6 00	95,885 03	101,202 53	92,250 60	
6,950 76	1,139 25		77 00	122,089 00	130,256 01	117,848 14	
11,074 98	3,114 19		109 70	12,424 09	26,722 96	3,826 08	
14,321 61	5,573 25		100 00	123,771 82	143,766 68	118,593 78	
241 75					241 75	101 94	
6,961 00	117,842 25	34,033 78	101,150 02		259,996 05	76,039 62	
5,793,716 88	3,906,831 69	1,796,872 58	2,745,739 14	15,093,215 61	29,336,375 90	7,306,845 59	2,560,557 90
24,755 29	23,235 96	5,546 10		11,341 64	42,195 71	42,195 71	1,747,449 26
5,818,472 17	3,930,067 65	1,802,418 68	2,745,739 14	15,081,873 97	29,378,571 61	7,349,041 30	4,308,007 16

in the above statement, viz:

Receipts on account of dead-letters	88,721 00
Receipts on account of fines and penalties	10,711 12
Receipts on account of miscellaneous	8,904 11
Receipts on account of money-order business	105,198 12
Excess of transportation accrued	7,444 36
Total excess of expenditures over receipts	5,655,342 76

5,796,321 47

J. J. MARTIN, Auditor.

No. 4.—Table exhibiting the receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1874.

Year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837.....	\$4,945,668 21	.....	\$4,945,668 21	\$3,288,319 03
1838.....	4,238,733 46	.....	4,238,733 46	4,430,662 21
1839.....	4,484,656 70	.....	4,484,656 70	4,636,536 31
1840.....	4,543,521 92	.....	4,543,521 92	4,718,235 64
1841.....	4,407,726 27	\$482,657 00	4,890,383 27	4,499,527 61
1842.....	4,546,849 65	.....	4,546,849 65	5,674,751 80
1843.....	4,296,225 43	.....	4,296,225 43	4,374,753 71
1844.....	4,237,287 83	.....	4,237,287 83	4,296,512 70
1845.....	4,289,841 80	.....	4,289,841 80	4,320,731 99
1846.....	3,487,199 35	750,000 00	4,237,199 35	4,076,036 91
1847.....	3,880,309 23	12,500 00	3,892,809 23	3,979,542 10
1848.....	4,555,211 10	125,000 00	4,680,211 10	4,326,850 27
1849.....	4,705,176 28	.....	4,705,176 28	4,479,049 13
1850.....	5,499,984 86	.....	5,499,984 86	5,212,953 43
1851.....	6,410,604 33	.....	6,410,604 33	6,278,401 68
1852.....	5,184,526 84	1,741,444 44	6,925,971 28	7,108,459 04
1853.....	5,240,724 70	2,255,000 00	7,495,724 70	7,982,756 59
1854.....	6,253,586 22	2,736,748 96	8,992,335 18	8,577,424 12
1855.....	6,642,136 13	3,114,542 26	9,756,678 39	9,968,342 29
1856.....	6,920,821 66	3,748,881 56	10,669,703 22	10,405,286 36
1857.....	7,353,951 76	4,528,004 67	11,881,956 43	11,508,057 93
1858.....	7,486,792 86	4,679,270 71	12,166,063 57	12,722,470 01
1859.....	7,968,444 07	3,915,946 49	11,884,430 56	11,458,083 63
1860.....	8,518,067 40	11,154,167 54	19,672,234 94	19,170,609 99
1861.....	8,349,296 40	4,639,806 53	12,989,102 93	13,606,759 11
1862.....	8,299,820 90	2,598,953 71	10,898,774 61	11,125,364 13
1863.....	11,163,789 59	1,007,848 72	12,171,638 31	11,314,206 84
1864.....	12,438,253 78	749,980 00	13,188,233 78	12,644,786 20
1865.....	14,556,158 70	3,968 46	14,560,127 16	13,694,728 28
1866.....	14,386,986 21	.....	14,386,986 21	15,352,079 30
1867.....	15,237,026 87	3,991,666 67	19,228,693 54	19,235,483 46
1868.....	16,292,600 80	5,696,525 00	21,989,125 80	22,730,592 65
1869.....	18,344,510 72	5,707,115 30	24,051,626 02	23,698,131 50
1870.....	19,772,220 65	4,022,140 85	23,794,361 50	23,998,837 63
1871.....	20,037,045 42	4,126,200 00	24,163,245 42	24,390,104 08
1872.....	21,915,426 37	4,993,750 00	26,909,176 37	26,658,192 31
1873.....	22,996,741 57	5,990,475 00	28,987,216 57	29,084,945 67
1874.....	26,471,071 82	5,922,433 55	32,393,505 37	32,126,414 58
Total.....	360,361,037 86	88,695,027 42	449,056,065 28	447,154,980 22

OFFICE OF THE AUDITOR OF THE TREASURY,
FOR THE POST-OFFICE DEPARTMENT, October 10, 1874.J. J. MARTIN,
Auditor.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1874, exhibiting the sums placed to the credit of postmasters and others, and charged to miscellaneous account.

Date.	To whom allowed.	For what object.	Amount.
1873.			
Oct. 4	J. S. Harris	Late postmaster, Kansas City, Mo., for miscellaneous items in the 2d quarter, 1873.	\$18 60
14	J. E. Larkin.....	Late postmaster, Concord, N. H., for miscellaneous items in the 1st quarter, 1873.	1 25
22	T. C. Phillips	Postmaster, Bay City, Mich., for advertising arrival and departure of mails during the 2d quarter, 1873.	5 00
Nov. 22	Sayles J. Bowen	Late postmaster, Washington, D. C., for repairs, plumbing, and miscellaneous items in the 2d quarter, 1865.	51 04
Dec. 5	W. P. Mangum.....	United States consul and postal agent, Nagasaki, Japan, for printing and mail-tags in the 4th quarter, 1872.	20 00
1874.			
Jan. 9	George H. Hawes	Postmaster, Sisseton agency, Dakota, for stage fare to Fort Wadsworth and return while taking charge of post-office property at that place during the 3d quarter, 1873.	5 00

No. 5.—*Statement of miscellaneous payments made by the Department, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1874.			
Jan. 28	David Brown	Postmaster, Nebraska City, Nebr., for miscellaneous items in the 3d quarter, 1873.	\$5 00
29	H. N. Parker	Postmaster, Whitehall, N. Y., for miscellaneous items in the 4th quarter, 1873.	1 00
Feb. 6	W. C. E. Thomas	Postmaster, Green Bay, Wis., for miscellaneous items in the 3d quarter, 1873.	15 00
10	N. P. Trist	Postmaster, Alexandria, Va., for a marble basin in the 4th quarter, 1873.	5 00
17	C. O. Shepard	United States consul and postal agent, Kanagawa, Japan, for miscellaneous items in the 3d quarter, 1873.	123 22
20	G. H. Keith	Postmaster, Minneapolis, Minn., for repairs in the 4th quarter, 1873.	299 81
Mar. 4	S. G. Trott	Late postmaster, Charleston, S. C., for expenses in fitting up the post-office at Charleston during 1866.	1,430 05
4	Henry Russell	Postmaster, Morristown, N. Y., for miscellaneous items in the 4th quarter, 1873.	1 20
4	George F. Seward	United States consul-general and postal agent, Shanghai, China, for miscellaneous items from July 1 to December 31, 1872, and from July 1 to December 31, 1873.	143 50
7	C. D. Hyler	Late postmaster, Fredericktown, Ohio, for hire of horse and carriage to take charge of and discontinue the post-office at, Lucerne, Ohio, February 25, 1873.	2 00
11	A. D. Downs	Late postmaster, Wyandotte, Kans., for expenses incurred in opening and transporting safe in the 4th quarter, 1872.	27 50
Apr. 4	S. P. Gambia	Postmaster, San Antonio, Tex., for miscellaneous items in the 1st, 2d, 3d, and 4th quarters, 1873.	180 92
June 1	John B. Campbell	Postmaster, Fort Scott, Kans., for miscellaneous items in the first quarter, 1874.	67 85
July 15	Louisa P. Molloy	Postmaster, Potosi, Mo., for money stolen from a registered letter on the night of December 16, 1872, the amount being returned to the owner by postmaster on order of a special agent of the Post-Office Department.	125 00
15	W. T. Clark	Late postmaster, Galveston, Tex., for miscellaneous items in the 2d quarter, 1874.	54 07
23	J. L. Dunning	Late postmaster, Atlanta, Ga., for miscellaneous items in the 3d quarter, 1873.	6 25
Aug. 3	Oliver Wood	Late postmaster, Portsmouth, Ohio, for miscellaneous items in the 3d quarter, 1873.	9 50
25	C. H. Hopkins	Postmaster, Utica, N. Y., for directories in the 2d quarter, 1874.	16 00
Sept. 8	L. Colt	Postmaster, Suspension Bridge, N. Y., for miscellaneous items in the 4th quarter, 1873.	11 02
16	Seth Williams	Postmaster, Buckhannon, W. Va., for hire of a horse and buggy while taking charge of the post-office at Peck's Run.	3 50
26	C. O. Shepard	United States consul and postal agent, Kanagawa, Japan, for miscellaneous items in the 4th quarter, 1873, and 1st and 2d quarters, 1874.	579 47

No. 5.—*Amounts paid by the Department on warrants, and charged to miscellaneous account.*

Date.	To whom allowed.	For what object.	Amount.
1873.			
Oct. 2	George H. Reay	New York, N. Y., for official stamped envelopes furnished the Department during the quarter ended September 30, 1873.	\$1,860 13
10	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistant draughtsmen to the topographer, for the half month ended October 15, 1873.	857 08
22	Jos. H. Blackfan	Washington, D. C., for services in connection with the proposed postal convention between the United States and France during the years 1872 and 1873.	300 00
28	J. S. Botsford	United States district attorney, Jefferson City, Mo., for fees in sundry post-office cases.	50 00
29	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistant draughtsmen to the topographer, for the month ended October 31, 1873.	827 90

No. 5.—Amounts paid by the Department on warrants, &c.—Continued.

Date.	To whom allowed.	For what object.	Amount.
1873.			
Nov. 7	David McClelland.....	Washington, D. C., for engraving copper plates, and printing from copper sheets of post-route maps.	\$1,311 62
13	G. D. Chenoweth.....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer, for the half month ended November 15, 1873.	989 85
24	G. D. Chenoweth.....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistant draughtsmen to the topographer, for the month ended November 30, 1873.	727 75
Dec. 2	A. P. Eastlake.....	Washington, D. C., for expenses incurred in visiting post-offices on business relating to the registered-letter system	131 25
	George H. Reay.....	New York, N. Y., for official-stamped envelopes delivered to postmasters during October and November, 1873.	2,429 95
6	C. F. Baldwin.....	Washington, D. C., for moiety of fine imposed by district court of Northern Ohio upon E. H. Gilbert for embezzling money-order funds.	272 13
9	A. Comstock.....	Brooklyn, N. Y., for moiety of a fine imposed by the district court (United States) of Northern New York, upon E. J. Reynolds, convicted of mailing obscene matter.	675 00
18	G. D. Chenoweth.....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer, for the month of December, 1873.	1,547 08
27	The National Bank - Note Company.	New York, N. Y., for printing and numbering drafts and warrants.	462 93
1874.			
Jan. 2	George H. Reay.....	New York, N. Y., for official-stamped envelopes delivered to the Department during the month of December, 1873.	1,750 19
9	George F. Nesbitt.....	New York, N. Y., for post-office and registered-package envelopes furnished in the 4th quarter, 1873.	9,176 56
10	Kearney & Cunningham....	Attorneys, Natchitoches, La., for fee in one post-office case.	100 00
10	James McPherson.....	Clerk United States court, Savannah, Ga., for fees in sundry post-office cases.	32 20
10	E. P. Johnson.....	United States attorney, Cheyenne, Wyo., for fee in case of United States vs. John O'Leary, late postmaster, Piedmont, Wyo.	145 00
10	H. Slack.....	United States marshal, Charleston, W. Va., for fees in two post-office cases.	49 50
15	G. D. Chenoweth.....	Washington, D. C., for salaries of assistant draughtsmen to the topographer, for the half month ended January 15, 1874.	665 00
24	The National Bank - Note Company.	New York, N. Y., for one million registered-package seals, furnished January 20, 1874.	1,500 00
26	William H. Smythe.....	United States marshal, Atlanta, Ga., for fees in sundry post-office cases.	187 00
28	Felix Brannigan.....	United States attorney, Jackson, Miss., for fees in three post-office cases.	35 00
29	G. D. Chenoweth.....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of the assistant draughtsmen to the topographer, for the month of January, 1874.	1,846 77
Feb. 2	Isaac C. Mills.....	United States marshal, Little Rock, Ark., for fee in one post-office case.	20 00
2	J. H. Pierce.....	United States marshal, Oxford, Miss., for fees in three post-office cases.	40 40
2	G. R. Hill.....	Clerk United States district court, Oxford, Miss., for fees in eight post-office cases.	30 88
3	George H. Reay.....	New York, N. Y., for official-stamped envelopes furnished postmasters during the month of January, 1874.	3,366 07
11	G. D. Chenoweth.....	Washington, D. C., for salaries of assistant draughtsmen to the topographer, for the half month ended February 15, 1874.	670 00
18	Rufus I. Palen.....	Clerk United States court, Santa Fé, N. Mex., for fee in one post-office case.	3 00
20	The National Bank - Note Company.	New York, N. Y., for printing, numbering, paper, and binding impressions of drafts in ten books.	288 75
20	J. H. Bradley.....	Attorney at law, Boston, Mass., for fee in one case.	100 00
21	A. S. Gray.....	United States marshal, Harrisonburgh, Va., for fee in one post-office case.	29 62

No. 5.—*Amounts paid by the Department on warrants, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1874.			
Feb. 25	G. D. Chenoweth.....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of the assistants to the topographer, for the half month ended February 28, 1874.	\$894 88
28	Ralph Wilcox.....	Clerk United States court, Portland, Oreg., for fees in one post-office case.	14 60
Mar. 4	C. I. Schofield.....	United States attorney, Kansas, for fees in seven cases against late postmasters.	65 00
4	George H. Reay.....	New York, N. Y., for official stamped envelopes delivered during the month of February, 1874.	1,320 59
11	G. D. Chenoweth.....	Washington, D. C., for salaries of assistant draughtsmen to the topographer, for the half month ended March 15, 1874.	670 00
23	J. R. Beckwith.....	United States attorney, New Orleans, La., for fee in one post-office case.	20 00
27	G. D. Chenoweth.....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of the assistants to the topographer, for the month ended March 31, 1874.	921 01
28	J. E. Townsend.....	Clerk United States court, Jacksonville, Fla., for fees in two post-office cases.	20 55
28	James B. C. Drew.....	United States district attorney, Jacksonville, Fla., for fees in six post-office cases.	135 00
Apr. 2	George H. Reay.....	New York, N. Y., for official-stamped envelopes delivered during the month of March, 1874.	1,862 04
7	George F. Nesbitt & Co.....	New York, N. Y., for post-office envelopes furnished the Department during the first quarter, 1874.	12,571 66
13	G. D. Chenoweth.....	Washington, D. C., for salaries of assistants to the topographer, for the half month ended April 15, 1874.	670 00
18	The National Bank-Note Company.	New York, N. Y., for printing, numbering, paper, and binding impressions of drafts in five books.	144 38
24	D. McClelland.....	Washington, D. C., for engraving copper plates, and printing from copper, sheets of post-route maps.	2,044 60
25	G. D. Chenoweth.....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer, for the month ended April 30, 1874.	1,098 77
May 4	George H. Reay.....	New York, N. Y., for official-stamped envelopes delivered during the month of April, 1874.	4,250 35
5	Rufus J. Palen.....	Santa Fé, N. Mex., for fees as clerk United States district court in two post-office cases.	13 20
7	The National Bank-Note Company.	New York, N. Y., for one million registered-package seals furnished during the month of April, 1874.	1,500 00
13	G. D. Chenoweth.....	Washington, D. C., for salaries of assistant draughtsmen to the topographer, for the half month ended May 15, 1874, and for incidental expenses incurred in the preparation and publication of post-route maps.	742 50
19	William G. Morris.....	Late United States marshal for California, for fees in seven post-office cases.	192 69
19	The National Bank-Note Company.	New York, N. Y., for printing, numbering, paper, and binding impressions of warrants in two books.	59 00
26	G. D. Chenoweth.....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of assistants to the topographer, for the half month ended May 31, 1874.	759 18
June 3	George H. Reay.....	New York, N. Y., for official-stamped envelopes delivered during the month ended May 31, 1874.	2,049 64
12	George B. McCartee.....	Washington, D. C., for 500, 2 sub-drafts furnished the Department, February 11, 1874.	10 62
13	J. H. Pierce.....	United States marshal, Oxford, Miss., for fees in four post-office cases.	67 70
13	G. D. Chenoweth.....	Washington, D. C., for salaries of assistant draughtsmen to the topographer, for the half month ended June 15, 1874.	670 00
27	G. D. Chenoweth.....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer, for the half month ended June 30, 1874.	698 16
29	D. McClelland.....	Washington, D. C., for engraving copper plates, and printing from copper, sheets of post-route maps.	336 50

No. 5.—*Amounts paid by the Department on warrants, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1874.			
June 30	R. G. Usher	United States marshal, Boston, Mass., for fee in one post-office case.	\$6 60
30	G. D. Chenoweth	Washington, D. C., for expenses inturred in the preparation and publication of post-route maps.	549 37
July 3	George H. Reay	New York, N. Y., for official stamped envelopes delivered to postmasters during the month of June, 1874.	2,065 46
7	B. H. Bristow	Secretary of the Treasury, Washington, D. C., for labor and material supplied by the photographer of the Treasury Department in photographing postal maps, &c.	282 00
10	J. O. Glover	United States attorney, Chicago, Ill., in case of Edward Quinlan vs. F. A. Eastman, late postmaster, Chicago, Ill., and George W. Wood, late special agent Post-Office Department.	250 00
10	The National Bank-Note Company.	New York, N. Y., for one million registered-package seals furnished July 6, 1874.	1,500 00
10	George F. Nesbitt & Co.	New York, N. Y., for registered-package envelopes furnished in June, 1874, as samples.	20 26
14	J. R. Beckwith	United States attorney, New Orleans, La., for fee in sundry post-office cases.	40 00
14	J. N. Kerns	United States marshal, Philadelphia, Pa., for fees in two cases against late postmasters.	30 38
14	George D. Chenoweth	Washington, D. C., for salaries of assistant draughtsmen to the topographer, for the half month ended July 15, 1874.	620 00
15	George F. Nesbitt & Co.	New York, N. Y., for post-office, and registered-package envelopes furnished postmasters and the Department during the 2d quarter, 1874.	16,198 14
17	Felix Brannigan	United States attorney, Jackson, Miss., for fees in two post-office cases.	20 00
18	J. P. C. Emmons	Attorney at law, Jacksonville, Fla., for legal services in case of the United States vs. M. H. Alberger, arrested on the charge of robbing the post-office at Jacksonville, Fla.	100 00
22	George F. Nesbitt & Co.	New York, N. Y., for post-office envelopes furnished postmasters and the Department June 30, 1874.	182 66
25	George Smith	United States marshal, Jefferson City, Mo., for fee in one post-office case.	13 86
25	William S. Tough	United States marshal, Leavenworth, Kans., for fees in eleven post-office cases.	182 10
28	George D. Chenoweth	Washington, D. C., for expenses incurred in the preparation and publication of post-route maps, including the salaries of assistants to the topographer, for the month ended June 30, 1874.	1,177 48
Aug. 3	George H. Reay	New York, N. Y., for official stamped envelopes delivered during the month ended July 31, 1874.	3,975 60
8	L. L. Lewis	United States attorney, Culpeper, Va., for fee in one post-office case.	20 00
8	D. T. Corbin	United States attorney, Charleston, S. C., for fee in one postal case.	10 00
8	G. R. Hill	Clerk United States court, Oxford, Miss., for fees in five post-office cases.	24 70
8	Isaac C. Mills	United States marshal, Little Rock, Ark., for fee in one post-office case.	13 00
12	A. C. Gibbs	Late United States attorney, Portland, Oreg., for fees in two post-office cases.	40 00
13	S. C. Parrish	Washington, D. C., for law-books for the use of the Post-Office Department.	288 00
14	G. D. Chenoweth	Washington, D. C., for salaries of assistants to the topographer, for the half month ended August 15, 1874.	780 43
19	Charles W. Preddy	Attorney at law, Little Rock, Ark., for legal services in sundry post-office cases.	250 00
19	Thomas G. Young	Late United States marshal for Oregon, for fees in two post-office cases.	57 00
19	R. J. Palen	Clerk United States court, Santa Fé, N. Mex., for fees in three post-office cases.	14 00
19	Ralph Wilcox	Clerk United States court, Portland, Oreg., for fee in one post-office case.	8 20
27	George D. Chenoweth	Washington, D. C., for expenses incurred in the preparation and publication of post-route maps, including the salaries of assistant draughtsmen to the topographer, for the half month ended August 31, 1874.	918 73
28	George H. Reay	New York, N. Y., for samples of registered-package envelopes furnished the Department.	200 00
Sept. 5	George H. Reay	New York, N. Y., for official stamped envelopes delivered during the month of August, 1874.	1,572 65

No. 5.—*Amounts paid by the Department on warrants, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1874. Sept. 5	George B. McCartee.....	Washington, D. C., for engraving, printing, numbering, and binding post-office drafts and warrants.	214 62
10	J. W. Wells.....	United States attorney, Holly Springs, Miss., for fees in three post-office cases.	25 00
9	V. S. Lusk.....	United States attorney, North Carolina, for fees in three post-office cases.	60 00
15	G. D. Chenoweth.....	Washington, D. C., for salaries of assistant draughtsmen to the topographer, for the half month ended September 15, 1874.	740 00
16	H. W. Foote.....	Attorney at law, Macon, Miss., for legal services rendered in the cases of the United States <i>vs.</i> William McMorris and Richard Gray.	100 00
16	S. C. Parrish.....	Washington, D. C., for law-books furnished the Post-Office Department.	399 00
23	Fred. Beall.....	Attorney at law, Okolona, Miss., for services in the case of the United States <i>vs.</i> Wm. R. Rose, charged with taking letters from the West Point, Miss., post-office.	75 00
23	H. Slack.....	United States marshal, Charlestown, W. Va., for fee in one post-office case.	22 00
30	George D. Chenoweth.....	Washington, D. C., for incidental expenses incurred in the publication and preparation of post-route maps, including the salaries of assistant draughtsmen to the topographer, for the month of September, 1874.	1,775 52

No. 5.—*Amounts paid by the Department on drafts and charged to miscellaneous account.*

1873. Oct. 8	S. S. Marble.....	United States marshal, Portland, Me., for fee in one post-office case.	\$14 11
Nov. 13	G. W. Wells.....	United States attorney, Holly Springs, Miss., for fees in two post-office cases.	40 00
13	A. Armstrong.....	Late United States marshal, Saint Paul, Minn., for fees in two post-office cases.	34 50
13	A. P. Eastlake.....	Washington, D. C., for amount advanced to pay expenses in examining the registered-letter operations of various offices.	75 00
• 17	Charles S. Hamilton.....	United States marshal, Milwaukee, Wis., for fees in sundry post-office cases.	16 20
Dec. 19	A. E. Buck.....	Clerk United States circuit court, Atlanta, Ga., for fees in sundry post-office cases.	57 25
1874. Jan. 7	H. P. Farrow.....	United States attorney, Georgia, for fees in two post-office cases.	40 00
10	John B. Furay.....	Omaha, Nebr., for fee advanced by him to pay Pendleton and Bailly, attorneys, in case of United States <i>vs.</i> D. W. Allison, charged with robbing United States mail.	20 00
10	William Pound.....	United States attorney, Dakota, for fee in one post-office case.	10 00
Feb. 2	H. H. Wells, jr.....	United States attorney, Richmond, Va., for fee in one case.	5 00
18	L. H. Miller.....	Baltimore, Md., for safe for dead-letter office, delivered February 16, 1874.	337 50
21	A. S. Thomas.....	Clerk United States court, Topeka, Kans., for fees in twenty-one post-office cases.	224 80
Mar. 7	Sherman Conant.....	United States marshal, Jacksonville, Fla., for fees in four post-office cases.	32 02
11	A. P. Eastlake.....	Washington, D. C., for amount advanced to pay expenses incurred in attending to registered-letter business.	50 00
21	G. W. Wood.....	Quincy, Ill., for services and expenses in case of Baum <i>vs.</i> Eastman, postmaster, and Wood, special agent, growing out of occupation of Burlington Hall for a post-office.	100 00
21	G. W. Wood.....	Quincy, Ill., for services and expenses in case of Quinlan <i>vs.</i> Eastman, postmaster, and Wood, special agent, growing out of occupation of store-room under Burlington Hall for a post-office.	100 00
28	N. J. Riddick.....	Clerk United States circuit court, Raleigh, N. C., for fees in five post-office cases.	58 50
Apr. 4	H. S. Burnell.....	Attorney at law, Little Rock, Ark., for services rendered in examination of witnesses in case of United States <i>vs.</i> James Morgan and John Miller, charged with robbing United States mail.	50 00
4	R. C. Badger.....	United States attorney, Raleigh, N. C., for fees in four post-office cases.	80 00
11	William Daily.....	United States marshal, Omaha, Nebraska, for fee in one post-office case.	18 56
25	J. M. Tomeny.....	Late United States marshal, Memphis, Tenn., for fees in sundry post-office cases.	88 74

REPORT OF THE POSTMASTER-GENERAL.

Amounts paid by the Department on drafts, &c.—Continued.

Date.	To whom allowed.	For what object.	Amount.
1874.			
May 28	A. P. Eastlake.....	Washington, D. C., for expenses incurred in visiting New York City on business connected with the issue of registered-package envelopes.	\$50 00
June 3	A. P. Eastlake.....	Washington, D. C., for expenses incurred in visiting various offices to examine into the registered-letter system.	56 50
5	Wheeler & Marshall.....	Attorneys, Chattanooga, Tenn., for services in one post-office case.	25 00
5	Peter Melendy.....	United States marshal, Cedar Falls, Iowa, for fees in two post-office cases.	30 20
9	A. E. Buck.....	Clerk United States court, Atlanta, Ga., for fees in four post-office cases.	60 50
9	E. R. Campbell.....	Clerk United States court, Nashville, Tenn., for fee in one post-office case.	11 50
9	N. W. Trimble.....	Clerk United States court, Mobile, Ala., for fees in two post-office cases.	38 55
10	M. Hopkins.....	Clerk United States court, Austin, Tex., for fees in sundry post-office cases.	116 90
10	A. M. Hughes.....	United States district attorney, Nashville, Tenn., for fee in one post-office case.	20 00
July 9	Sherman Conant.....	United States marshal, Jacksonville, Fla., for fee in one post-office case.	15 50
15	Church Howe.....	Late United States marshal, Wyoming Territory, for fee in one post-office case.	26 66
18	Nathan Trusler.....	United States attorney, Indianapolis, Ind., for fee in one post-office case.	10 00
18	C. B. Gould.....	Special agent, Post-Office Department, Emporium, Pa., for amount paid by him to an attorney, for fee in one post-office case.	10 00
18	E. W. Early.....	Clerk United States circuit court, Lynchburgh, Va., for fees in three post-office cases.	13 55
31	Israel McDanolds.....	Special agent, Post-Office Department, Elmira, N. Y., for moiety of fine in the case of the United States <i>vs.</i> John S. Pardee.	512 50
Aug. 4	A. P. Eastlake.....	Washington, D. C., for amount advanced to pay expenses in attending to business connected with the manufacture of registered-package envelopes.	75 00
5	George R. Peck.....	United States attorney, Topeka, Kans., for fees in seven post-office cases.	140 00
7	W. W. Murray.....	United States attorney, Memphis, Tenn., for fees in two post-office cases.	40 00
7	E. R. Hampton.....	Clerk United States court, Asheville, N. C., for fees in six post-office cases.	53 20
25	W. H. Smythe.....	United States marshal, Atlanta, Ga., for fees in three post-office cases.	131 94
27	H. C. Alleman.....	United States attorney, Denver, Col., for commissions and expenses incurred in the collection of \$1,188.52 from L. C. Rockwell, late United States attorney, being money received by said Rockwell in case of United States <i>vs.</i> A. Sagendorf, late postmaster, Denver, Col.	202 35
28	A. P. Eastlake.....	Washington, D. C., for amount advanced to pay expenses while on business connected with the manufacture of registered-package envelopes.	50 00

Amounts allowed to the postmasters at the principal offices of the United States for incidental expenses of such offices actually and necessarily incurred, such as office-repairs, gas-fuelures, telegraphing, and other miscellaneous expenses.

Third quarter, 1873.....	\$26,470 08
Fourth quarter, 1873.....	32,229 14
First quarter, 1874.....	17,755 11
Second quarter, 1874.....	25,649 19
Total.....	102,103 52
Amount paid to postmasters and others.....	3,207 75
Amount paid by warrants.....	101,102 99
Amount paid by drafts.....	3,142 03
Total.....	209,556 29
Amount allowed for stationery.....	36,468 97
Total.....	246,025 26
Deduct amounts charged to postmasters for over-credits.....	1 76
Amount actually paid and charged to miscellaneous account.....	246,023 50

J. J. MARTIN, Auditor.

No. 6.—Statement showing the transactions of the Money-Order Office of the United States for the fiscal year ended June 30, 1874.

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue.		Drafts and deposits received.	Balance due post-masters.	Transferred from—			
				Total fees received.	Premiums.			Postage fund.	Swiss fund.	British fund.	German fund.
Alabama.....	57, 179	\$17, 584 48	\$1, 183, 384 83	\$6, 997 25	\$335 05	\$556, 348 03	.....	\$2, 191 33	\$72 00	\$1, 683 00	\$5, 242 00
Arizona Territory.....	3, 762	13, 185 43	139, 606 95	728 40	.....	.....	.....	274 00	.....	1, 094 50	303 00
Arkansas.....	48, 200	27, 394 83	1, 299, 988 63	7, 203 10	.....	563, 061 00	.....	765 00	.....	3, 212 53	2, 108 23
California.....	62, 397	14, 570 28	1, 527, 666 50	8, 645 60	.....	1, 212, 421 00	\$278 56	9, 395 39	1, 624 61	36, 304 55	38, 295 25
Colorado Territory.....	28, 152	21, 248 36	612, 712 76	3, 530 95	.....	383, 194 00	.....	6, 572 00	164 00	31, 981 42	1, 421 00
Connecticut.....	73, 994	8, 983 95	1, 111, 562 22	7, 087 85	.....	468, 239 00	47 62	20, 991 29	520 00	41, 739 05	7, 285 00
Dakota Territory.....	6, 081	823 16	110, 132 82	6, 668 75	.....	1, 950 00	.....	338 00	.....	182 00	258 00
Delaware.....	11, 690	2, 598 62	175, 391 05	1, 117 95	.....	7, 510 00	35 06	4, 110 00	35 00	3, 189 29	540 00
District of Columbia.....	31, 957	12, 635 98	633, 603 61	3, 648 80	.....	1, 406, 782 87	.....	.....	698 00	11, 256 00	6, 930 00
Florida.....	32, 247	28, 264 78	888, 277 90	4, 888 80	.....	172, 614 00	.....	.....	5 00	5, 794 50	1, 814 75
Georgia.....	65, 334	51, 399 71	1, 141, 924 90	7, 025 40	3 50	977, 979 75	63 26	6, 327 14	37	6, 962 80	5, 878 41
Idaho Territory.....	5, 194	6, 989 41	180, 132 87	959 10	.....	1, 004 00	37 54	.....	.....	8, 904 00	466 93
Illinois.....	485, 305	81, 112 67	6, 987, 120 24	45, 428 80	.....	6, 935, 322 00	294 22	44, 752 61	5, 254 72	75, 107 77	32, 027 89
Indiana.....	235, 880	45, 029 67	3, 274, 422 76	21, 970 75	.....	1, 142, 770 10	145 09	17, 385 09	829 44	26, 538 62	11, 449 58
Indian Territory.....	742	.....	17, 509 75	99 35	.....	.....	.....	.....	.....	.....	.....
Iowa.....	289, 735	46, 057 75	4, 282, 577 10	27, 909 45	.....	1, 491, 192 00	218 74	18, 499 12	1, 353 00	10, 316 57	10, 327 92
Kansas.....	117, 109	25, 662 79	2, 075, 558 58	12, 845 70	.....	647, 071 78	69 59	6, 382 22	175 00	3, 307 93	1, 832 40
Kentucky.....	79, 635	12, 011 03	1, 251, 716 98	7, 956 60	.....	1, 013, 679 00	36 09	6, 516 00	889 00	5, 882 97	5, 012 68
Louisiana.....	41, 211	29, 956 96	1, 082, 480 06	5, 987 50	.....	1, 443, 146 44	18 60	3, 945 00	518 00	6, 662 00	1, 650 25
Maine.....	69, 831	22, 858 92	1, 301, 348 39	7, 827 70	.....	591, 518 00	44 16	8, 153 58	152 00	109, 172 45	3, 814 75
Maryland.....	55, 187	10, 358 01	952, 497 19	5, 844 65	.....	1, 214, 113 00	.....	4, 600 44	947 00	9, 998 45	22, 247 42
Massachusetts.....	158, 213	37, 913 24	2, 762, 027 83	16, 849 55	15 82	1, 888, 994 88	25 22	36, 774 60	1, 530 00	177, 244 57	21, 321 00
Michigan.....	233, 703	53, 774 75	3, 663, 392 93	23, 047 00	.....	1, 780, 877 27	139 47	26, 393 97	852 25	52, 961 80	14, 963 37
Minnesota.....	107, 849	23, 696 29	1, 749, 725 31	10, 996 55	.....	669, 199 12	69 48	3, 698 33	354 00	5, 939 61	5, 640 58
Mississippi.....	77, 634	15, 198 34	1, 696, 898 15	9, 918 85	.....	4, 200 00	109 74	1, 381 27	8 21	2, 055 44	829 01
Missouri.....	187, 700	34, 776 86	3, 118, 142 04	19, 426 40	.....	3, 661, 217 13	555 46	14, 704 37	1, 847 00	30, 843 15	6, 082 04
Montana Territory.....	6, 941	4, 245 74	153, 855 00	889 95	.....	.....	.....	691 59	.....	1, 531 00	2, 184 78
Nebraska.....	53, 732	16, 303 87	954, 610 47	5, 849 10	.....	1, 092, 816 00	137 37	11, 918 39	.....	3, 269 27	2, 235 76
Nevada.....	9, 130	3, 090 56	266, 712 72	1, 450 15	.....	140 00	.....	234 00	337 00	7, 855 48	4, 523 00
New Hampshire.....	48, 823	6, 013 07	751, 253 03	4, 794 75	.....	85, 775 00	168 12	5, 884 41	102 00	22, 978 08	1, 635 32
New Jersey.....	57, 559	8, 065 34	956, 062 71	5, 898 55	.....	152, 725 00	111 77	28, 925 84	2, 097 00	52, 790 06	12, 392 80
New Mexico Territory.....	4, 430	128, 996 44	128, 996 44	704 25	.....	225 00	.....	274 00	.....	390 00	390 00
New York.....	350, 417	236, 063 48	5, 467, 595 36	34, 384 25	.....	16, 631, 278 84	269 81	134, 332 40	36, 474 46	257, 195 25	148, 824 70
North Carolina.....	62, 827	13, 541 15	1, 301, 703 66	7, 704 30	36 00	173, 190 00	12 36	1, 533 93	10 00	1, 620 00	7, 086 00
Ohio.....	354, 886	54, 204 13	5, 042, 410 67	32, 889 00	.....	3, 343, 372 12	590 61	54, 104 71	3, 341 00	89, 843 02	39, 631 68
Oregon.....	17, 865	9, 723 47	395, 005 84	2, 300 25	.....	280, 400 00	8 49	2, 349 64	498 00	5, 179 70	4, 464 50
Pennsylvania.....	257, 380	44, 339 13	3, 942, 527 00	25, 001 30	.....	2, 913, 930 12	542 89	50, 570 06	3, 395 00	121, 409 36	28, 784 00
Rhode Island.....	22, 952	2, 919 20	387, 235 56	2, 376 80	.....	121, 098 00	.....	2, 009 00	65 00	35, 651 73	3, 126 00

No. 6.—Statement showing the transactions of the Money-Order Office of the United States, &c.—Continued.

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue.		Drafts and deposits received.	Balance due post-masters.	Transferred from—			
				Total fees received.	Premiums.			Postage fund.	Swiss fund.	British fund.	German fund.
South Carolina.....	43,843	\$9,507 20	\$854,754 18	\$5,147 90	.....	\$506,820 00	.....	\$1,280 93	.....	\$7,637 00	\$681 00
Tennessee.....	96,154	36,269 36	1,961,273 99	11,574 10	.....	2,104,826 50	\$63 15	15,865 94	\$2,064 69	7,373 00	2,380 00
Texas.....	67,354	43,179 66	1,578,106 03	9,001 25	\$112 80	789,403 02	344 72	17,644 92	246 00	7,520 88	9,779 61
Utah Territory.....	10,496	3,288 81	299,859 13	1,633 60	.....	750 00	.....	1,954 00	1,521 00	10,010 14	1,296 75
Vermont.....	51,133	7,777 65	762,650 62	4,925 40	.....	102,550 00	90 15	7,993 16	.....	7,542 18	14 00
Virginia.....	71,739	20,928 25	1,299,991 85	7,900 30	353 07	1,314,194 04	47 64	8,307 61	554 00	14,315 85	6,847 43
Washington Territory.....	6,715	1,772 09	187,229 40	1,030 00	.....	8,368 00	.....	716 00	.....	1,638 00	717 00
West Virginia.....	31,777	6,090 88	507,199 15	3,150 80	.....	56,865 00	20 35	5,238 00	129 00	3,290 67	2,444 00
Wisconsin.....	221,958	56,522 68	3,753,953 25	23,302 95	.....	2,374,591 43	217 03	14,918 98	1,953 82	22,094 19	18,465 50
Wyoming Territory.....	6,601	2,719 08	152,066 30	862 55	.....	.....	.....	.....	.....	904 00	308 00
Total.....	4,420,633	1,231,887 33	74,424,854 71	461,382 30	856 24	60,287,722 44	4,812 45	610,888 76	70,616 57	1,350,373 83	505,953 29

No. 6.—Statement showing the transactions of the Money-Order Office of the United States, &c.—Continued.

States and Territories.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to—				Deposits.	Expenses.	Commissions and clerk-hire.	Balance due the United States.	Miscellaneous items.
				Postage fund.	Swiss fund.	British fund.	German fund.					
Alabama.....	24,299	\$522,867 10	\$5,458 27	\$2,010 17	.....	\$492 45	\$450 05	\$1,220,303 00	\$918 63	\$4,018 13	\$17,309 27	.....
Arizona Territory.....	587	22,760 08	665 00	.....	.....	82 69	111 00	120,178 08	5 00	299 67	11,090 76	.....
Arkansas.....	18,960	565,806 11	8,050 15	66,925 00	.....	121 00	137 29	1,240,440 70	1,456 89	3,353 44	17,411 70	\$31 04
California.....	35,469	1,123,053 98	11,297 52	488 22	\$91 00	2,361 14	2,912 30	1,629,600 00	94 90	8,501 22	20,753 12	48 34
Colorado Territory.....	16,590	457,315 77	5,649 32	.....	28 00	176 00	876 00	579,805 00	252 48	2,263 26	14,426 07	32 59
Connecticut.....	60,123	1,104,195 30	6,850 34	370 74	335 25	1,794 04	4,216 38	533,878 31	33 31	4,643 14	10,139 17	.....
Dakota Territory.....	1,817	43,793 64	1,076 11	.....	.....	153 00	1,354 00	66,122 00	2 10	332 30	1,519 58	.....
Delaware.....	7,792	132,107 06	1,020 85	.....	.....	143 19	109 52	58,705 88	1 50	702 74	1,733 36	2 87
District of Columbia.....	40,822	737,519 87	4,678 19	.....	.....	121 00	475 00	1,314,577 79	4,519 05	4,580 32	8,484 04	.....
Florida.....	10,071	272,708 48	4,072 38	.....	.....	297 89	150 50	793,530 96	100 31	2,311 18	28,488 03	.....
Georgia.....	48,519	935,888 04	7,517 55	2,500 00	64 08	674 60	387 67	1,190,904 30	212 97	4,305 99	55,085 76	24 28
Idaho Territory.....	710	25,782 69	356 45	87,647 00	.....	.....	379 11	76,618 00	5 62	384 10	7,320 88	.....
Illinois.....	645,937	8,545,906 52	45,468 77	6,136 19	1,559 22	7,786 89	38,114 26	5,439,823 23	4,09 84	26,743 63	90,635 36	156 01
Indiana.....	127,060	2,145,661 57	21,441 04	676 72	958 00	2,292 77	10,680 50	2,401,893 55	591 77	11,648 79	44,627 91	68 48
Indian Territory.....	77	1,759 18	13 50	.....	.....	.....	.....	15,729 45	.....	37 52	69 45	.....
Iowa.....	175,624	3,042,752 23	25,400 39	3,537 00	624 00	4,149 73	21,557 81	7,717,773 00	74 70	15,436 85	57,074 50	71 35
Kansas.....	82,541	1,809,139 76	12,542 49	.....	164 19	6,093 17	6,138 33	900,265 54	83 75	8,526 56	29,808 01	144 19
Kentucky.....	81,336	1,605,514 16	8,396 77	135 00	59 00	1,227 98	2,976 73	664,614 00	158 10	5,037 36	15,514 21	67 04
Louisiana.....	45,340	1,270,323 00	5,366 70	3,700 00	452 00	2,294 00	4,833 00	1,226,185 45	11,402 62	4,100 33	45,689 17	18 63
Maine.....	53,311	1,073,502 92	5,646 10	25 00	.....	1,592 08	187 28	938,608 00	87 18	5,020 79	20,144 72	75 88
Maryland.....	85,778	1,864,438 53	6,096 96	.....	15 00	385 56	778 47	330,558 00	296 79	6,892 02	11,098 70	46 13
Massachusetts.....	267,810	3,786,107 59	16,519 99	699 00	385 61	4,828 01	1,409 52	1,076,277 75	256 36	17,137 08	38,850 54	225 26
Michigan.....	159,229	2,823,774 83	24,029 34	950 76	564 33	5,750 58	14,105 61	2,678,076 30	30 15	13,617 11	55,384 99	118 81
Minnesota.....	57,699	1,145,410 79	11,383 81	635 00	173 10	3,063 90	24,725 16	1,250,189 00	10 12	5,990 79	27,735 11	2 99
Mississippi.....	18,984	381,854 40	9,958 17	346 65	.....	359 93	521 56	1,299,219 53	857 55	3,942 18	33,539 04	.....
Missouri.....	249,010	5,010,271 55	23,985 55	1,064 00	1,543 00	2,190 72	14,353 96	1,760,686 85	391 35	17,493 17	55,543 55	70 75
Montana Territory.....	2,055	63,640 62	796 95	.....	.....	32 96	209 12	93,299 00	27 42	487 02	4,904 97	.....
Nebraska.....	31,743	711,816 86	6,788 47	886 00	655 00	1,658 51	10,197 56	1,328,273 00	21 62	4,139 60	22,674 73	28 88
Nevada.....	1,380	46,458 32	2,295 18	.....	.....	45 08	429 52	229,465 00	5 00	368 81	5,276 00	.....
New Hampshire.....	34,327	591,832 54	3,704 70	106 00	.....	888 40	44 00	271,001 10	51 28	3,077 58	7,870 80	27 38
New Jersey.....	52,454	910,724 92	6,993 87	1,727 00	1,050 00	3,083 36	13,848 77	267,534 00	436 20	3,868 91	9,273 19	468 85
New Mexico Territory.....	730	23,805 70	154 00	.....	.....	52 00	223 00	105,467 00	1 00	294 21	2,879 04	.....
New York.....	858,021	11,276,861 12	44,946 10	300,739 57	92,469 26	1,451,374 79	203,601 39	9,344,027 50	2,251 76	45,723 43	183,998 63	425 00
North Carolina.....	25,965	526,558 17	6,174 45	6,68 00	.....	1,185 00	.....	943,126 83	13 00	3,883 73	18,510 23	11 99
Ohio.....	377,955	5,886,556 58	31,991 81	21,696 57	2,262 44	7,034 58	13,056 67	2,627,012 62	1,885 34	19,990 92	48,211 09	688 32
Oregon.....	6,483	214,582 08	2,589 06	.....	.....	65 03	373 10	464,501 00	28 12	1,483 32	16,212 81	5 37
Pennsylvania.....	316,345	4,662,913 35	26,874 33	3,298 00	824 99	11,714 33	19,525 22	2,331,335 24	3,019 68	19,568 14	51,144 84	280 74
Rhode Island.....	15,526	303,430 99	2,252 73	.....	44 00	678 00	179 00	241,601 00	.....	1,425 27	2,870 30	.....

No. 6.—Statement showing the transactions of the Money-Order Office of the United States, &c.—Continued.

States and Territories.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to—				Deposits.	Expenses.	Commissions and clerk-hire.	Balance due the United States.	Miscellaneous items.
				Postage fund.	Swiss fund.	British fund.	German fund.					
South Carolina.....	24,466	\$479,230 76	\$3,981 55	-----	\$43 49	\$212 00	\$575 09	\$281,546 19	\$9 70	\$2,543 98	\$17,674 56	\$10 98
Tennessee.....	74,262	1,567,911 16	10,955 80	\$15,065 00	336 60	1,007 00	2,222 00	2,489,738 18	945 35	7,136 92	46,355 19	17 53
Texas.....	28,695	758,537 32	10,835 07	1,714 56	1,011 51	2,122 59	5,954 48	1,606,839 14	106 24	4,813 96	63,404 02	-----
Utah Territory.....	5,025	137,550 10	937 35	-----	-----	643 27	791 09	177,044 00	101 70	724 27	4,499 55	22 10
Vermont.....	32,515	570,252 24	3,074 40	106 00	-----	377 92	121 13	306,355 18	13 00	3,067 03	10,125 60	50 66
Virginia.....	60,969	1,190,106 73	7,202 45	105 70	38 00	1,549 01	1,731 88	1,448,200 43	239 75	5,015 05	19,251 04	-----
Washington Territory.....	2,605	95,460 23	1,132 38	-----	-----	47 63	640 84	100,689 00	5 00	581 98	2,909 10	4 33
West Virginia.....	14,765	278,382 60	2,416 03	-----	164 00	176 60	866 08	295,287 00	32 55	1,429 70	5,673 29	-----
Wisconsin.....	147,310	2,909,440 57	23,840 00	1,261 15	2,737 41	5,385 75	38,504 92	3,209,368 43	123 61	14,422 67	60,654 17	221 15
Wyoming Territory.....	1,223	30,166 90	842 85	-----	-----	73 85	366 00	122,365 00	-----	362 89	2,682 44	-----
Total.....	4,416,114	73,736,435 01	473,721 24	531,240 00	108,652 48	1,537,839 98	465,687 78	60,408,730 41	35,251 36	321,789 06	1,326,532 68	3,467 92

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 10, 1874.

No. 7.—*Statement of the receipts and disbursements of the Money-Order Office for the fiscal year ended June 30, 1874.*

RECEIPTS.

Balance in hands of postmasters June 30, 1873	\$1,231,887 33
Amount received for money-orders issued	74,424,854 71
Amount received for fees	461,382 30
Amount received for premiums	856 24
Amount received for deposits and drafts	60,287,722 44
Amount due postmasters	4,812 45
Amount transferred from postage fund	610,888 76
Amount transferred from Swiss fund	70,616 57
Amount transferred from British fund	1,350,373 83
Amount transferred from German fund	505,953 29
	138,949,347 92

DISBURSEMENTS.

Amount of money-orders paid	\$73,736,435 01
Amount of money-orders repaid	473,721 24
Amount transferred to postage fund	531,240 00
Amount transferred to Swiss fund	108,652 48
Amount transferred to British fund	1,537,839 98
Amount transferred to German fund	465,687 78
Amount deposited at first-class offices	60,408,730 41
Amount paid for incidental expenses	35,251 36
Amount paid for clerk-hire and commissions	321,789 06
Miscellaneous items	3,467 92
Balance in hands of postmasters June 30, 1874	1,326,532 63
	138,949,347 92

J. J. MARTIN,
*Auditor.*OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
*Washington, D. C., October 10, 1874.*No. 8.—*Statement showing the revenue which accrued on money-order transactions for the fiscal year ended June 30, 1874.*

Total amount of fees received	\$461,382 30
Total amount of premiums, &c	856 24
	462,238 54
Commissions and clerk-hire	\$321,789 06
Lost remittances	1,932 00
Defalcation of late postmaster at Egg Harbor City, N. J.	429 95
Defalcation of late postmaster at New Orleans, La.	10,108 37
Incidental expenses	22,781 04
Net revenue	105,198 12
	462,238 54

J. J. MARTIN,
*Auditor.*OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 10, 1874.

No. 9.—Statement showing the transactions of the Money-Order Office of the United States with Switzerland for the fiscal year ended June 30, 1874.

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue.	Transferred from domestic money-order fund.	Balance due post-masters.	Number of orders paid.	Amount of orders paid.	Amount of orders re paid.	Transferred to domestic money-order fund.	Amount paid Switzerland.	Expenses.	Commissions and clerk-hire.	Balance due the United States.	Miscellaneous items.
Alabama.....	3	\$1 58	\$71 00	\$2 25						\$72 00			\$0 08	\$2 75	
Arkansas.....															
California.....	62	1 97	1,606 58	46 25	\$91 00		5	\$112 47	\$3 25	1,624 61			93	4 54	
Colorado Territory.....	6	25	160 00	4 25	28 00		1	28 33		164 00				17	
Connecticut.....	24	06	670 35	18 50	335 25		20	502 37		520 00				1 79	
Delaware.....	2		35 00	1 00						35 00			09	77	\$0 14
District of Columbia.....	32	08	695 04	19 50			2	16 43		698 00				19	
Florida.....	1	56 32	5 00	25						5 00			01	56 56	
Georgia.....		87					3	64 08		37				50	
Idaho Territory.....		97			64 08									97	
Illinois.....	253	1 74	5,803 43	163 50	1,559 22	\$0 70	85	2,219 17	50 00	5,254 72			1 85	2 85	
Indiana.....	42	97 09	718 50	21 50	958 00		38	959 35	6 75	829 44			90	5 40	
Iowa.....	62	2 33	1,385 45	40 00	624 00	08	25	688 81		1,353 00			1 70	1 60	
Kansas.....	5	32 14	140 00	3 75	164 19	22	7	163 52		175 00			22	1 26	30
Kentucky.....	32	5 12	872 50	23 75	59 00		4	70 71		889 00				66	
Louisiana.....	23	87	554 50	14 50	452 00		14	502 52		518 00			40	95	
Maine.....	2	50 00	100 00	2 50						152 00			25	25	
Maryland.....	27	76	922 65	24 25	15 00		1	15 12		947 00				54	
Massachusetts.....	56	6 26	1,485 86	41 00	385 61		16	387 27		1,530 00				1 46	
Michigan.....	53	3 67	866 90	26 75	564 33		21	594 97		852 25				14 43	
Minnesota.....	12	43	345 00	9 25	173 10	21	6	172 13		354 00			94	82	10
Mississippi.....	1		8 00	25		02				8 21			02		04
Missouri.....	76	2 02	1,955 25	53 75	1,543 00		59	1,689 84		1,847 00			1 41	15 75	02
Montana Territory.....															
Nebraska.....		18			655 00		21	654 77						41	
Nevada.....	12	06	327 70	9 50						337 00				26	
New Hampshire.....	2	07	100 00	2 50						102 00			25	32	
New Jersey.....	78	2 92	2,149 00	58 25	1,050 00		42	1,069 25	90 00	2,097 00			2 73	1 19	
New York.....	1,363	61 31	37,906 03	1,056 50	92,469 26	30	178	4,269 46	267 43	36,474 46	\$89,870.92	\$4 50	601 07	5 56	
North Carolina.....	1	1 11	10 00	25						10 00			02	1 34	
Ohio.....	127	69 05	3,373 31	91 50	2,262 44		79	2,448 19		3,341 00			1 22	5 80	
Oregon.....	14	58	484 95	13 00						498 00				53	
Pennsylvania.....	121	56 86	3,758 06	100 25	824 99		58	1,339 10		3,395 00			1 48	4 55	
Rhode Island.....	9	27	83 55	2 75			3	65 26		65 00				31	
South Carolina.....				43 49		11	1	43 49					11		
Tennessee.....	76	95 07	1,974 82	54 25	336 60	17	15	393 03		2,064 69			1 06	1 82	31
Texas.....	9	46	275 40	7 25	1,011 51		27	1,047 56		246 00				1 06	

Utah Territory.....	42	68	1,482 75	38 50						1,521 00				93	
Vermont.....		17												17	
Virginia.....	20	1 64	540 65	15 25	38 00		2	38 04		554 00			37	2 99	14
West Virginia.....	8	1 30	125 25	3 50	164 00		5	163 96		129 00			01	1 08	
Wisconsin.....	65	1 16	1,294 80	36 50	2,737 41	98	55	1,502 96		1,953 82		5 20	5 00	603 21	63
Wyoming Territory.....															
Total.....	2,721	557 42	72,287 28	2,006 50	108,652 48	2 79	793	21,222 16	417 43	70,616 57	89,870 92	9 70	622 12	745 89	1 68

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
 FOR THE POST-OFFICE DEPARTMENT,
 Washington, D. C., October 10, 1874.

No. 10.—*Statement of receipts and disbursements of the Money-Order Office with Switzerland for the fiscal year ended June 30, 1874.*

RECEIPTS.

Balance in hands of postmasters June 30, 1873	\$557 42
Amount received for money-orders issued	72,287 28
Amount received for fees	2,006 50
Amount received from domestic fund	108,652 48
Amount due postmasters	2 79
	183,506 47

DISBURSEMENTS.

Amount of money-orders paid	\$21,222 16
Amount of money-orders repaid	417 43
Amount transferred to domestic fund	70,616 57
Amount paid Switzerland	89,870 92
Amount paid for incidental expenses	9 70
Amount paid for commissions and clerk-hire	622 12
Miscellaneous items	1 68
Balance in hands of postmasters June 30, 1874	745 89
	183,506 47

J. J. MARTIN,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 10, 1874.

No. 11.—*Statement showing the revenue which accrued on money-order transactions with Switzerland for the fiscal year ended June 30, 1870.*

Amount of fees received on orders issued	\$127 40
International charges deducted by New York office	283 11
	410 51
Commissions allowed postmasters	\$18 18
Net revenue	392 33
	410 51

J. J. MARTIN,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 10, 1874.

NOTE.—This statement to take the place of like statement heretofore published, which was incorrect.

No. 12.—*Statement showing the revenue which accrued on money-order transactions with Switzerland for the fiscal year ended June 30, 1871.*

Amount of fees received on orders issued	\$227 95
International charges deducted by New York office	480 35
	708 30
Commissions allowed postmasters	\$16 72
Net revenue	691 58
	708 30

J. J. MARTIN,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 10, 1874.

NOTE.—This statement to take the place of like statement heretofore published, which was incorrect.

No. 13.—*Statement showing the revenue which accrued on money-order transactions with Switzerland for the fiscal year ended June 30, 1872.*

Amount of fees received on orders issued.....	\$981 63	
International charges deducted by New York office.....	832 11	
		1,813 74
Commissions allowed postmasters.....	\$26 11	
Excess of commissions paid Switzerland.....	327 62	
Incidental expenses.....	57 75	
Net revenue.....	1,402 26	
		1,813 74

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 10, 1874.

NOTE.—This statement to take the place of like statement heretofore published, which was incorrect.

No. 14.—*Statement showing the revenue which accrued on money-order transactions with Switzerland for the fiscal year ended June 30, 1873.*

Amount of fees received on orders issued.....	\$2,164	
Commissions allowed postmasters.....	\$19 36	
Excess of commissions paid Switzerland.....	622 83	
Incidental expenses.....	5 00	
Net revenue.....	1,516 81	
		2,164

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 10, 1874.

NOTE.—This statement to take the place of like statement heretofore published, which was incorrect.

No. 15.—*Statement showing the revenue which accrued on money-order transactions with Switzerland for the fiscal year ended June 30, 1874.*

Amount of fees received on orders issued.....	\$2,006 50	
Commissions and clerk-hire allowed.....	\$622 12	
Excess of commissions paid Switzerland.....	493 20	
Incidental expenses.....	9 70	
Net revenue.....	881 48	
		2,006 50

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 10, 1874.

No. 16.—Statement showing the transactions of the Money-Order Office of the United States with the United Kingdom of Great Britain and Ireland for the fiscal year ended June 30, 1874.

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue.	Transferred from domestic money-order fund.	Balance due post-masters.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to domestic money-order fund.	Amount paid United Kingdom.	Expenses.	Commissions and clerk-hire.	Balance due the United States.	Miscellaneous items.
				Total fees received.											
Alabama	82	\$0 24	\$1,816 90	\$52 75	\$492 45	\$0 40	31	\$676 46		\$1,683 00			\$0 46	\$2 08	\$0 74
Arizona Territory	32	50 19	1,025 70	27 50	82 69		2	35 21	\$50 00	1,094 50			12 65	1 70	2 62
Arkansas	114	50 72	3,247 20	86 50	121 00		14	291 49		3,212 53			2 72	60	
California	1,911	192 16	39,476 84	1,188 75	2,361 14	18 93	309	6,579 46	113 05	36,304 55			53 12	164 20	3 44
Colorado Territory	1,269	74 08	32,364 95	883 75	176 00	8 36	77	1,464 86	20 00	31,981 42			35 16	50	5 29
Connecticut	2,625	499 46	43,847 49	1,362 50	1,794 04	16 44	321	5,366 19	303 55	41,739 05		\$0 50	51 49	53 74	5 41
Dakota Territory	6	50 37	130 25	3 75	153 00		8	154 47		182 00			72	18	
Delaware	215		3,616 28	112 75	113 19	1 24	40	670 81		3,189 29			10 20		3 16
District of Columbia	586	42	11,826 82	352 25	121 00		55	1,027 21	16 89	11,256 00				39	
Florida	190	41 27	5,697 43	151 75	297 89	2 70	22	376 60		5,794 50			15 20	2 09	2 65
Georgia	302	58 60	6,953 62	194 50	674 60		42	898 15		6,962 80			20 20	20 17	
Idaho Territory	252	47 52	8,631 22	235 50		11 61				8,904 00			21 56		29
Illinois	4,619	1,223 17	90,795 90	2,673 00	7,786 89	21 69	1,299	26,540 59	510 29	75,107 77			75 78	259 09	7 13
Indiana	1,332	1,590 37	25,815 76	759 25	2,292 77	47 49	181	3,761 85	64 94	26,538 62		50	30 53	108 39	81
Iowa	619	527 79	10,824 46	329 75	1,149 73	7 55	264	5,334 15	56 00	10,316 57			26 48	105 05	1 03
Kansas	244	325 25	4,300 02	125 75	6,093 17	2 44	338	7,454 22	15 30	3,307 93			22 88	45 39	91
Kentucky	314	172 01	6,216 69	124 25	1,227 98	31	81	1,800 31	57 80	5,882 97			10 87	96	13 33
Louisiana	363	48 03	8,735 70	244 25	2,294 00		205	4,525 33		6,662 00			2 60	132 05	
Maine	3,282	405 89	107,535 69	2,807 25	1,592 08	41 61	118	2,824 65	67 75	109,172 45			256 95	5 31	55 41
Maryland	706	21 85	11,782 10	360 50	385 56	2 89	129	2,425 65	69 57	9,998 45			13 65	41 30	4 28
Massachusetts	10,305	1,336 52	191,074 19	5,777 75	4,828 01	14 16	1,334	24,441 70	544 16	177,244 57		2 25	663 99	123 76	10 20
Michigan	2,902	1,415 58	54,769 09	1,622 00	5,750 58	66 69	471	10,063 96	425 53	52,961 80			110 30	55 56	6 79
Minnesota	271	287 66	6,847 48	196 00	3,063 90	3 90	195	4,364 30	5 00	5,939 61			14 02	68 72	7 29
Mississippi	97	68 93	2,056 30	58 75	359 93	6 47	24	489 40		2,055 44			4 66	71	17
Missouri	1,368	779 35	35,232 98	987 00	2,190 72	11 40	386	8,033 67	62 25	30,843 15			82 77	179 51	70
Montana Territory	67	1 30	1,499 10	42 50	32 96	07	2	13 87	30 00	1,531 00			37	69	
Nebraska	238	135 69	4,014 62	118 75	1,658 51	1 39	131	2,643 27		3,269 27			12 60	3 37	45
Nevada	351	50 41	7,623 51	230 75	45 08	3 16	3	62 90		7,855 48			4 20	28 18	2 15
New Hampshire	1,046	622 76	23,623 79	647 25	888 40	6 62	87	1,006 60	77 00	22,978 08			60 51	60 65	5 98
New Jersey	4,104	280 22	62,451 12	2,014 25	3,063 36	39 87	891	14,029 43	259 18	52,790 06			93 71	82 81	13 63
New Mexico Territory	12		380 75	10 25	52 00				50 00	390 00		1 25	96	64	15
New York	18,148	2,854 46	304,627 87	9,570 25	1,451,374 79	16 52	4,743	80,968 18	852 78	257,195 25	\$1,410,653 65	401 95	18,419 97	128 45	23 66
North Carolina	75	7 60	1,704 45	49 25	1,185 00	71	55	1,314 68		1,620 00			7 53	4 80	
Ohio	4,838	1,699 33	95,260 64	2,839 25	7,034 58	60 97	809	16,581 15	182 70	89,843 02		56 50	109 71	114 95	6 74
Oregon	185	51 21	4,997 15	139 00	65 03	49	5	64 82		5,179 70			5 28	1 68	1 40
Pennsylvania	8,291	2,772 02	146,588 61	4,454 00	11,714 33	30 42	2,212	42,887 58	286 42	121,400 36			455 46	509 64	10 92

Rhode Island.....	2,000	48 68	3,750 09	1,171 75	678 00	6 16	257	4,864 38	52 32	35,651 73			65 55	10 56	10 14
South Carolina.....	201	67	7,719 65	199 00	212 00	5 10	24	4,479 98		7,637 00			18 61	83	
Tennessee.....	359	113 02	8,460 60	241 25	1,007 00	01	115	2,440 08		7,373 00			1 09	6 98	73
Texas.....	366	40 47	8,867 30	245 75	2,122 59	1 57	145	3,470 51	220 00	7,520 88			4 55	34 99	26 75
Utah Territory.....	651	11 12	11,497 35	343 25	643 27	1 37	98	2,351 57	52 50	10,010 14			6 62	75 53	
Vermont.....	409	532 06	6,988 62	218 75	377 92	63	26	500 31	28 00	7,542 18			18 66	28 41	42
Virginia.....	674	69 71	15,588 10	435 25	1,549 01	22 94	160	3,319 77		14,315 85			10 24	17 94	1 21
Washington Territory..	52	23 39	1,756 95	46 00	47 63	1 14	10	232 15		1,638 00			4 96		
West Virginia.....	192	78	3,301 47	101 25	176 60	1 02	15	283 86		3,290 67			5 61		98
Wisconsin.....	1,040	872 40	20,917 51	608 25	5,385 75	5 14	255	5,385 63	159 25	22,094 19			42 76	102 25	4 97
Wyoming Territory.....	37		880 00	25 00	73 85	45	3	72 85		904 00			2 37		08
Total.....	77,351	19,454 73	1,491,320 31	44,508 75	1,537,839 98	492 11	15,992	303,773 66	4,632 23	1,350,373 83	1,410,653 65	462 95	20,858 44	2,619 80	241 32

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 10, 1874.

No. 17.—*Statement of receipts and disbursements of the Money-Order Office with the United Kingdom of Great Britain and Ireland for the fiscal year ended June 30, 1874.*

RECEIPTS.

Balance in hands of postmasters June 30, 1873	\$19,454 73
Amount received for money-orders issued.....	1,491,320 31
Amount received for fees.....	44,508 75
Amount transferred from domestic fund	1,537,839 98
Amount due postmasters.....	492 11
	3,092,615 88

DISBURSEMENTS.

Amount of money-orders paid	\$303,773 66
Amount of money-orders repaid	4,632 23
Amount transferred to domestic fund.....	1,350,373 83
Amount paid United Kingdom.....	1,410,653 65
Amount paid for incidental expenses	462 95
Amount paid for commissions and clerk-hire	20,858 44
Miscellaneous items.....	241 32
Balance in hands of postmasters June 30, 1874	2,619 80
	3,092,615 88

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT.
Washington, D. C., October 10, 1874.

No. 18.—*Statement showing the revenue which accrued on money-order transactions with the United Kingdom of Great Britain and Ireland for the fiscal year ended June 30, 1872.*

Amount of fees received on orders issued	\$22,466 85
Commissions and clerk-hire.....	\$8,626 71
Excess of commissions paid United Kingdom.....	5,943 26
Incidental expenses.....	1,205 15
Net revenue.....	6,691 73
	22,466 85

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 10, 1874.

NOTE.—This statement to take the place of like statement heretofore published which was incorrect.

No. 19.—*Statement showing the revenue which accrued on money-order transactions with the United Kingdom of Great Britain and Ireland for the fiscal year ended June 30, 1873.*

Amount of fees received on orders issued.....	\$40,504 25
Commissions and clerk-hire.....	\$14,857 78
Excess of commissions paid United Kingdom.....	10,961 42
Incidental expenses	629 40
Net revenue.....	14,055 65
	40,504 25

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 10, 1874.

NOTE.—This statement to take the place of like statement heretofore published, which was incorrect.

No. 20.—Statement showing the transactions of the Money-Order Office of the United States with the German Empire for the fiscal year ended June 30, 1874.

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue.	Transferred from domestic money-order fund.	Balance due post-masters.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to domestic money-order fund.	Amount paid German Empire.	Expenses.	Commissions and clerk-hire.	Balance due the United States.	Miscellaneous items.
				Total fees received.											
Alabama	191	\$0 64	\$5,523 50	\$147 70	\$450 05		30	\$827 58	\$50 00	\$5,242 00				\$2 31	
Arizona Territory	7	44	295 00	7 50	111 00	\$0 06	4	110 00		303 00				1 00	
Arkansas	106	131 60	2,215 25	62 30	137 29		18	431 41	3 00	2,108 23			\$2 35	1 45	
California	1,585	108 51	44,892 38	1,213 85	2,912 30	7 30	393	10,494 34	134 00	38,295 25			33 29	174 87	\$2 59
Colorado Territory	72	73 08	1,936 75	51 25	876 00		53	1,515 42		1,421 00			10	57	
Connecticut	449	14 41	8,777 01	242 45	4,216 38		31	5,895 97	53 00	7,285 50		\$0 75	10 40	4 76	68
Dakota Territory	13	84 13	286 00	7 90	1,354 00		56	1,461 84	7 00	258 00			4 38	81	
Delaware	34	21 00	567 40	16 20	109 52		6	172 55		540 00			1 84		02
District of Columbia	432	36	10,428 66	281 25	475 00		145	4,070 09	185 00	6,930 00				18	
Florida	53	1 13	1,626 50	47 40	150 50		8	203 43		1,814 75			5 07	2 38	19
Georgia	215	2 52	6,158 91	163 50	387 67		22	546 12	131 00	5,878 41			05	157 02	
Idaho Territory	18	32	494 75	13 05	379 11		12	367 81	50 00	466 93			25	2 15	41
Illinois	3,325	343 36	64,488 49	1,778 15	38,114 26	66 97	2,694	71,854 62	572 60	32,027 89		6 50	118 65	202 69	8 28
Indiana	727	244 83	12,857 02	360 15	10,680 50	4 04	459	12,466 99	51 00	11,449 58		50	25 59	91 62	61 26
Iowa	648	615 24	12,379 39	342 35	21,557 81	9 49	867	24,020 07	262 00	10,327 92		5 15	58 29	225 16	5 69
Kansas	116	57 19	2,398 75	66 05	6,138 33	2 41	247	6,805 55	10 00	1,832 40			11 23	1 68	1 87
Kentucky	299	125 75	6,900 92	185 65	2,976 73	35	194	5,136 78	15 00	5,012 68			7 74	16 24	96
Louisiana	196	97 47	4,063 85	113 20	4,833 00	08	275	7,240 35	75 00	1,650 25				141 02	
Maine	112	1 31	3,801 00	97 85	187 28		11	266 24	5 00	3,814 75			98	1 24	
Maryland	1,397	90	29,307 89	801 80	778 47	1 13	371	8,405 96	227 00	29,247 42		2 96	5 83	24	84
Massachusetts	1,032	121 85	25,245 91	684 70	1,409 52	34	233	5,846 08	140 25	21,321 00			104 10	40 98	91
Michigan	1,251	113 51	23,980 55	669 10	16,659 60	8 93	960	26,119 28	220 18	14,963 37		2 25	48 33	82 81	2 47
Minnesota	407	244 93	7,140 36	198 00	24,725 16	15 76	947	26,221 13	89 40	5,640 58		65	64 01	303 56	4 88
Mississippi	41	6 52	898 00	24 65	521 56	30	22	618 89		829 01			2 05	94	14
Missouri	820	225 20	17,238 11	475 20	14,353 96	6 49	985	25,845 99	176 75	6,082 04		3 00	82 51	105 23	3 44
Montana Territory	70	78	2,181 25	56 20	209 12	97	10	245 64	15 00	2,184 78			1 49	1 41	
Nebraska	148	17 17	2,822 85	77 90	10,197 56	4 14	388	10,787 24	27 00	2,235 76		15	23 66	41 80	4 01
Nevada	134	60	4,495 20	118 65	429 52	52	19	518 27		4,523 00			2 54	68	
New Hampshire	80	90	1,681 50	46 45	44 00	77	5	130 36		1,635 32			4 50	1 91	1 53
New Jersey	1,087	89 53	20,088 20	563 75	13,848 77	8 89	849	21,971 33	151 00	12,392 80		1 75	45 51	35 51	1 24
New Mexico Territory	11		430 00	11 00	223 00		8	212 91		390 00			1 60		59 53
New York	9,355	114 14	206,239 74	5,709 15	203,601 39	1 57	5,079	122,524 28	722 58	148,824 70	\$137,365 99	91 90	6,085 94	48 98	1 62
North Carolina	207	3 13	7,255 55	188 45	286 00	3 50	24	625 38		7,086 00			19 68	2 60	2 97
Ohio	2,648	404 60	56,049 32	1,535 25	13,056 67	5 09	1,201	30,733 81	400 00	39,631 68		1 00	60 94	214 35	9 15
Oregon	169	1 36	4,656 10	126 55	373 10		24	663 68	5 65	4,464 50			1 88	21 40	
Pennsylvania	2,253	197 81	44,095 84	1,216 75	19,525 22	8 45	1,411	35,498 28	434 50	28,784 00		2 75	79 24	236 49	8 81
Rhode Island	149	74	3,241 45	87 70	179 00		15	363 06	15 05	3,126 00			3 28	1 25	
South Carolina	34	76	812 25	22 45	575 00	76	30	727 77		681 00			2 09	36	

No. 20.—Statement showing the transactions of the Money-Order Office of the United States with the German Empire, &c.—Continued.

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue. Total fees received.	Transferred from domestic money-order fund.	Balance due post-masters.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to domestic money-order fund.	Amount paid German Empire.	Expenses.	Commissions and clerk-hire.	Balance due the United States.	Miscellaneous items.
Tennessee	150	\$41 98	\$3,018 53	\$83 55	\$2,222 00	\$0 19	108	\$2,951 68	\$5 00	\$2,380 00	.....	\$0 15	\$1 70	\$27 64	\$0 08
Texas	482	59 74	12,905 09	350 25	5,954 48	4 91	321	9,022 21	.....	9,779 61	.....	.....	26 16	442 63	3 86
Utah Territory	43	97	1,290 50	33 15	791 09	.....	29	817 57	.....	1,296 75	.....	.....	91	32	16
Vermont	2	05	14 75	65	121 13	03	7	120 40	.....	14 00	.....	.....	34	1 61	26
Virginia	290	76 05	7,363 28	199 65	1,731 88	50	90	2,462 83	30 00	6,847 43	.....	75	4 49	25 54	32
Washington Territory ..	38	41	761 75	21 15	640 84	.....	25	702 42	.....	717 00	.....	.....	3 67	1 06	.....
West Virginia	136	1 00	2,710 60	74 00	866 08	.....	44	1,144 01	61 00	2,444 00	.....	.....	1 40	1 27	.....
Wisconsin	1,499	541 82	25,118 63	707 10	38,504 92	17 13	1,650	45,691 44	240 75	18,465 50	.....	90	98 12	383 87	9 02
Wyoming Territory	11	64	300 00	8 00	366 00	.....	12	364 66	.....	308 00	.....	.....	1 66	32	.....
Total	32,542	4,190 38	701,634 73	19,288 95	468,241 77	182 33	20,607	535,216 72	4,573 71	505,953 29	\$137,365 99	121 55	7,059 95	3,050 17	196 78

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 10, 1874.

J. J. MARTIN, Auditor.

No. 21.—*Statement of the receipts and disbursements of the Money-Order Office with the German Empire for the fiscal year ended June 30, 1874.*

RECEIPTS.

Balance in hands of postmasters June 30, 1873	\$4,190 38
Amount received for money-orders issued	701,634 73
Amount received for fees	19,288 95
Amount transferred from domestic fund	468,241 77
Balance due postmasters	182 33
	1,193,538 16

DISBURSEMENTS.

Amount of money-orders paid	\$535,216 72
Amount of money-orders repaid	4,573 71
Amount transferred to domestic fund	505,953 29
Amount paid German Empire	137,365 99
Amount paid for incidental expenses	121 55
Amount paid for commissions and clerk-hire	7,059 95
Miscellaneous items	196 78
Balance in the hands of postmasters June 30, 1874	3,050 17
	1,193,538 16

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 10, 1874.

No. 22.—*Statement showing the revenue which accrued on money-order transactions with the German Empire for the fiscal year ended June 30, 1873.*

Amount of fees received on orders issued	\$11,662 80
Commissions and clerk-hire	\$1,377 50
Excess of commissions paid German Empire	2,173 92
Incidental expenses	316 15
Net revenue	7,795 23
	11,662 80

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 10, 1874.

NOTE.—This statement to take the place of like statement heretofore published, which was incorrect.

No. 23.—Amount of letter-postage on British mails received in and sent from the United States during the fiscal year ended June 30, 1874.

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$12,378 70	\$18,109 78	.....	\$142,684 82	\$179,173 30
Dale, or Inman line	8,177 59	12,393 36	.....	95,880 19	116,451 14
North German Lloyd, of Bremen	6,710 20	9,663 79	.....	54,844 03	71,218 02
Canadian line	1 06	1 34	.....	107 00	109 40
White Star line	133 62	13 42	.....	955 36	1,102 40
Liverpool and Great Western Steam Company .....	.....	1 32	.....	2 02	3 34
National line .....	.....	1 26	.....	48	1 74
American Steamship Company	19 30	.....	.....	7 02	26 32
Hamburg-American Packet Company	12 74	88	.....	1 12	14 74
Total	27,433 21	40,185 15	.....	300,482 04	368,100 40
Amount received	67,618 36	.....	\$300,482 04	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line	\$2,360 54	\$67,692 47	.....	\$3,762 70	\$73,815 71
Dale, or Inman line	233 00	4,222 39	.....	270 34	4,725 73
North German Lloyd, of Bremen	3,576 00	26,112 04	.....	1,814 56	31,502 60
Canadian line .....	.....	16,941 14	.....	626 80	17,567 94
White Star line	5,575 62	95,524 57	.....	6,316 58	107,416 77
Liverpool and Great Western Steam Company	1,178 40	114,799 71	.....	8,022 56	124,000 67
Eagle line	52 40	3,284 16	.....	232 04	3,568 60
American Steamship Company .....	.....	936 08	.....	58 88	994 96
Hamburg-American Packet Company	4,778 43	52,532 06	.....	5,626 58	62,937 07
Total	17,754 39	382,044 62	.....	26,731 04	426,530 05
Amount sent	399,799 01	.....	.....	26,731 04	.....

Amount collected in the United States

Amount collected in the United Kingdom

Total

Excess collected in the United States

Increase compared with last fiscal year

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 10, 1874.

No. 24.—Amount of letter-postage on German mails received in and sent from the United States during the fiscal year ended June 30, 1874.

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line, via England.....	\$2,246 73	\$7,445 41	.....	\$12,417 39	\$22,109 53
Dale line, via England.....	2,839 48	10,927 27	.....	12,337 81	26,104 56
North German Lloyd, of Bremen, via England.....	2,744 22	8,558 26	.....	14,154 45	25,456 93
Hamburg-American Packet Company, via France.....	1,241 85	4,039 08	.....	3,527 17	8,808 10
North German Lloyd of Bremen, direct.....	1,592 27	4,238 35	.....	39,538 31	45,368 93
Hamburg-American Packet Company, direct.....	2,104 96	6,320 40	.....	49,514 95	57,940 31
Eagle line, direct from Hamburg.....	26 74	84 50	.....	640 20	751 44
Baltic Lloyd, direct from Stettin.....	.....	4 44	.....	7 68	12 12
Total.....	12,796 25	41,617 71	.....	132,137 96	186,551 92
Amount received.....	54,413 96	.....	\$132,137 96	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line, via England.....	\$327 61	\$7,608 32	.....	\$876 89	\$8,812 82
Liverpool and Great Western Steam Company, via England.....	171 54	20,895 14	.....	2,826 93	23,893 61
North German Lloyd, of Bremen, via England.....	1,517 61	26,662 76	.....	1,337 59	29,517 96
Hamburg-American Packet Company, via England.....	1,435 86	12,373 55	.....	4,215 97	18,024 38
Eagle line, via England.....	49 45	1,783 13	.....	1,369 06	3,201 64
North German Lloyd, of Bremen, direct.....	1,121 82	60,026 57	.....	7,458 61	68,607 00
Hamburg-American Packet Company, direct.....	736 10	49,321 21	.....	5,416 14	55,473 45
Eagle line, direct to Hamburg.....	31 52	4,903 87	.....	789 86	5,725 25
Baltic Lloyd, direct to Stettin.....	.....	3 12	.....	72	3 84
Total.....	5,391 51	183,576 67	.....	24,291 77	213,259 95
Amount sent.....	188,968 18	.....	.....	24,291 77	.....

Amount collected in the United States.....	\$243,382 14
Amount collected in Germany.....	156,429 73
Total.....	399,811 87

Excess collected in the United States.....	86,952 41
Decrease compared with last fiscal year.....	77,384 51

J. J. MARTIN,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT.
October 10, 1874.

No. 25.—*Amount of letter-postage collected on French mails received in and sent from the United States during the fiscal year ended June 30, 1874.*

RECEIVED.

Lines.	Unpaid distributed.	Unpaid.	Paid.	Paid distributed.	Total.
Hamburg-American Packet Company	\$1,110 60	\$1,531 50	.....	.....	\$2,642 10
French Steamship Company	3,442 80	3,418 30	.....	.....	6,861 10
Baltic Lloyd	2 10	14 00	.....	.....	16 10
North German Lloyd, of Bremen	59 40	80 00	.....	.....	139 40
Total	4,614 90	5,043 80	.....	.....	9,658 70
Amount received	.....	9,658 70	.....	.....	.....

SENT.

Lines.	Paid distributed.	Paid.	Paid stamps.	Unpaid.	Total.
Hamburg-American Packet Company	\$3,402 10	\$180 80	.....	.....	\$3,582 90
French Steamship Company	2,540 40	.....	.....	.....	2,540 40
Eagle line	337 90	6 00	.....	.....	343 90
Total	.....	186 80	.....	.....	6,467 20
Amount sent	6,280 40	6,467 20	.....	.....	.....

Amount collected in the United States..... \$16,125 90
 Amount collected in France..... Unknown.

Total collected in the United States..... 16,125 90

Decrease compared with last fiscal year..... 1,216 60
 No postal convention in operation with France during the fiscal year.

J. J. MARTIN,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
 FOR THE POST-OFFICE DEPARTMENT, *October 10, 1874.*

No. 26.—Amount of letter-postage collected on Belgian mails received in and sent from the United States during the fiscal year ended June 30, 1874.

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$164 63	\$357 98	.....	\$2,344 62	\$2,867 23
Dale, or Inman line.....	137 17	373 18	.....	1,724 66	2,235 01
North German Lloyd, of Bremen	147 14	308 28	.....	1,664 97	1,120 39
Red Star line.....	2 70	25 12	.....	200 60	228 42
Baltic Lloyd.....	30	24	.....	18	72
Total.....	451 94	1,064 80	.....	5,935 03	7,451 77
Amount received.....	1,516 74	.....	\$5,935 03	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Liverpool and Great Western Steam Company.....	\$19 81	\$900 90	.....	\$708 52	\$1,629 23
North German Lloyd, of Bremen.....	161 14	1,810 52	.....	454 56	2,426 22
Hamburg American Packet Company.....	118 88	1,018 54	.....	293 76	1,431 18
Eagle line.....	3 52	165 22	.....	51 92	220 66
Cunard line.....	27 52	624 97	.....	132 40	784 89
Red Star line.....	.....	26 90	.....	1 50	28 40
Baltic Lloyd.....	.....	16 20	.....	.....	16 20
French, Edge & Co. s line .....	.....	3 84	.....	.....	3 84
Total.....	330 87	4,567 09	.....	1,642 66	6,540 62
Amount sent.....	4,897 96	.....	.....	1,642 66	.....

Amount collected in Belgium \$7,577 69

Amount collected in the United States..... 6,414 70

Total 13,992 39

Excess collected in Belgium..... 1,162 99

Decrease compared with last fiscal year 630 46

J. J. MARTIN,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 10, 1874.

No. 27.—Amount of letter-postage on Netherlands mails received in and sent from the United States during the fiscal year ended June 30, 1874.

RECEIVED.

Lines.	Unpaid distributed.	Unpaid.	Paid.	Paid distributed.	Total.
Cunard line	\$670 35	\$47 10	\$2,634 22		\$3,351 87
Dale, or Inman line	1,023 70	63 30	2,853 52		3,940 52
North German Lloyd, of Bremen	834 15	58 55	2,455 41		3,348 11
Total	2,528 40	168 95	7,943 15		10,640 50
Amount received		2,697 35	7,943 15		

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Liverpool and Great Western Steam Company		\$2,536 40		\$498 86	\$3,035 26
North German Lloyd, of Bremen		3,594 30		546 13	4,140 43
Hamburg-American Packet Company		2,377 20		366 78	2,743 98
Eagle line		343 70		64 26	407 96
Cunard line		1,003 70		157 65	1,161 35
Total		9,855 30		1,633 68	11,488 98
Amount sent	\$9,855 30			1,633 68	

Amount collected in the United States	\$12,552 65
Amount collected in the Netherlands	9,576 83
Total	22,129 48
Excess collected in the United States	2,975 82
Increase compared with last fiscal year	17 09

J. J. MARTIN,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 10, 1874.

No. 23.—Amount of letter-postage on Italian mails received in and sent from the United States during the fiscal year ended June 30, 1874.

RECEIVED.

Lines.	Unpaid distributed.	Unpaid.	Paid.	Paid distributed.	Total.
Cunard line	\$1,881 50	\$1,040 93	\$5,273 84	.....	\$8,196 27
Dale, or Inman line	1,445 15	961 40	4,100 86	.....	6,507 41
North German Lloyd, of Bremen	2,548 11	1,591 78	6,257 74	.....	10,397 63
Total	5,874 76	3,594 11	15,632 44	.....	25,101 31
Amount received .....	.....	9,468 87	15,632 44	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Liverpool and Great Western Steam Company		\$5,361 10	.....	\$511 39	\$5,872 49
North German Lloyd, of Bremen		6,478 50	.....	610 39	7,088 89
Hamburg-American Packet Company		3,159 06	.....	272 40	3,431 46
Cunard line		2,329 70	.....	207 10	2,536 80
Eagle line		839 10	.....	77 50	916 60
Total		18,167 46	.....	1,678 78	19,846 24
Amount sent	\$18,167 46	.....	.....	1,678 78	.....

Amount collected in the United States	\$27,636 33
Amount collected in Italy	17,311 22
Total	44,947 55
Excess collected in the United States	10,325 11
Increase compared with last fiscal year	7,517 40

J. J. MARTIN,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 10, 1874.

No. 29.—Amount of letter-postage collected on Switzerland mails received in and sent from the United States during the fiscal year ended June 30, 1874.

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line, via England.....	\$235 51	\$1,502 60	.....	\$5,921 08	\$7,659 19
Dale line, via England.....	134 90	1,335 10	.....	4,892 62	6,362 62
North German Lloyd, of Bremen, via England.....	124 05	780 15	.....	3,539 63	4,443 83
North German Lloyd, of Bremen, direct service, via Bremen.....	2 08	41 60	.....	735 52	779 20
Hamburg-American Packet Company, direct service, via Hamburg.....	2 91	36 72	.....	868 00	907 63
Total.....	499 45	3,696 17	.....	15,956 85	20,152 47
Amount received.....	4,195 62	.....	\$15,956 85	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Liverpool and Great Western Steam Company, via England.....		\$3,819 70	.....	\$1,011 43	\$4,831 13
North German Lloyd, of Bremen, via England.....		4,835 10	.....	1,072 66	5,907 76
Hamburg-American Packet Company, by England.....		2,954 51	.....	708 18	3,662 69
Eagle line, via England.....		573 20	.....	146 69	718 89
Cunard line, via England.....		1,491 70	.....	324 23	1,815 93
North German Lloyd, of Bremen, direct service, via Bremen.....		842 96	.....	86 00	928 96
Hamburg-American Packet Company, direct service, via Hamburg.....		691 20	.....	70 16	761 36
Eagle line, direct, via Hamburg.....		74 16	.....	10 40	84 56
Total.....		15,281 53	.....	3,429 75	18,711 28
Amount sent.....	15,281 53	.....	.....	3,429 75	.....

Amount collected in the United States..... \$19,477 15
 Amount collected in Switzerland..... 19,386 60

Total..... 38,863 75

Excess collected in the United States..... 90 55
 Increase compared with last fiscal year..... 1,936 94

J. J. MARTIN,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
 FOR THE POST-OFFICE DEPARTMENT, October 10, 1874.

No. 30.—Amount of letter-postage collected on Danish mails received in and sent from the United States during the fiscal year ended June 30, 1874.

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Hamburg-American Packet Company.....	\$211 54	\$1,224 85	.....	\$4,484 08	\$5,920 47
North German Lloyd, of Bremen.....	213 15	1,062 72	.....	3,283 76	4,559 63
Total.....	424 69	2,287 57	.....	7,767 84	10,480 10
Amount received.....	2,712 26	.....	\$7,767 84	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg-American Packet Company.....		\$5,397 38	.....	\$586 77	\$5,984 15
North German Lloyd, of Bremen.....		3,188 55	.....	617 68	3,806 23
Eagle line.....		213 99	.....	58 70	272 69
Baltic Lloyd.....		21	.....	.....	21
Total.....		8,800 13	.....	1,263 15	10,063 28
Amount sent.....	\$8,800 13	.....	.....	1,263 15	.....

Amount collected in the United States..... \$11,512 39
 Amount collected in Denmark..... 9,030 99

Total..... 20,543 38

Excess collected in the United States..... 2,481 40
 Decrease compared with last fiscal year..... 9,272 57

J. J. MARTIN,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
 FOR THE POST-OFFICE DEPARTMENT, *October 10, 1874.*

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No. 32.—Amount of letter-postage collected on Swedish mails received in and sent from the United States during the fiscal year ended June 30, 1874.

RECEIVED.

Lines.	Unpaid.	Unpaid, distributed.	Paid.	Paid, distributed.	Total.
Hamburg-American Packet Company, via Hamburg.....	\$1,260 73	\$9,839 09	.....	\$1,626 20	\$12,726 02
North German Lloyd, of Bremen, via Bremen.....	841 49	6,401 07	.....	914 92	8,157 48
North German Lloyd, of Bremen, via England.....	529 18	3,701 46	.....	865 58	5,096 22
Eagle Line, via Hamburg.....	39 06	225 06	.....	46 68	304 80
Dale, or Inman Line, via England.....	94 07	729 37	.....	124 49	947 93
Cunard Line, via England.....	73 43	574 00	.....	122 12	769 55
Total.....	2,837 96	21,470 05	.....	3,693 99	28,002 00
Amount received.....	24,308 01	.....	\$3,693 99	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid, stamps.	Unpaid.	Total.
Hamburg-American Packet Company, via Hamburg.....		\$11,380 00	.....	\$3,920 80	\$15,300 80
Eagle Line, via Hamburg.....		504 90	.....	332 92	837 82
North-German Lloyd, of Bremen, via England.....		3,646 04	.....	1,565 34	5,211 38
White Star Line, via England.....		396 37	.....	16 94	413 31
North German Lloyd, of Bremen, via Bremen.....		2,411 00	.....	964 82	3,375 82
Total.....		18,338 31	.....	6,800 82	25,139 13
Amount sent.....	\$18,338 31	.....	.....	6,800 82	.....

Amount collected in the United States..... \$42,646 32
 Amount collected in Sweden..... 10,494 81

Total..... 53,141 13

Excess collected in the United States..... 32,151 51

Postal convention with Sweden went into effect July 1, 1873.

J. J. MARTIN.

Auditor

OFFICE OF THE AUDITOR OF THE TREASURY
 FOR THE POST-OFFICE DEPARTMENT,
 October 10, 1874.

No. 33.—Amount of letter-postage collected on European mails received in and sent from the United States during the fiscal year ended June 30, 1874.

RECEIVED.

Countries.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
The United Kingdom of Great Britain and Ireland	\$37,433 21	\$40,185 15	.....	\$300,482 04	\$368,100 40
Germany	12,796 25	41,617 71	.....	132,137 96	186,551 92
France	5,043 80	4,614 90	.....	.....	9,658 70
Belgium	451 94	1,064 80	.....	5,935 03	7,451 77
Netherlands	168 95	2,528 40	.....	7,943 15	10,640 50
Italy	3,594 11	5,874 76	.....	15,632 44	25,101 31
Switzerland	499 45	3,696 17	.....	15,956 85	20,152 47
Denmark	424 69	2,287 57	.....	7,767 84	10,480 10
Norway	1,205 12	7,192 37	.....	8,419 59	16,817 08
Sweden	2,837 96	21,470 03	.....	3,693 99	28,002 00
Total	54,455 48	130,531 88	.....	497,968 89	682,956 25
Amount received	184,987 36	.....	\$497,968 89	.....	.....

SENT.

Countries.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
The United Kingdom of Great Britain and Ireland	\$17,754 30	\$382,044 62	.....	\$26,731 04	\$426,530 05
Germany	5,391 51	183,576 67	.....	24,291 77	213,259 95
France	186 80	6,200 40	.....	.....	6,467 20
Belgium	330 87	4,567 09	.....	1,642 66	6,540 62
Netherlands .....	.....	9,855 30	.....	1,633 68	11,488 98
Italy .....	.....	18,167 46	.....	1,678 78	19,846 24
Switzerland .....	.....	15,281 53	.....	3,429 75	18,711 28
Denmark .....	.....	8,800 13	.....	1,263 15	10,063 28
Norway .....	.....	14,402 41	.....	3,395 26	17,797 67
Sweden .....	.....	18,338 31	.....	6,800 82	25,139 13
Total	23,663 57	661,313 92	.....	70,866 91	755,844 40
Amount sent	\$684,977 49	.....	.....	70,866 91	.....

Amount collected in the United States

Amount collected in European countries

Total

Excesses collected in the United States

Increase compared with last fiscal year

J. J. MARTIN,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 10, 1874.

No. 34.—*Number and weight of letters, and weight of newspapers, &c., exchanged between the United States and the United Kingdom in British mails during the fiscal year ended June 30, 1874.*

Lines.	Letters.				Newspapers, &c.			
	Received.		Sent.		Received.		Sent.	
	<i>Rates.</i>	<i>Wt. in ozs.</i>	<i>Rates.</i>	<i>Wt. in ozs.</i>	<i>Lbs. Ozs.</i>		<i>Lbs. Ozs.</i>	
Cunard line.....	2, 797, 284	891, 695½	1, 101, 369	350, 400½	373, 371 02		85, 039 01	
Dale, or Inman line.....	1, 835, 253	582, 416	74, 736	24, 780½	196, 112 09½		5, 531 03½	
North German Lloyd, of Bremen.....	1, 123, 935	342, 029½	368, 377	115, 920½	139, 102 14		32, 508 05½	
Canadian line.....	1, 806	645½	282, 612	88, 103½	3 05½		24, 172 11½	
White Star line.....	16, 922	5, 709	1, 638, 773	541, 492½	115 01		129, 375 10½	
Liverpool and Great Western Steam Company.....	66	20½	1, 888, 141	613, 131½			146, 903 09½	
National line.....	17	6½						
American Steamship Company.....	330	109½	15, 528	5, 140	12		1, 849 03	
Hamburg-American Packet Company.....	119	37	891, 796	290, 574½			71, 670 05	
Eagle line.....			42, 502	12, 852			2, 363 03	
Total.....	5, 765, 732	1, 822, 668½	6, 303, 834	2, 042, 596½	708, 665 12½		499, 413 04½	
Increase compared with last fiscal year.....	47, 182	5, 806½	189, 268	52, 618½	45, 076 08½		22, 439 13	

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 10, 1874.*

No. 35.—*Number and weight of letters and weight of newspapers, &c., (including postal cards,) exchanged between the United States and Germany, in closed mails, through England and France, and by direct steamer, during the fiscal year ended June 30, 1874.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard line, via England ...	236, 628	2, 332, 275	110, 818	1, 083, 074	2, 048, 993	903, 482
Dale, or Inman line, via England	267, 432	2, 613, 975			1, 845, 961	
North German Lloyd, of Bremen, via England.	273, 866	2, 718, 378	380, 402	2, 887, 464	2, 790, 095	5, 241, 875
Hamburg-American Packet Company, via France	55, 777	789, 974			1, 113, 595	
Hamburg-American Packet Company, via England.			229, 195	2, 264, 623		1, 422, 079
North German Lloyd, of Bremen, direct.	711, 321	6, 251, 043	1, 043, 191	10, 280, 075	9, 210, 824	33, 355, 254
Hamburg-American Packet Company, direct	889, 535	8, 619, 209	858, 755	8, 388, 850	10, 448, 069	27, 484, 688
Baltic Lloyd, direct	165	1, 594	58	634	193	26, 939
Eagle line, direct	11, 493	110, 367	86, 065	848, 007	106, 295	2, 210, 433
Liverpool and Great Western Steam Company, via England			302, 331	2, 962, 764		2, 322, 490
Eagle line, via England.			38, 616	420, 688		263, 324
Total	2, 476, 217	24, 072, 815	3, 049, 431	29, 136, 179	27, 564, 025	73, 232, 564
Compared with last fiscal year: Decrease	252, 676	1, 605, 290	393, 672	3, 752, 187		
Increase					3, 531, 977	2, 932, 307

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 10, 1874.*

No. 38.—*Number and weight of letters and weight of newspapers, &c., exchanged between the United States and the Netherlands during the fiscal year ended June 30, 1874.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard line	30, 938	291, 561	11, 651	110, 894	599, 837	162, 766
North German Lloyd, of Bremen	30, 539	277, 500	41, 453	395, 206	548, 995	923, 853
Dale, or Inman line	35, 618	333, 015			565, 965	
Liverpool and Great Western Steam Company			30, 366	280, 379		472, 308
Hamburg-American Packet Co.			27, 210	268, 898		339, 420
Eagle line			4, 091	36, 870		57, 353
Total	97, 095	902, 076	114, 773	1, 092, 247	1, 714, 797	1, 955, 700
Compared with last fiscal year: { Increase	7, 281	82, 911			451, 129	77, 721
last fiscal year: { Decrease			5, 987	158, 314		

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 10, 1874.

No. 39.—*Number and weight of letters and weight of newspapers, &c., exchanged between the United States and Switzerland, in closed mails, via England and Belgium, and by direct steamer, via Bremen and Hamburg, during the fiscal year ended June 30, 1874.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard line, via England	71, 065	581, 231	18, 182	165, 345	746, 061	382, 604
Dale, or Inman line, via England	59, 523	474, 937			382, 747	
North German Lloyd, of Bremen, via England	41, 220	339, 332	59, 132	535, 544	516, 752	1, 781, 087
Liverpool and Great Western Steam Company, via England			48, 530	444, 851		1, 093, 369
Hamburg-American Packet Company, via England			36, 683	338, 465		802, 220
Eagle line, via England			7, 200	62, 930		139, 523
North German Lloyd, of Bremen, via Bremen	9, 535	92, 879	11, 637	115, 985	773, 248	1, 089, 459
Hamburg-American Packet Company, via Hamburg	11, 106	90, 784	9, 519	87, 265	979, 672	861, 610
Eagle line, via Hamburg			1, 057	9, 950		87, 588
Total	192, 449	1, 579, 163	191, 940	1, 760, 335	3, 398, 480	6, 237, 460
Increase compared with last fiscal year	11, 108	100, 392	10, 726	182, 034	239, 659	689, 468

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 10, 1874.

No. 40.—*Number and weight of letters, and weight of newspapers, &c., exchanged between the United States and Italy during the fiscal year ended June 30, 1874.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard line.....	67, 613	492, 330	25, 243	210, 390	657, 602	359, 352
Dale, or Inman line.....	53, 682	403, 756	.....	.....	701, 536	.....
North German Lloyd, of Bremen.....	84, 927	617, 222	70, 351	579, 966	910, 474	1, 829, 933
Liverpool and Great Western Steam Company.....	.....	.....	58, 332	487, 151	.....	1, 234, 277
Hamburg-American Packet Co.....	.....	.....	34, 080	289, 920	.....	977, 230
Eagle line.....	.....	.....	9, 114	74, 370	.....	197, 961
Total.....	206, 222	1, 513, 308	197, 120	1, 641, 797	2, 269, 612	4, 228, 753
Increase compared with last fiscal year.....	22, 238	108, 892	44, 042	334, 720	222, 260	995, 032

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 10, 1874.*

No. 41.—*Number and weight of letters, and weight of newspapers, &c., exchanged between the United States and Denmark during the fiscal year ended June 30, 1874.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Co.	76,807	647,739	83,172	765,160	819,046	650,042
North German Lloyd. of Bremen	58,178	509,780	51,903	475,749	630,588	342,896
Eagle Line.....			3,647	33,125		37,118
Baltic Lloyd.....			3	43		
Total.....	134,985	1,157,519	138,725	1,277,077	1,449,634	1,030,056
Compared with last fiscal year: { Decrease..	104,663	812,047				
{ Increase..			20,565	194,384	173,218	474,899

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 10, 1874.*

No. 42.—*Number and weight of letters, and weight of newspapers, &c., exchanged between the United States and Sweden during the fiscal year ended June 30, 1874.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Company, via Germany	97, 244	715, 666	154, 485	1, 452, 855	387, 955	667, 386
North German Lloyd, of Bremen, via Germany	62, 081	439, 420	33, 686	316, 190	183, 159	266, 149
North German Lloyd, of Bremen, via England	39, 709	330, 301	51, 849	492, 385	311, 785	474, 635
Eagle line, via Germany	2, 343	15, 725	7, 988	72, 559	10, 040	32, 480
Dale, or Inman line, via England	7, 268	35, 652	.....	.....	47, 520	.....
Cunard line, via England	5, 959	47, 085	.....	.....	33, 300	.....
White Star line, via England .....	.....	.....	4, 504	43, 050	.....	24, 630
Baltic Lloyd, direct service .....	.....	.....	.....	.....	.....	6, 251
Total	214, 604	1, 583, 849	252, 512	2, 377, 033	973, 759	1, 771, 531

Postal convention with Sweden went into effect July 1, 1873.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 10, 1874.

No. 43.—*Number and weight of letters, and weight of newspapers, &c., exchanged between the United States and Norway during the fiscal year ended June 30, 1874.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Company, via Germany	71, 328	570, 530	99, 152	934, 403	228, 545	860, 664
North German Lloyd, of Bremen, via England and Germany	64, 833	536, 075	59, 675	565, 419	194, 205	352, 197
Funch, Edye & Co.'s line, direct service	2, 613	50, 991	510	4, 599	46, 315	100, 014
Dale, or Inman line, via England	527	4, 240	.....	.....	2, 150	.....
Cunard line, via England	2, 692	20, 715	.....	.....	11, 700	.....
Eagle line, via Germany .....	.....	.....	3, 942	34, 415	.....	11, 873
White Star line, via England .....	.....	.....	4, 291	40, 430	.....	21, 840
Total	141, 993	1, 122, 551	167, 570	1, 579, 266	482, 915	1, 346, 588

Postal convention with Norway went into effect July 1, 1873.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 10, 1874.

No. 44.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Panama and Colon during the fiscal year ended June 30, 1874.*

Pacific Mail Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received	106, 701	61, 817	\$11, 480 65
Sent	100, 653	164, 205	15, 631 40
Total	207, 356	226, 022	27, 112 05
Add newspaper postages, at two cents each			4, 520 44
Total postages			31, 632 49
Compared with last fiscal year	20, 140		
{ Decrease			2, 631 83
{ Increase		12, 574	

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 10, 1874.

No. 45.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Mexico during the fiscal year ended June 30, 1874.*

United States and Mexican Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received	19, 793	15, 133	\$581 07
Sent	32, 129	44, 469	3, 281 90
Total	51, 922	59, 602	3, 862 97
Add newspaper postages, at two cents each			1, 192 04
Total postages			5, 055 01
Increase compared with last fiscal year	8, 744	9, 693	915 50

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 10, 1874.

No. 46.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Brazil during the fiscal year ended June 30, 1874.*

United States and Brazil Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received	41, 245	23, 667	\$5, 896 23
Sent	54, 786	58, 757	8, 772 63
Total	96, 031	82, 424	14, 668 86
Add newspaper postages, at two cents each			1, 648 48
Total postages			16, 317 34
Compared with last fiscal year	6, 575		
{ Increase			4, 060 50
{ Decrease		6, 570	

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 10, 1874.

No. 47.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Ecuador during the fiscal year ended June 30, 1874.*

Pacific Mail Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received	2,470	588	\$494 00
Sent	3,744	6,731	748 80
Total	6,214	7,319	1,242 80
Add newspaper postages, at two cents each			146 38
Total postages			1,389 18
Increase compared with last fiscal year	461	342	111 24

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 10, 1874.

No. 48.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Venezuela during the fiscal year ended June 30, 1874.*

Pim, Forwood & Co.'s line.	Letters.	Newspapers, &c.	Postage on letters.
Received	1,501	215	\$148 07
Sent	3,926	2,244	392 60
Total	5,427	2,459	540 67
Add newspaper postages, at two cents each			49 18
Total postages			589 85
Increase compared with last fiscal year	4,425	2,357	487 61

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 10, 1874.

No. 49.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to New Granada during the fiscal year ended June 30, 1874.*

Pim, Forwood & Co.'s line.	Letters.	Newspapers, &c.	Postage on letters.
Received	8,734	1,797	\$872 08
Sent	6,366	4,187	638 60
Total	15,120	5,984	1,510 68
Add newspaper postages, at two cents each			119 68
Total postages			1,630 36
Increase compared with last fiscal year	8,227	4,023	801 84

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 10, 1874.

No. 50.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to the West India Islands during the fiscal year ended June 30, 1874.*

West India mail-steamers.	Letters.	Newspapers, &c.	Postage on letters.
Received	516,062	142,929	\$50,565 70
Sent	360,379	185,648	38,478 33
Total	876,441	328,577	89,044 03
Add newspaper postages, at two cents each			6,571 54
Total postages			95,615 57
Compared with last fiscal year	(Increase .. 38,235	9,873	
	(Decrease ..		1,356 90

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No. 51.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Japan and China during the fiscal year ended June 30, 1874.*

Pacific Mail Steamship Company's steamers.	Letters.	Newspapers, &c.	Postage on letters.
Received	125,113	143,760	\$15,040 30
Sent	99,241	170,003	9,889 80
Total	224,354	313,763	24,930 10
Add newspaper postages, at two cents each			6,275 26
Total postages			31,205 36
Increase compared with last fiscal year	7,829	41,347	2,935 54

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No. 52.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Honolulu, Auckland, Melbourne, Sydney, &c., during the fiscal year ended June 30, 1874.*

California, Oregon, and Mexico Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received	37,319	27,794	\$487 70
Sent	34,901	72,728	3,597 66
Total	72,220	100,522	4,085 36
Add newspaper postages, at two cents each			2,010 44
Total postages			6,095 80
Decrease compared with last fiscal year	13,489	43,592	3,206 92

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No. 53.—*Statement of the amount of letter-postages on the mails exchanged between the United States and Nova Scotia, Newfoundland, and Bermuda, by mail-steamers, with partial report of the number of letters and newspapers, during the fiscal year ended June 30, 1874.*

	Unpaid.	Unpaid distributed.	Paid distributed.	Number of letters.*	Number of newspapers, &c.*
Received	\$877 80	\$853 72	\$11 41	\$14,705	2,888
Sent			3,927 52	7,823	8,482

* Reported by the New York office only.

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No. 54.—*Amount of postages on mails exchanged between the United States and the British provinces during the fiscal year ended June 30, 1874.*

Amount on unpaid received	\$17,012 11	
Amount on paid received	193,430 86	
		\$210,442 97
Amount on unpaid sent	22,808 69	
Amount on paid sent	210,083 53	
		232,892 22
Total		443,335 19
Amount collected in the United States	227,095 64	
Amount collected in the British provinces	216,239 55	
Excess collected in the United States	10,856 09	
Increase compared with last fiscal year	15,878 89	
Number of letters sent	3,625,183	
Number of letters received	3,409,207	
Number of newspapers sent	1,131,443	
Number of newspapers received	612,833	

NOTE.—Several of the larger offices have failed to report the number of newspapers exchanged.

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No. 55.—*Number of letters exchanged between the United States and foreign countries during the fiscal year ended June 30, 1874.*

Countries.	Number of letters.	
	Received.	Sent.
United Kingdom of Great Britain and Ireland.....	5,765,732	6,303,834
Germany.....	2,476,217	3,049,431
France.....	96,587	63,734
Belgium.....	84,322	77,197
Netherlands.....	97,095	114,773
Switzerland.....	192,449	191,940
Italy.....	206,222	197,120
Denmark.....	134,985	138,725
Sweden.....	214,604	252,512
Norway.....	141,993	167,570
Panama.....	106,701	100,655
Mexico.....	19,793	32,129
Brazil.....	41,245	54,786
Ecuador.....	2,470	3,744
Venezuela.....	1,501	3,926
New Granada.....	8,734	6,386
West Indies, &c.....	516,062	360,379
China and Japan.....	125,113	99,241
Honolulu, &c.....	37,319	34,901
Nova Scotia and Bermuda.....	14,705	7,823
Canadian provinces.....	3,409,207	3,625,183
Total.....	13,693,056	14,885,989
Increase compared with last fiscal year.....	566,545	553,315

* Partial returns only.

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No. 56.—*Amounts reported as due the steamers of the Dale or Luman line for services rendered during the fiscal year ended June 30, 1874.*

Quarter ended March 31, 1874.....	\$263 82
Quarter ended June 30, 1874.....	1,554 88
Total amount paid.....	1,818 70

Amounts reported as due the steamers of the North German Lloyd, of Bremen, for services rendered during the fiscal year ended June 30, 1874.

Quarter ended September 30, 1873.....	\$9,662 25
Quarter ended December 31, 1873.....	11,134 86
Quarter ended March 31, 1874.....	10,566 19
Quarter ended June 30, 1874.....	10,098 00
Total amount paid.....	41,461 20

Amounts reported as due the steamers of the Canadian line for services rendered during the fiscal year ended June 30, 1874.

Quarter ended September 30, 1873.....	\$1,673 64
Quarter ended December 31, 1873.....	1,764 49
Quarter ended March 31, 1874.....	1,787 66
Quarter ended June 30, 1874.....	1,505 54
Total amount paid.....	6,731 33

Amounts reported as due the steamers of the Hamburg-American Packet Company for services rendered during the fiscal year ended June 30, 1874.

Quarter ended September 30, 1873	\$13,018 82
Quarter ended December 31, 1873	13 093 75
Quarter ended March 31, 1874	13,466 70
Quarter ended June 30, 1874	11,132 09
Total amount paid	50,711 36

Amounts reported as due the steamers of the Cunard line for services rendered during the fiscal year ended June 30, 1874.

Quarter ended September 30, 1873	\$1,761 91
Quarter ended December 31, 1873	1,409 13
Quarter ended March 31, 1874	13,098 59
Quarter ended June 30, 1874	12,290 09
Total amount paid	28,559 72

Amounts reported as due the steamers of the Liverpool and Great Western Steam Company for services rendered during the fiscal year ended June 30, 1874.

Quarter ended September 30, 1873	\$17,236 33
Quarter ended December 31, 1873	19,688 95
Quarter ended March 31, 1874	7,930 77
Quarter ended June 30, 1874	7,088 31
Total amount paid	51,944 36

Amounts reported as due the steamers of the White Star line for services rendered during the fiscal year ended June 30, 1874.

Quarter ended September 30, 1873	\$11,997 54
Quarter ended December 31, 1873	10,288 14
Quarter ended March 31, 1874	9,919 48
Quarter ended June 30, 1874	8,217 16
Total amount paid	40,422 32

Amounts reported as due the steamers of the Eagle line for services rendered during the fiscal year ended June 30, 1874.

Quarter ended December 31, 1873	\$391 48
Quarter ended March 31, 1874	1,754 53
Quarter ended June 30, 1874	1,722 21
Total amount paid	3,868 22

Amounts reported as due the steamers of the Red Star line for services rendered during the fiscal year ended June 30, 1874.

Quarter ended September 30, 1873	\$8 47
Quarter ended December 31, 1873	1 22
Quarter ended March 31, 1874	2 26
Quarter ended June 30, 1874	5 79
Total amount paid	17 74

Amounts reported as due the steamers of Messrs. Funch, Edge & Co.'s line for services rendered during the fiscal year ended June 30, 1874.

Quarter ended September 30, 1873	\$4 80
Quarter ended June 30, 1874	8 21
Total amount paid	13 01

Amounts reported as due the steamers of the American Steamship Company for services rendered during the fiscal year ended June 30, 1874.

Quarter ended March 31, 1874	\$253 68
Quarter ended June 30, 1874	447 57
Total amount paid	701 17

Amounts reported as due the steamers of the Pacific Mail Steamship Company for the conveyance of mails between the United States and Panama during the fiscal year ended June 30, 1874.

Quarter ended September 30, 1873	\$5,893 85
Quarter ended December 31, 1873	7,321 10
Quarter ended March 31, 1874	6,317 38
Quarter ended June 30, 1874	6,824 17
Total amount paid	26,356 50

Amounts reported as due the steamers conveying the mails between the United States and the West India Islands, Mexico, Brazil, Bermuda, New Granada, and New Zealand for services rendered during the fiscal year ended June 30, 1874.

Quarter ended September 30, 1873	\$19,195 18
Quarter ended December 31, 1873	15,351 13
Quarter ended March 31, 1874	17,638 03
Quarter ended June 30, 1874	16,670 68
Total amount paid	68,855 02

Amounts reported as due the steamers conveying the mails between the United States and Nova Scotia for services rendered during the fiscal year ended June 30, 1874.

Quarter ended September 30, 1873	\$558 40
Quarter ended December 31, 1873	440 24
Quarter ended March 31, 1874	139 57
Quarter ended June 30, 1874	621 38
Total amount paid	1,759 59

The following reports for the transportation of closed mails, for the periods named, have been made during the fiscal year ended June 30, 1874:

To the steamers of the Liverpool and Great Western Steam Company :

For quarter ended December 31, 1872	\$2,296 25
For quarter ended March 31, 1873	1,411 36
For quarter ended June 30, 1873	2,274 75
For quarter ended September 30, 1873	350 11
Total	6,332 47

To the steamers of the Cunard line :

For quarter ended December 31, 1872	\$84 54
For quarter ended March 31, 1873	6 20
For quarter ended June 30, 1873	273 53
For quarter ended September 30, 1873	597 78
Total	962 05

To the steamers of the White Star line :

For quarter ended December 31, 1872	\$109 50
For quarter ended March 31, 1873	53 63
For quarter ended June 30, 1873	46 96
For quarter ended September 30, 1873	77 45
Total	287 54

To the steamers of the Hamburg-American Packet Company :

For quarter ended December 31, 1872.....	\$36 23
For quarter ended March 31, 1873.....	939 63
For quarter ended June 30, 1873.....	293 59
For quarter ended September 30, 1873.....	186 24

Total 1,515 69

To the steamers of the North German Lloyd, of Bremen :

For quarter ended March 31, 1873.....	\$8 75
For quarter ended June 30, 1873.....	3 73
For quarter ended September 30, 1873.....	14 45

Total..... 26 93

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No. 57.—*Balances due the United States on the adjustment of the postal accounts between the United States and Switzerland, for the quarters indicated, settlements made during the fiscal year ended June 30, 1874.*

Quarter ended September 30, 1873.....	\$3,757 97
Quarter ended December 31, 1873.....	2,165 59
Quarter ended March 31, 1874.....	2,177 94
Quarter ended June 30, 1874.....	2,059 52

Total..... 10,161 02

Balances due the United States on the adjustment of the postal accounts between the United States and the Netherlands, for the quarters indicated, settlements made during the fiscal year ended June 30, 1874.

Quarter ended September 30, 1873.....	\$1,108 49
Quarter ended December 31, 1873.....	1,200 18
Quarter ended March 31, 1874.....	1,162 47
Quarter ended June 30, 1874.....	1,134 45

Total..... 4,605 59

Balances due the United States on the adjustment of the postal accounts between the United States and Italy, for the quarters indicated, settlements made during the fiscal year ended June 30, 1874.

Quarter ended September 30, 1873.....	\$619 30
Quarter ended December 31, 1873.....	1,136 66
Quarter ended March 31, 1874.....	1,607 93

Total..... 3,363 89

Balances due on the adjustment of the extranational postal accounts between the United States and Denmark, for the quarters indicated, settlements made during the fiscal year ended June 30, 1874.

Quarter ended June 30, 1873, balance due Denmark.....	\$938 06
Quarter ended September 30, 1873, balance due the United States..	\$75 02
Quarter ended December 31, 1873, balance due the United States...	15 58
Quarter ended March 31, 1874, balance due Denmark.....	744 18

Total balances due Denmark..... 1,682 24

Total balances due the United States..... 90 60

Balances due from the United States to the Kingdom of Belgium, on the adjustment of the postal accounts between the United States and Belgium, for the quarters indicated, settlements made during the fiscal year ended June 30, 1874.

Quarter ended June 30, 1873.....	\$1,978 16
Quarter ended September 30, 1873.....	1,971 40
Quarter ended December 31, 1873.....	2,194 62
Quarter ended March 31, 1874.....	2,425 95

Total..... 8,570 13

Balances due from the United States to the Empire of Germany, on the adjustment of the postal accounts between the United States and Germany, for the quarters indicated, settlements made during the fiscal year ended June 30, 1874.

Quarter ended June 30, 1873.....	\$27, 973 33
Quarter ended September 30, 1873.....	18, 489 80
Quarter ended December 31, 1873.....	16, 186 70
Quarter ended March 31, 1874.....	19, 485 12
Total.....	82, 134 95

Balances due from the United States to the United Kingdom of Great Britain and Ireland on the adjustment of the postal accounts between the United States and the United Kingdom, for the quarters indicated, settlements made during the fiscal year ended June 30, 1874.

Quarter ended December 31, 1872.....	\$15, 179 24
Quarter ended March 31, 1873.....	20, 443 29
Quarter ended June 30, 1873.....	24, 652 76
Quarter ended December 31, 1873.....	23, 297 13
Total.....	83, 572 42

Balances due from the United States to the Kingdom of Sweden, on the adjustment of the postal accounts between the United States and Sweden, for the quarters indicated, settlements made during the fiscal year ended June 30, 1874.

Quarter ended September 30, 1873.....	\$3, 996 52
Quarter ended December 31, 1873.....	4, 365 90
Quarter ended March 31, 1874.....	5, 254 40
Total.....	13, 616 82

Balance due from the United States to the Kingdom of Norway on the adjustment of the postal account between the United States and Norway, for the quarter ended September 30, 1873, settlement made during the fiscal year ended June 30, 1874.

Quarter ended September 30, 1873.....	\$851 35

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