

REPORT

OF THE

POSTMASTER-GENERAL

OF THE

UNITED STATES;

BEING PART OF

THE MESSAGE AND DOCUMENTS

COMMUNICATED TO THE

TWO HOUSES OF CONGRESS

AT THE

BEGINNING OF THE FIRST SESSION OF THE FORTY-FOURTH CONGRESS.



WASHINGTON:
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1875.

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REPORT

OF

THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
Washington, D. C., November 15, 1875.

SIR: The ordinary receipts of this Department during the fiscal year ended June 30, 1875, were \$26,671,218.50, an increase of \$299,344.80, or 1.13 per cent. over the receipts of 1874, being less than the estimate made in 1873 by \$1,809,331.

To the ordinary receipts should be added the sum of \$650,000, subsidies to steamship-lines, drawn from the general Treasury and expended, and \$120,142.09, revenue from money-order business, making the receipts from all sources \$27,441,360.57.

It is proper to state that the decrease on the estimate is accounted for in the general depression of business throughout the country, which affected postal affairs during the past year more than at any previous time, and also in the increase of the rate of postage on third-class matter, which has very materially reduced the amount of transient papers, books, &c., transmitted through the mails.

The expenditures of all kinds were \$33,611,309.45, an increase of \$1,484,894.87, or 4.62 per cent. over those for 1874, and less than the amount estimated in 1873 by \$318,603.

Of these expenditures \$1,338,319.50 were for special objects in previous years, provided for at the last session of Congress; consequently the legitimate expenditures for the past fiscal year were only \$32,272,989.95, an increase over 1874 of \$146,575.37, or 0.456 per cent., and less than the estimate made in 1873 by \$1,656,922.50.

The amount drawn from the general Treasury and expended for subsidies to mail-steamship lines was \$650,000, which amount is included in the expenditures under the head of "transportation."

The amount drawn from the general Treasury, under appropriations to meet deficiencies, was \$6,054,646.96, from which should be deducted the sum of \$1,338,319.50, referred to in a previous paragraph, which will leave, as the legitimate amount drawn on account of the past fiscal year, \$4,716,327.4609, against \$5,259,933.55 for the fiscal year of 1873-'74, a difference in favor of 1875 of \$543,606.09.

Table No. 2, accompanying the report of the Third Assistant Postmaster-General, shows the receipts and expenditures by quarters, and also the increase or decrease in each item as compared with the fiscal years of 1873-'74 and 1872-'73.

IV

REPORT OF THE POSTMASTER-GENERAL.

The estimated expenditures for the fiscal year ending June 30, 1877, are	\$36,839,805 99
The ordinary revenues are estimated at 7 per cent. over the past fiscal year, making.....	\$28,538,203 80
Estimated revenue from money-order business.....	120,000 00

Total estimated revenue for the fiscal year ending June 30, 1877.	28,658,203 80

Excess of expenditures to be appropriated out of the general Treasury, as a deficiency.....	8,181,602 19

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

For official postage-stamps and stamped envelopes for use of the Post- Office Department during the year	\$850,000 00
For mail-steamship service between San Francisco, Japan and China, under acts approved February 17, 1865, and February 18, 1867.....	250,000 00

Of the appropriations for deficiencies, there were unexpended on June 30, 1874, the following amounts :

For fiscal year ended June 30, 1871	\$29,000 00
For fiscal year ended June 30, 1872	25,500 00
For fiscal year ended June 30, 1873	1,766,772 44
For fiscal year ended June 30, 1874	3,045,888 84

	4,867,161 28
Amount appropriated for fiscal year of 1874-'75	5,497,842 00

Total	10,365,003 28

During the past fiscal year there has been drawn on account of payments for previous fiscal years as follows :

Fiscal year of 1870-'71.....	\$14,853 62
Fiscal year of 1871-'72.....	22,106 02
Fiscal year of 1872-'73.....	1,085,942 33
Fiscal year of 1873-'74.....	2,039,314 33
Fiscal year of 1874-'75.....	4,400,000 00

A total of	7,562,216 30

Amount of deficiency appropriations undrawn and available for pay- ments of indebtedness to June 30, 1875.....	2,802,786 98

Against the above sum there are chargeable the following unsettled accounts, estimated :

Balances due foreign countries.....	\$93,815 47
Mail-service under contract or recognized, not yet reported for payment.....	672,755 14
Mail-service unrecognized	762,489 79
Total	1,529,060 40

Leaving, after settlement of all liabilities to June 30, 1875, a net balance on deficiency appropriations of.....	1,273,726 58

Of the amount drawn during the past year from appropriation for fiscal year of 1872-'73, \$1,000,000 was for additional compensation to

railroads, under a re-adjustment of pay for transportation of the mails, (see sec. 2, Statutes at Large, vol. 18, p. 411,) and of the amount drawn from appropriation for 1873-'74, \$300,000 was for adjustment of postmasters' salaries prior to June 30, 1874. (See sec. 3, Statutes at Large, vol. 18, p. 414.)

The number of ordinary postage-stamps issued during the past fiscal year was 682,342,470, valued at.....	\$18,271,479 00
Newspaper and periodical stamps, 2,209,215.....	815,902 47
Stamped envelopes, plain, 72,285,150.....	2,046,111 35
Stamped envelopes, request, 54,631,000.....	1,791,686 25
Newspaper-wrappers, 22,850,250.....	286,679 74
Postal cards, 107,616,000.....	1,076,160 00
Official postage-stamps, 18,495,940.....	834,970 25
Official stamped envelopes and wrappers, 12,845,000.....	354,522 18
Aggregating 973,275,025.....	25,477,511 24

The following table shows the increase in stamps of all kinds, stamped envelopes, newspaper-wrappers, and postal cards over the previous year :

Description.	Fiscal year ended June 30, 1875.	Fiscal year ended June 30, 1874.	Increase.	
			Value.	Percent.
Ordinary postage-stamps	\$18,271,479 00	\$17,275,242 00	\$996,237 00	5.76
Stamped envelopes, plain	2,046,111 35	1,927,952 30	118,159 05	6.12
Stamped envelopes, request.....	1,791,686 25	1,733,738 40	57,947 85	3.34
Newspaper-wrappers.....	286,679 74	220,502 06	66,177 68	30.01
Postal cards.....	1,076,160 00	910,790 00	165,370 00	18.15
• Total			1,403,891 58	
Official postage-stamps and stamped envelopes and wrappers.....	1,189,492 43	1,769,301 86		
Deduct for decrease in last item.....			579,809 43	40.62
			824,082 15	
Add newspaper and periodical stamps.....	815,902 47		815,902 47	
Aggregate	25,477,511 24	23,837,526 62	1,639,984 62	6.87

During the past fiscal year the Department has suffered the loss of only ten packages of stamps, stamped envelopes, and postal cards, of the value of \$256.30.

DEAD-LETTERS.

The operations of the Dead-Letter Division of the Third Assistant Postmaster-General's Office are fully shown by the tabular statements appended to that officer's report, which are briefly summarized as follows :

The total number of letters of all kinds received during the year was 3,628,808, an average of 11,878 for each working-day, of which 31,779 contained \$61,769.14 in current funds; 14,225 contained commercial paper to the nominal value of \$2,997,847.53; 135,027 contained jewelry

8amples of merchandise, photographs, postage and revenue stamps, receipts, bills of lading, and souvenirs of great variety; 214,119 were foreign letters, which, under the provision of the postal conventions, were returned to the countries of origin unopened; and 3,233,668 contained nothing of value, which, with the 534,339 letters of all kinds on hand July 1, 1874, make the total number of letters disposed of during the year, 4,163,147.

These letters are also classified, without regard to their contents, as follows: Ordinary mail-letters, 2,416,112; local or drop, 488,600; returned from foreign countries, 106,237; returned from hotels, 31,240; held for postage, 318,604; misdirected, 61,252; without address, 5,963; ship, 2,412; registered, 5,857; foreign, 210,377; and 516,493 of ordinary mail and drop letters on hand from last fiscal year.

A table has also been prepared showing the number, contents, and disposition of all the registered letters not delivered, and received at the Dead-Letter Office during the year, from which it appears that of the 5,942 letters (including 85 on hand July 1, 1874) received, 5,556 were delivered to the proper owners.

During the year, 5,428 applications for supposed lost letters were received, and in 1,950 cases the letters inquired for were found and delivered.

The amount taken from unclaimed letters during the year and deposited in the Treasury to the credit of this Department was \$11,080.

REGISTERED LETTERS.

The only available means for estimating the growth of the registered-letter system is found in the issues of registered-package envelopes to postmasters, as from want of sufficient clerical force the reports of the number of letters registered at the various post-offices in the country have not been classified and recorded.

It appears that 2,922,000 envelopes were issued during the year ended June 30, 1874, while during the last fiscal year, 3,379,900 were issued, an increase of over 15 per cent., which probably represents the growth of the system.

To this Department, in the transmission of packages of postage-stamps, stamped envelopes, postal cards, and other supplies for postmasters, the system is invaluable, as out of a total number of 359,462 registered packages transmitted during the year, the value of which was \$25,477,511.24, only ten packages of stamps, to the value of \$256.30, were lost, and some of these it is presumed were destroyed by fire.

The fee for registering letters has been made uniform at ten cents for all parts of the world.

A system for the exchange of through-pouches, prepared exclusively for registered matter, has been inaugurated, and is now in successful operation on the routes between Boston and New Orleans, and New York and San Francisco.

The law regulating the registration of letters should be amended, in order that the system may be simplified, and at the same time rendered more efficient, and such suggestions as will tend to accomplish these results will at the proper time be submitted to Congress.

CONTRACTS.

There were in the service of the Department on the 30th of June, 1875, 6,280 contractors for the transportation of the mails on public routes.

There were at the close of the year, 2,170 "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 8,283, (of which 871 were railroad; being an increase of 47 routes of this class over the previous year,) aggregating in length 277,873 miles; in annual transportation, 133,822,216 miles; in annual cost, \$15,353,369. Adding the compensation of railway-post-office clerks, route-agents, mail-route messengers, local agents, and mail-messengers, amounting to \$2,931,801, the aggregate annual cost will be \$18,285,170.

The service was divided as follows:

Railroad-routes: Length, 70,083 miles; annual transportation, 75,154,910 miles; annual cost, \$9,216,518—about 12.26 cents per mile.

Steamboat-routes: Length, 15,788 miles; annual transportation, 3,958,852 miles; annual cost, \$684,130—about 17.28 cents per mile.

Other routes upon which the mails are required to be conveyed with "celerity, certainty, and security:" Length, 192,002 miles; annual transportation, 54,708,454 miles; annual cost, \$5,452,721—about 9.97 cents per mile.

There was an increase over the preceding year in length of routes of 8,776 miles; in annual transportation, of 5,194,740 miles; and a decrease in cost of \$48,688. Adding the increased cost for railway-post-office clerks, route, local, and other agents, \$149,899, the total increase in cost was \$101,211.

The railroad-routes have been increased in length 2,349 miles, and in cost \$626,855, against an increase last year of 4,277 miles in length, and \$1,332,467 in cost.

RE-ADJUSTMENT OF PAY ON RAILROAD-ROUTES.

The re-adjustment, under the act of March 3, 1873, of the rates of pay for mail-service on railroad-routes, from which the necessary returns had not come to hand when the tables (E and F) for the last annual report were prepared, and also on routes in States in which a new contract term commenced July 1, 1875, together with the adjustment of the rates on certain new routes, is shown in Table F, herewith, made up for the year ending September 30, 1875. The

new routes adjusted number 72. The re-adjustment includes 235 routes, or parts thereof, of which the rates were increased on 182 and decreased on 53, the net result being an increase of \$408,691.16 in the amount of annual pay. Adding this sum to the \$1,254,327.46 increase by re-adjustment the preceding year, the aggregate increase of pay in the two years under the act of March 3, 1873, is \$1,663,018.62. That act appropriated half a million of dollars specifically for the increase of pay for which it provided. It is to be observed, however, that, for several years prior to the passage of that act, the regular appropriation for "inland transportation" included an allowance for the increase of expense by re-adjustment of pay on railroad-routes, caused by the natural growth in the bulk of the mails, and the necessary improvements of the accommodations for their distribution while in transit. As remarked in the last annual report, this natural increase in 1872 amounted to \$354,865.94, and if the re-adjustment of pay on routes in the New York and New England section for the contract term commencing July 1, 1873, had not been postponed to await the receipt of the new returns required by that act, the natural increase would have amounted in 1873, at the percentage of increase of the regular appropriation for "inland transportation" for that year over the cost for the preceding year, to \$385,029.54, and in 1874 to \$419,040.48. The natural increase for 1875, at six and nine-tenths per cent. advance on that for 1874—the rate of increase of the appropriation for "inland transportation" for that year over the preceding—would have been \$447,954.27. The natural increase for the three years would thus have amounted to \$1,232,024.29. The actual increase is \$1,886,842.17, an excess of \$634,817.88, which is only \$134,817.88 more than the half million which Congress specifically appropriated for the purpose by the act of March 3, 1873. In the estimate made last year of the probable effect of the passage of the act, from which it appeared that the whole excess of cost over the appropriations would amount to \$679,308.52, there was an omission to note the difference of \$161,205.99 between the natural increase for 1873, namely, \$385,029.54, and the actual increase for that year, namely, \$223,823.55, this difference resulting from the aforementioned postponement of the re-adjustment of the rates on railroad-routes in the New York and New England section which would have been made that year if the act had not been passed. In that estimate also an allowance of \$344,021.54 was made to cover the re-adjustment on routes from which the necessary returns had not then been received. This was based on the supposition that the rate of increase on the routes remaining to be heard from would be the same as on those already re-adjusted. It is apparent, however, from the returns since received from a large portion of those routes, that, in the average, they diminish instead of increasing the rates of compensation. Thus, whereas the natural increase for 1875, as above estimated, would be \$447,954.27, the actual increase is only \$408,691.16, a diminution of

\$39,263.11. Deducting this sum, together with the \$161,205.99 omitted, and the \$344,021.54 for further re-adjustment now shown to have been unnecessarily allowed in the estimate last year, amounting in all to \$544,490.64, from the \$679,308.52 excess shown by that estimate, there remains only the \$134,817.88 above found as an actual excess thus far over the regular appropriations and the specific appropriation of half a million made by the act of March 3, 1873, excluding entirely "the unexpended balance of the amount appropriated for deficiencies in the revenues of the postal service for the fiscal year ending June thirtieth, 1873," authorized to be used for this purpose by act of March 3, 1875. And as on the small number of routes still remaining to be heard from the re-adjustment, when made, will probably diminish the aggregate compensation, even this small excess is liable to still further reduction.

POST-ROUTE MAPS.

During the year new maps have been prepared and published of the States of Virginia and West Virginia, North Carolina and South Carolina, Alabama and Mississippi, Louisiana and Texas, Nebraska and Colorado. Some of these maps are, however, to be regarded as preliminary until more reliable and systematic surveys are made, to constitute a basis for correct compilation. New editions of the various maps previously issued, embracing all the Northern and Middle States, (except Minnesota,) have also been published for use by postmasters and special agents, and to supply the increasing requirements of the railway mail-service for maps to secure the proper distribution of the mails. Post-route maps are in course of preparation of the States of Minnesota, Georgia, Florida, Arkansas and the Indian Territory, Kentucky and Tennessee, Kansas, and of some of the Territories.

FINES AND DEDUCTIONS.

The amount of fines imposed upon contractors and deductions made from their pay for failures and other delinquencies for the year was \$110,809.36, and the amount remitted during the same period was \$11,032.31, leaving the net amount of fines and deductions \$99,777.05.

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 fiscal year last ended. The total number of mail-bags purchased and put into service amounted to 80,050; of which 67,500 were for the transmission of printed or second and third class matter, and 12,550 for letters, or first-class matter; the whole, with purchases of mail-catchers and mail-bag labels, costing \$107,996.83; or \$16,906.92 less than was expended the preceding year for like objects.

The table referred to shows the cost of new mail-bags, but does not include the repairs of old mail-bags and some other items of expense incident to the use of mail-bags; all of which, however, are included in the total expenditure under the head of mail-bags, as exhibited in the annexed report of the Auditor.

The total cost of new mail locks and keys, including a supply of new locks and keys for all the street letter-boxes connected with the free-delivery system, amounted to \$31,840.

MAIL DEPREDACTIONS.

The number of recorded complaints during the past year of missing letters of value is 5,645, of which 2,677 were registered and 2,968 unregistered. The registered letters contained, as is alleged, currency, bonds, drafts, &c., amounting to \$76,216.24, and the unregistered, valuable contents amounting to \$75,997.16. Of the 2,677 registered letters reported as lost, 1,083 were satisfactorily accounted for, 911 actually lost, and 683 remain under investigation.

During the year, 307 persons were arrested, charged with various violations of the postal laws, the greater portion of whom were not connected with the postal service. The employés of the Department thus arrested were classified as follows: Postmasters, 41; assistant postmasters, 15; post-office clerks, 23; route-agents, 4; local agents, 3; mail-carriers, 16; mail-messengers, 2; letter-carriers, 11; others, 192. Of those persons arrested who were not in the employ of the Department, the majority were tramps and vagabonds, and burglars of the lower order of intelligence. The following disposition was made of these cases: convicted, 107; acquitted, 9; prosecution abandoned, 5; *nolle prosequi* entered, 9; not indicted, 4; escaped, 4; forfeited bail, 1; died before trial, 2; dismissed, 9; awaiting trial, 157.

RAILWAY POST-OFFICES.

A tabular statement hereto appended shows that the number of railway post-office lines in operation on the 30th of June, 1875, was 62, extending over 16,932 miles of railroad routes; a decrease of 1 line, and an increase of 518 miles over the preceding year. The number of clerks employed was 901, at an annual cost of \$1,122,640; an increase of 51 clerks, and \$64,440. Upon 13,810 miles the service is performed daily, and upon 3,122 miles twice daily, equivalent, in all, to 20,054 miles each way daily. Counting all the lines both ways, the aggregate service is 40,109 miles daily.

FOREIGN MAILS.

The total number of letters exchanged during the year with foreign countries was 25,135,581; a decrease of 3,443,264 from the number reported for 1874. Of this number, 12,854,333, were sent from, and 12,281,248 were received in, the United States. This large decrease was,

in part, owing to the fact that no account was taken of the letters exchanged with Canada under the new arrangement with that country during the last half of the fiscal year.

The number of letters (single rates) exchanged in the United States and European mails was 18,952,537; a decrease of 1,014,505 from the number reported for 1874.

The total postage on the letters exchanged with foreign countries amounted to \$1,713,766.90; a decrease of \$341,036.91 from the amount reported for 1874.

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, Sweden and Norway, was \$1,383,329.69; a decrease of \$55,470.96 from the amount reported for 1874. The postages on letters sent exceeded the postages on letters received from the same countries in the sum of \$14,036.15 being 1 per cent. of the aggregate amount. The postage collected in the United States amounted to \$783,364.79, and in Europe to \$599,964.90; the excess of collections in the United States being \$183,399.89, or $13\frac{1}{2}$ per cent. of the entire postage-receipts on European correspondence.

Comparing the year 1875 with the year 1874, the rate of decrease in the total number of letters exchanged with foreign countries was 12 per cent., and the rate of decrease in the amount of postages thereon was $16\frac{1}{2}$ per cent. The decrease in the number of letters exchanged with European countries was $5\frac{1}{12}$ per cent., and the decrease of postages thereon amounted to $\frac{3}{8}$ per cent.

The total weight of mails exchanged during the year with European countries was 1,904,493 pounds, (over 952 tons;) a decrease of 30,810 pounds, (or 15 tons,) compared with the previous year. The weight of letter correspondence was 386,540 pounds, and of printed matter and samples 1,517,953 pounds. The aggregate weight of mails sent to Europe was 902,429 $\frac{1}{2}$ pounds, and of mails received from Europe, 1,002,063 $\frac{1}{2}$ pounds. The weight of letter-correspondence sent to Europe 201,940 pounds, and of letter-correspondence received from Europe 184,600 pounds. The weight of printed matter and samples sent to Europe was 700,489 pounds, and of printed matter and samples received from Europe, 817,464 pounds.

The cost of the United States transatlantic mail-steamship service for the year 1875 was \$228,098.25; being a decrease of \$7,285.56 from the cost of the same service for the year 1874. The payments made to the respective steamship-lines carrying mails to Europe, receiving the sea-postages as full compensation for the service, were as follows:

The Hamburg American Packet Company, for 50 trips from New York to Plymouth, Cherbourg, and Hamburg.....	\$46,486 86
The North German Lloyd, of Bremen, for 69 trips from New York to Southampton and Bremen, and 20 trips from Baltimore to Bremen....	39,993 00

The Inman line, for 17 trips from New York to Queenstown.....	11, 368 74
The White Star line, for 36 trips from New York to Queenstown	27, 029 13
The Liverpool and Great Western, (Williams & Guion line,) for 28 trips from New York to Queenstown.....	20, 833 87
The Cunard line, for 52 trips from New York to Queenstown and Liverpool, and 44 trips from Boston to Queenstown and Liverpool.....	52, 317 05
The Eagle line, for 21 trips from New York to Plymouth, Cherbourg, and Hamburg	18, 402 65
The Canadian line, for 53 trips to Liverpool.....	4, 876 68
The Red-Star line, for 14 trips from Philadelphia to Belgium	42 51
American Steamship Company, for 49 trips from Philadelphia to Queens-town	2, 315 74
The Netherlands Steam Navigation Company, for 4 trips from New York to Rotterdam.....	86 86
The Anchor line, for 13 trips from New York to Glasgow.....	794 55
The General Transatlantic Steamship Company, for 26 trips from New York to France.....	1, 924 68
The National line, for 1 trip from New York to England and 1 trip from Boston to England	154 88
The Snow & Burgess line, for 1 trip from New York to England.....	1, 386 31
The Thayer & Lincoln line, for 1 trip from Boston to England.....	84 74
Total	228, 098 25

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 \$154,650.78, 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 \$56,049.77. The total cost of the United States ocean-mail-steamship service for the year 1875 (including \$650,000 paid from special appropriation for steamship service to Japan and China and to Brazil) was \$986,536.66.

Arrangements have been made with the owners of the Occidental and Oriental line of steamers, (an English line,) plying monthly between San Francisco, Yokohama, and Hong Kong, for the conveyance of the mails to Japan and China at the sea-postages as compensation for the service. This, in connection with the subsidized monthly service of the Pacific Mail Steamship Company, secures a regular semi-monthly transportation of the mails to Japan and China.

The contract with the United States and Brazil Mail-Steamship Company, authorized by act of Congress approved May 28, 1864, for the conveyance of a monthly mail from New York to Rio de Janeiro, Brazil, for a term of ten years, at an annual compensation of \$150,000, expired by limitation on the 30th of September, 1875, and the company has withdrawn its steamers from that route.

Arrangements have been made for the conveyance of mails to Brazil by the King line of British steamers, recently organized for a monthly service between Baltimore and Rio de Janeiro, allowing as compensation for the service the sea-postage on the mails conveyed, but, the regular

sailing for October having been omitted, it is not known whether this service, the only existing one to Brazil, will be regularly maintained.

In the absence of a direct mail-service to Brazil, all correspondence for that country and adjacent South American States has to take the circuitous route via England, and thence by British mail-packets to Rio de Janeiro, thus involving very serious delays. The maintenance of one or more lines of direct mail-steamship communication with Brazil is very important to our postal and commercial interests. While there exists at present no regular line of mail-steamers plying between this country and Brazil, I am credibly informed there are as many as ten lines of direct steamers—English, German, and French—plying regularly between European and South American ports.

In the last annual report, reference was made to the International Postal Congress which assembled at Berne, Switzerland, on the 15th of September, 1874, and to the fact that a postal convention had been agreed upon and signed by the delegates from all the countries represented in that congress, with the exception of France.

A treaty concerning the formation of a General Postal Union, a copy of which is annexed, was signed at Berne on the 9th of October, 1874, by the delegates from the United States, Germany, Austria, Hungary, Belgium, Denmark, Egypt, Spain, Great Britain, Greece, Italy, Luxemburg, Norway, the Netherlands, Portugal, Roumania, Russia, Servia, Switzerland, Sweden, and Turkey. It was subsequently duly approved and ratified by the governments of each of these countries, and the acts of ratification were exchanged at Berne on the 3d of May, 1875, on which date France gave its adhesion to the treaty, on certain conditions and reservations assented to by the other governments, the principal of which was that the treaty should not enter into effect, so far as France was concerned, until the 1st of January, 1876. As to all the other countries, it was carried into operation on the 1st of July, 1875. The interchange of correspondence between the countries comprising the general postal union has been greatly simplified by the uniformity of postage-rates and of other conditions of exchange established throughout the Postal Union territory. This territory comprises the United States of America, the whole of Europe, Asiatic Turkey, Asiatic Russia, and Egypt, including also Iceland and the Faroe Islands as part of Denmark, the Balearic Isles, the Canaries, the Spanish possessions on the northern coast of Africa and the Spanish postal establishments on the western coast of Morocco as making part of Spain, Algeria as making part of France, the Island of Malta as part of the postal administration of Great Britain, and Madeira and the Azores as making part of Portugal.

The general union rate for letters is fixed at 25 centimes (French) or its nearest equivalent in the money of each country on each prepaid letter not exceeding 15 grams in weight, and for letters exceeding that weight an additional rate is charged for every 15 grams or fraction of 15 grams. The postage on unpaid letters is double that lev-

ied in the country of destination on prepaid letters. The postage on post-cards is fixed at one half of that on paid letters, prepayment compulsory. The prepaid postage on printed matter of all kinds and patterns of merchandise is fixed at 7 centimes (French) for each single packet not exceeding the weight of 50 grams, the option being reserved to each country, as a measure of conversion, in order to suit its monetary requirements, of levying a rate higher or lower than 7 centimes, provided it does not exceed 11 centimes or go below 5 centimes. Each country retains all the postage it collects on the postal union correspondence of every kind, both on the prepaid sent or the unpaid received, thus dispensing with all accounts between the several post departments of the union upon the international correspondence exchanged between them.

The other provisions of the treaty simplify the details and unify the conditions of postal intercourse. Uniform transit rates at reduced charges, for the conveyance of closed mails by land and sea, are established within the territory of the union, but these rates are not applied to the Indian mails or to the mails conveyed across the Territory of the United States by the railways between New York and San Francisco, which, on account of the exceptional character of the services, are excepted to form the object of special arrangements between the post departments concerned. Those countries of the postal union which have not adopted the decimal metrical system of weight are allowed to substitute for the rating of postage half an ounce avoirdupois for 15 grams, and two ounces for 50 grams, and are also authorized to raise the limit of weight for a single newspaper to 4 ounces, thus permitting our metropolitan papers, which exceed the postal union limit of 50 grams, to pass in the mails throughout the postal union at a single postage-charge.

Provision was also made for the organization of a central office of the general postal union, under the supervision of the post department of Switzerland, the expenses of which will be borne by all the offices of the contracting states. This office is charged with the duty of collecting, publishing, and distributing information of every kind which concerns the international postal service; of giving, at the request of parties concerned, an opinion upon questions in dispute; of making known proposals for modifying the detailed regulations; of notifying alterations adopted; of facilitating operations relating to international accounts, and, in general, of considering and working out all questions in the interests of the postal union.

The uniform rates of postage levied and collected in the United States on correspondence for or from the countries comprising the General Postal Union are as follows:

For prepaid letters, 5 cents per 15 grams, ($\frac{1}{2}$ oz.)

For unpaid letters received, 10 cents for 15 grams, ($\frac{1}{2}$ oz.)

For postal cards, 2 cents each.

For newspapers, if not over four ounces in weight, 2 cents each.

For books and other printed matter, patterns, &c., 2 cents per each weight of two ounces or fraction of two ounces.

For the registration-fee on all correspondence, 10 cents.

The general postal union treaty substitutes a single postage for the numerous and complex rates previously charged under the separate conventions with foreign countries, and organizes in a simple and uniform manner the postal relations between twenty-three countries, comprising a vast majority of the civilized nations of the world. It provides for the entry into the union of countries not yet forming part of it, and the period is not distant when a cheap and uniform postage, with total abolition of international postage accounts, will obtain universal application in all countries of the world in which the postal service is regularly organized. Such a unification of the conditions of postal intercourse throughout the world must prove a most efficient means of advancing the general prosperity and of promoting the peace and fraternity of nations.

I deemed it important, for the sake of uniformity, to apply the general postal union rate of postage, as far as practicable, to the correspondence sent to or received from other countries, and accordingly an order was made on the 13th of May, 1875, under the authority given by section 165 of the act approved June 8, 1872, reducing, from July 1, 1875, the single rate of United States postage from 10 to 5 cents on letters sent to or received from foreign countries with which different rates had not been established by postal convention or other arrangement. This reduction applied chiefly to correspondence sent to or received from the West Indies, Central America, and countries of the west coast of South America, and has effected an aggregate yearly saving to correspondents in this country of not less than \$50,000. It is also my purpose to adopt, as far as practicable, the general postal union letter rate in all future separate postal conventions or arrangements with foreign countries.

A new postal arrangement has been concluded with the Dominion of Canada, for the unification of the postal systems of the two countries. This arrangement, a copy of which is appended, was carried into full operation on the 1st of February, 1875. Under its provisions frontier-lines are disregarded, and the postal services performed on each side treated as one entire service, so that correspondence of every kind prepaid at the domestic rates of the country of origin is received, forwarded, and delivered in the country of destination free of postage. No accounts are kept on the international correspondence, each post-department retaining all the postage it collects on mail-matter of every kind sent to the other for delivery. This simple arrangement reduces postage-charges to the domestic rates of the country of origin, disregards frontier lines, so far as the postal service is concerned, and brings our people into closer social and business relations with their Canada neighbors.

An agreement has been concluded with the Empire of Japan, modify-

ing the provisions of the postal convention with that country, by providing for the full prepayment to destination of the postage on printed matter of all kinds, patterns, and samples of merchandise. This agreement, a copy of which is appended, went into operation on the 1st of July, 1875.

An amended article to replace article 3 of the postal convention between the United States and the colonial government of New South Wales has been executed by the respective post-departments, a copy of which is annexed. This amended article provides for the full prepayment of printed matter, &c., to destination in either country.

Negotiations are in progress for the conclusion of a postal convention with the colonial government of Queensland on the basis of the existing convention with New South Wales, and also for a postal convention with the republic of Chili, based on the postal principles adopted in the General Postal Union Treaty of Berne.

Propositions are also pending for a postal convention with the governments of Peru and of Bermuda.

This Department is also in correspondence with the British post-office in relation to an increase of the United States territorial transit rates on the British closed mails transported by rail between New York and San Francisco. These closed mails are of great bulk and weight, averaging several tons by each dispatch, and the rates of transit paid by Great Britain under the postal convention of November, 1868, are wholly insufficient to defray the actual cost of their transportation by rail across our continent a distance of over three thousand three hundred miles. This Department, as a plain business proposition, takes the ground that if it transports mails for other countries over this long and exceptionally expensive route, we should require, to the extent that they do not perform an equivalent service, that they should pay the bills.

APPOINTMENTS.

The report of the appointment-office shows the following:

Number of post-offices established during the year.....	2, 313
Number discontinued.....	1, 060
Increase.....	1, 253
Number in operation June 30, 1874.....	34, 294
Number in operation June 30, 1875.....	35, 547
Number filled by appointments of the President.....	1, 547
Number filled by appointments of the Postmaster-General.....	34, 000
Appointments were made during the year—	
On resignations.....	6, 017
On removals.....	974
On changes of names and sites.....	187
On deaths of postmasters.....	380
On establishment of new post-offices.....	2, 313
Total appointments.....	9, 871
Number of cases acted on during the year.....	11, 175

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, 1875, were—

48 special agents *	\$160,923 49
901 railway post-office clerks	1,122,840 00
987 route-agents	943,800 00
225 mail-route messengers.....	147,470 00
125 local agents	96,580 00
2,286 Total.....	2,471,413 49

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 June 30, 1874, and June 30, 1875, respectively:

DEPARTMENTAL OFFICERS AND EMPLOYÉS.	1874.	1875.
Postmaster-General.....	1	1
Assistant Postmaster's-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	1
Chief of Division of Postage-stamps, Stamped Envelopes, and Postal Cards		1
Topographer for the Department	1	1
Chief clerks of Bureaus.....	5	5
Disbursing officer and superintendent of building	1	1
Clerks, laborers, watchmen, &c	348	367
	364	384
• OTHER OFFICERS AND AGENTS.		
Postmasters	34,294	35,547
Contractors	6,232	6,280
Clerks in post-offices.....	4,228	4,467
Letter-carriers.....	2,049	2,195
Route-agents	936	987
Railway post-office clerks.....	850	901
Mail-route messengers	211	225
Local agents.....	124	125
Special agents	76	66
Total in service	49,364	51,177

No additions have been made during the year to the number of free-delivery offices. The service was, however, extended in five large cities by discontinuing the smaller offices in and adjacent to them, substituting branch offices, and extending the carriers' delivery, in accordance with the policy announced in my last report.

The general results of the service show a most gratifying exhibit, and clearly indicate its usefulness and popularity. For the first time since its establishment the aggregate postage on local matter exceeded the

* Other special agents charged to separate appropriations.

total expense. For the fiscal year ended June 30, 1874, the deficiency of local postage to meet the expenses was \$191,214.75. This year the excess of postage over the expense was \$67,517.55. The increase in the cost of service was 4 per cent. The increase in the postage on local matter was 21 per cent.

The aggregate results were as follows:

		Increase over preceding year.
Number of offices	87	
Number of letter-carriers	2, 195	146
Mail-letters delivered	179, 083, 468	13, 063, 098
Mail postal cards delivered	18, 313, 565	7, 312, 756
Local letters delivered	48, 839, 237	3, 659, 942
Local postal cards delivered	16, 026, 212	7, 068, 106
Newspapers delivered	68, 454, 476	11, 965, 894
Letters collected	187, 950, 641	10, 052, 167
Postal cards collected	22, 203, 468	11, 905, 143
Newspapers collected	27, 330, 407	5, 767, 971
Whole number of pieces handled	574, 201, 474	70, 815, 077
Pieces handled per carrier	261, 595	15, 921
Total cost of service	\$1, 880, 041. 99	{ \$77, 345. 58 (or 4 per cent.)
Average cost per piece in mills *	3. 26	
Average cost per carrier *	\$253. 95	
Amount of postage on local matter	\$1, 947, 559. 54	{ \$336, 077. 88 (or 21 per ct.)
Excess of postage on local matter over total cost of service	\$67, 517. 55	

* Based on the aggregate (\$1,874,411.71) paid carriers, including incidental expenses at the several offices.

On taking charge of the Department I found too great an inequality in the salaries paid to carriers. The division of the free-delivery offices into two classes, on the basis of population—the first comprising cities having at least 100,000 inhabitants, and the second cities having a less population—was retained as a fair classification.

The annual salary of carriers entering the service at offices of the first-class was fixed at not exceeding \$700, and at offices of the second-class at not exceeding \$600; and an increase authorized, on certificate of postmaster to the faithfulness and efficiency of carriers, of \$100 a year in each class, until the maximum of \$900 in the first, and of \$800 in the second, is reached.

This adjustment of salaries is believed to be as fair and satisfactory as the varied circumstances of so extended a service will admit.

A tabular statement of the operations of the service at each office will be found in the Appendix.

POSTAL MONEY-ORDER SYSTEM.

The whole number of money-order offices in operation at the close of the fiscal year ended June 30, 1874, was 3,069. During the year ended

June 30, 1875, 346 new offices were established and 14 discontinued, making the number in operation during the entire year 3,401. Five offices were discontinued, to take effect June 30, 1875. On the 5th of July following, 299 new money-order offices were put in operation, and on the 1st of October one of the five offices discontinued at the close of the fiscal year was re-established; making the present number of money-order offices 3,696. Of the additional offices established since July 1, 1875, one was a station of the Boston office.

The number of domestic money-orders issued during the last year was 5,006,323, the aggregate value of which was \$77,431,251.58. The number of such orders paid was 4,952,747, amounting in value to \$76,865,353.75; to which is to be added the amount of orders repaid to the remitters, \$496,337. Total of payments, \$77,361,690.75; excess of issues over payments, \$69,560.83.

The total amount of fees received by postmasters for the issue of domestic money-orders was \$493,011.44.

The business of the year as given above shows a gain of \$3,006,396.87, or 4.04 per cent., in the amount of orders issued; a gain of \$3,151,534.50, or 4.24 per cent., in the amount of orders paid; and a gain of \$31,629.14, or 6.85 per cent., in the amount of fees received, over the like transaction of the preceding year. The ratio of increase is much less than that for the year ended June 30, 1874. It is believed that this lessened rate of increase is mainly attributable to the financial depression, felt more or less during the entire year by all branches of industry throughout the country, and which has affected the increase of the money-order system very largely in the direction of its employment for business purposes. This is indicated by the average amount for which orders have been issued during the year, which is \$15.46, being less by \$1.36 than the average for the previous year.

There were 20,690 duplicate money-orders issued during the year. Of these, 19,713 were issued in lieu of orders which had been lost in the mails or which had failed to reach the payee in due time by reason of imperfect or erroneous address; 677 were issued in lieu of orders alleged to have been lost by the remitters or payees; 43 were issued to the remitters of orders, payment of which had been stopped under the authority of section 3929 of the Revised Statutes of the United States, because drawn in favor of conductors of fraudulent lotteries or gift enterprises; 289 were in lieu of orders rendered invalid because not presented for payment until more than one year after the date of issue; 20 were in lieu of orders made invalid by reason of having received more than one indorsement. The number of duplicates issued during the year was 3,711 greater than the number issued during the previous year.

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.....	\$493,011 44
For premiums on drafts.....	1,705 83
Total	494,717 27

EXPENDITURES.

Commission to postmasters and allowances for clerk-hire....	\$354,655 77
Allowances to postmasters for remittances lost in transmission by mail	399 00
Incidental expenses	19,520 41
Total	374,575 18
Excess of receipts over expenditures	120,142 09

This amount of revenue is greater by \$14,943.97 than that for the fiscal year ended June 30, 1874; being an increase of 14.2 per cent.

Under existing law, post-office blanks of every description are furnished exclusively by the Congressional Printer, hence the cost of money-order blanks used by the postmasters is not included in the foregoing statement of expenditures, nor does it embrace the expense of Department clerk-hire and stationery for money-order service, which are paid out of regular appropriations.

By the act of March 3, 1875, the schedule of fees for the issue of domestic money-orders was increased, to take effect July 1, 1875, in accordance with the recommendation contained in the last annual report. Before that time, the fees for the issue of money-orders were as follows, to wit: For an order not exceeding \$10, five cents; over \$10 and not exceeding \$20, ten cents; over \$20 and not exceeding \$30, fifteen cents; over \$30 and not exceeding \$40, twenty cents; and over \$40, twenty-five cents; but by the act above mentioned the fee for any order not exceeding \$15 was fixed at ten cents, and over \$15 and not exceeding \$30, at fifteen cents. The fees for orders of larger amounts remain unchanged.

It is believed that this increase in the fees for money-orders will yield, during the current fiscal year, a gross revenue equal to the entire amount of expenditures of all kinds incurred on account of the money-order system, including the cost of Department clerical labor and of printing, blanks, &c.

The money-order funds that accumulate at offices which issue orders to a greater amount than they pay are transmitted to certain of the larger offices designated as depositories. When the postmaster is unable to obtain national-bank drafts for the purpose, the funds are forwarded by mail in registered packages. During the year the sum of \$54,642,575 of surplus funds has been transmitted through the mails. Seventy cases of remittances, amounting to \$12,066.61, reported as having been lost, were under investigation during the year, twenty-two of which, amounting to \$4,155, were pending at the close of the previous

year, and two, amounting to \$153, were cases of loss during that year, but were not brought to the notice of the Department until after the publication of the last annual report; making the reported losses of the fiscal year \$7,756.61; being \$1,255.91 greater than those of the preceding year. In eight cases, amounting to \$399, credit was allowed the postmasters by whom the remittances had been made; in five cases, amounting to \$1,090, the remitting postmasters had been required to make good the sums claimed to have been forwarded by them; in sixteen cases, the amount, \$2,702, was recovered by special agents; and forty-one cases, amounting to \$7,875.61, are still pending.

The amount of orders drawn upon certain offices is greater than the amount received by them from the issue of orders. To enable such offices to make prompt payments they are allowed credits, to a designated amount in each case, with the postmaster at New York, and are furnished with a limited number of blank drafts to draw against them, as the exigencies of their business may require. The postmaster at New York has paid drafts of this character to the amount of \$6,796,825. In the Pacific States postmasters who required assistance have been furnished with funds to the amount of \$55,823.65 by the postmaster at San Francisco, Cal., and \$33,857 by the postmaster at Portland, Oregon.

Out of the whole number of orders paid, the payment of 27 was alleged to have been made to individuals fraudulently personating the payees and forging their signatures, or by other unlawful or improper means, being at the rate of one alleged erroneous payment out of 183,435 payments.

Fifty-one claims for re-imbursement on account of wrongful payments have been under consideration during the last year, twenty-four of which were for orders the payments of which had been effected in prior years. In seven of these claims the amount of the orders, \$147.25, was recovered by special agents and paid to the rightful owners; in sixteen cases, amounting to \$368.18, the paying postmasters were, after careful investigation, held responsible, and, under instructions from the Department, have effected payment to the proper payees out of their own resources; in six cases, amounting to \$113, the wrongful payments were found to have been made through no fault of the paying postmasters, and they were, therefore, furnished with funds by the Department to make proper payment; in one case the amount, \$5, was, after due examination, found to have been improperly paid through the fault of the remitter and of the issuing postmaster, and they, accordingly, made the amount good to the payee; in another case, amounting to \$25, the payee was for a like reason made to bear the loss. Twenty claims, amounting to \$654.24, are still pending.

The number of orders issued in this country payable in Switzerland during the last year was 2,759, amounting to \$68,548.05, and the number originating in that country, which have been paid here, was 1,080, amounting to \$29,135.78. As compared with the transactions of the

previous year, these figures show a decrease of \$3,739.23, or 5.17 per cent. in the issues, and an increase of \$7,913.62, or 37.28 per cent. in the payments. The fees received amounted to \$1,929.05, and the expenses to \$850.78. From the accompanying statement of the Auditor it will be seen that after the payment of all balances due Switzerland on the exchange of money-orders between the two countries during the year, a net revenue of \$679.11 accrued to the United States. The number of orders issued in this country for payment to beneficiaries in the United Kingdom during the last year was 64,172, amounting to \$1,149,382.29, and the number originating in that country which have been paid here was 23,993, amounting to \$324,542.80. These figures show, in comparison with the like transactions of the preceding year, a decrease of \$341,938.02, or 22.92 per cent., in the issues, and an increase of \$20,769.14, or 6.83 per cent., in the payments. The number of orders issued in this country for payment in Germany during the last year was 35,319, amounting to \$746,644.54, and the number originating in that country paid here was 17,677, amounting to \$620,756.76, showing, as compared with the business of the previous year, an increase of \$45,009.81, or 6.41 per cent., in the issues, and of \$85,540.04, or 15.98 per cent., in the payments. The fees received for the issue of British money-orders amounted to \$34,986.25, and the commissions to postmasters, clerk-hire, incidental expenses, and miscellaneous items amounted to \$23,703. The amount of fees received for the issue of German money-orders amounted to \$20,498.25, and the commissions to postmasters, clerk-hire, incidental expenses, and miscellaneous items amounted to \$10,170.92.

An exact statement of the revenue of the last fiscal year from the exchange of money-orders with Great Britain and Germany cannot, at present, be furnished by the Auditor, as a final adjustment of the accounts of the last quarter of that year has not yet been reached by him and the proper accounting officers of those countries. That from the British business of the preceding year is reported by him at \$11,374.72, and that from the German business at \$9,130.83.

A postal convention was concluded at Washington on the 8th of June, 1875, a copy of which is hereto annexed, for the exchange of postal money-orders between the United States and the Dominion of Canada. The exchange of money-orders in pursuance of the provisions of this convention was put in operation August 2, 1875. From that date to the 23d of October, inclusive, orders amounting to \$45,347.55 were issued in this country for payment in Canada; and orders amounting to \$42,860.39 were received from that country for payment in the United States.

The money-order department, the annual transactions of which have reached about eighty millions of dollars, shows an apparent profit of about one hundred and twenty thousand dollars, though it is really in arrears more than that sum if the clerk-hire and stationery required for the business, and now charged against the postal revenues, were trans-

ferred to this account, where they properly belong. The money-order business is nothing more or less than Government banking for the benefit of the public, and those who avail themselves of its benefits should pay its current expenses. Congress at the last session advanced the fees on small money-orders to a point at which it is believed it will, as it should, for the current year and hereafter, pay its own expenses.

AMERICAN STEAMSHIP LINES.

The fact that but one line of steamships carrying our flag is employed in conveying the United States mails across the Atlantic, and none whatever to South America, is humiliating to the just pride of every American citizen. This line makes regular weekly trips from Philadelphia to Liverpool, and carries a small mail in a satisfactory manner for the postages as compensation for the service; but the great bulk of our mails for Europe is carried by steamers under foreign flags, sailing from the port of New York on Tuesdays, Wednesdays, Thursdays and Saturdays of each week. As a matter of national pride, as an aid to the revival of American commerce, and as a means of supplying an efficient steam-marine, available for immediate use by the Government in case of war, provision should be made for the transportation of our mails on important ocean routes in steamships officered and manned by our own citizens and sailing under our own flag.

It is believed that the payment of a moderate mail compensation in excess of the postages now allowed under the provisions of the general law, would enable our citizens to establish and maintain steamship-lines across the Atlantic and to South American ports, which would prove remunerative to the proprietors, and promote the general prosperity of the country. A reasonable allowance for a line to the west coast of South America would assure regular mail communications by American steamers with our sister republics on that coast, and a moderate mail compensation for a line to Japan and China, will doubtless continue the mail-service to those countries in American ships after the termination of the existing subsidy contract, which will expire on the 31st of December, 1876. I think it safe to say that the sum of \$500,000 per annum, now granted as a subsidy to the Japan and China line for a single monthly service on that route, would, in addition to the postages on the mails conveyed, be quite sufficient, judiciously apportioned between the respective routes, to maintain an efficient mail-service by steamers sailing under our flag, on all the important ocean-routes which should be occupied by lines of American steamers.

STRAW BIDS.

The officers of this Department are subjected to great annoyance, and the Department itself to great pecuniary loss, by the prevalent system of "straw-bidding" on long and expensive routes. Several stringent

laws have been enacted with a view to the eradication of the evil, but they have signally failed to accomplish the desired result; interested parties, in the teeth of oaths and penalties, still combining together and employing various devices to prevent fair competition and to secure undue advantage by fraud. Under the present statute, in the case of failing bidders and contractors, the Postmaster-General is compelled to go up the list of actual bidders and tender the service to the next lowest bidder *seriatim* until one is found who will consent to contract; or, if the price is considered to be too high, to re-advertise, meanwhile performing the service by temporary contract. It is found in actual experience that many whose names appear on these lists are wholly irresponsible, often the drivers and agents of the old contractors, who make use of them merely for the purpose of retaining the routes in their own grip.

This evil, which annually involves the Department in the loss of many hundreds of thousands of dollars, can, in my judgment, be effectually removed by such a change in the law as will authorize the Postmaster-General, on the failure of any accepted bidder, to offer the contract as at present to the next lowest bidder on the list, if in his judgment the bid be not too high; and if this next lowest bidder declines to enter into contract, to be authorized to enter into contract with a person not a bidder, at any price not exceeding said next lowest bid. In case no contract can be made with any party at this price, to go on up the list in like manner, always giving the bidder the first chance. In this way will the Postmaster-General be enabled to command the entire field of contractors, the bidders having no control of it unless they will take the contract at the price named.

RAILWAY POSTAL SERVICE.

No antagonisms or serious differences of opinion have occurred during the last year between the Department and the railroad corporations. The Department pays the railroad companies for transportation of the mails about ten millions of dollars annually, and they, in return, are offering all the facilities at their command, and in a manner which indicates the utmost cordiality between them and the Government, and every disposition to advance the interests of the Department. Their compensation is now based upon the weight of mails carried. Many of the most intelligent gentlemen controlling these corporations feel that it would be more equitable to pay by space. In the estimate made for the committee last year, it was found that while the space basis would increase the pay of several hundred roads, generally of the larger class, it would reduce it very materially on many of the smaller and weaker ones, and the Department hesitated to advocate a measure likely to bring so much antagonism.

During the last few months a new impetus has been given to the railway postal service, and new facilities to the business of the country, by

the establishment of fast-mail lines. Railway post-office cars, in connection with passenger-trains, are now transported at a speed hitherto unattained in the service. Upon one of the largest lines has been placed a postal railway-train under the entire control of the Post-Office Department, carrying no passengers. All these new post-office cars bear the seal of the United States and of the Post-Office Department. It is believed that at no distant day the business of the Department will be so great as to induce the railroad companies to run similar trains from New England to the Gulf, and from the Atlantic to the Pacific.

The following table shows the cost per pound for transporting mails on ten of the leading routes of the country, calculated from the latest returns of the weights of mails and accommodations provided for their distribution, and the rates of pay fixed on those returns:

Routes.	Distance.	Cost per pound.	Remarks.
	<i>Miles.</i>	<i>Cents.</i>	
Between—			
New York and Washington.....	228	1. 47	
New York and Boston	241	1. 42	Via Springfield.
Chicago and Saint Louis	283	4. 72	
Cincinnati and Chicago	310	4. 15	Via Indianapolis, La Fayette, and Kankakee.
New York and Cincinnati.....	757	6. 17	Via Philadelphia, Pittsburgh, and Columbus.
New York and Chicago	952	6. 03	Three routes; mean distance.
New York and Saint Louis.....	1,063	11. 12	Via Philadelphia, Pittsburgh, Columbus, Indianapolis, and Vandalia.
New York and New Orleans.....	1,445	23. 32	Via Washington, Lynchburgh, Va., Cleveland, Tenn., and Atlanta, Ga.
New York and Galveston	2,086	30. 40	Via Saint Louis, Sedalia, Denison, and Houston.
New York and San Francisco	3,357	33. 13	Three routes; mean distance.

The cost is greater, in proportion to distance, on the longer lines, in consequence of the lighter average weight of the mails; and on different parts of the longer lines the same disproportion exists, for the same reason, the rates of pay for mail-service on railroads being greater, in proportion to weight, on routes carrying the less amounts. Thus, on the line between New York and Galveston, while on the 90 miles between New York and Philadelphia the cost per pound is only 0.54 cent, on the 50 miles between Houston and Galveston it is 1.2 cents; and while on the 353.6 miles between Philadelphia and Pittsburgh the cost per pound is only 2.28 cents, on the 337.55 miles between Denison and Houston it is 7.56 cents, the average weight of mails per day between New York and Philadelphia being 32,850 pounds, and between Philadelphia and Pittsburgh 21,647 pounds, while between Houston and Galveston it is only 1,918 pounds, and between Denison and Houston 2,181 pounds.

The Lake Shore and Michigan Southern Railroad from Dunkirk to Chicago is common to two of the three routes between New York and

Chicago. The other, via Philadelphia and Pittsburgh, runs over the Pennsylvania and the Pittsburgh, Fort Wayne and Chicago Railroads. The combined average weights between New York and Dunkirk amount to more than 70,000 pounds per day, the average on each route being swelled by heavy local mails, and on the New York Central and Hudson River Railroad by mails from the east coming on at Albany. The average weight per day between Dunkirk and Chicago is less than 28,000 pounds, being diminished by mails passing off at several points, as Cleveland and Toledo; and between Pittsburgh and Chicago the average weight is less than 6,000 pounds per day.

SPECIAL AGENTS.

A new system has been adopted to some extent in regard to the appointment and disposal of special agents. This force is now concentrated, as far as practicable, with headquarters at a few prominent points; and appointments have been made, and will continue to be made, almost exclusively from the employes already in some other branch of the service, who, by efficiency, ability, and thorough knowledge of post-office laws and rules, are enabled to become much more quickly versed in the delicate duties required of these officers than would otherwise be possible. Special agents represent exclusively, and are responsible only to, the Postmaster-General, and ought to be entirely adapted by nature and training to the severe and peculiar work imposed upon them.

I would repeat the recommendation made by my predecessor in his annual report for the fiscal year ended June 30, 1873, that any person be permitted, without additional charge, to write a form of presentation in any book, pamphlet, magazine, periodical, or on any other matter of the third class; and, also, that the sender of any package be permitted, without additional charge, to write his or her name and address on the outside thereof, with the word "From" above or preceding the same, so as to inform the person addressed of the name of the sender, and to write briefly on any package the number and name of the articles inclosed.

Congress at its last session gave the privilege to members of both Houses to send free through the mails, under such rules and restrictions as the Postmaster-General might prescribe, certain public documents, until the commencement of the next session. The weight of these documents was estimated by the Department at the time to be from two to three hundred tons. Our mail-transportation has now reached such proportions that this printed matter has been distributed without causing any delay in the transportation and delivery of the ordinary mails, and with no perceptible increase of cost or labor.

TRANSIENT PRINTED MATTER.

I recommend that the postage on transient newspapers and periodicals, books, printed matter of all sorts, lithographs and maps, sheet-

music, photographs, and manuscripts designed for publication shall be reduced to one cent for each two ounces or fraction thereof, which was the rate before the enactment of the law advancing it during the closing hours of the last Congress.

NEWSPAPER POSTAGE.

The act of June 23, 1874, requiring prepayment in stamps of postage on newspapers and periodical publications mailed from known offices of publication or news-agencies, and addressed to regular subscribers or news-agents, went into effect on the 1st of January, 1875, and from present indications it will realize about \$1,000,000 for the first calendar year. This is not a material variation from the average results of the old law; though during the last year in which this latter was in operation, the amount was increased by the payment of postage on newspapers circulating within the county of publication—a requirement that was discontinued at the end of one year. While, therefore, there has been no increase in the aggregate receipts, there has been a large net gain by saving the commissions on collections allowed by the old law, as under the present law the great bulk of postage is paid at the large offices, whose salaries are not affected by this item. Under the old law there was no check to insure collections at the office of destination, and the consequence was that much matter went unpaid; and it is a satisfaction that, under the present more equitable mode, the universal collections have made up for the reduction in the rates.

The new system has worked so admirably, and has given such general satisfaction, that no change is deemed necessary.

Full information as to the manner of executing the law, with more specific statements of its results, will be found in the accompanying report of the Third Assistant Postmaster-General.

COMPENSATION OF POSTMASTERS.

Under the present law, which bases the compensation of postmasters of the fourth class upon the sale of stamps, loss has been inflicted on the revenues of the Government by sales of stamps to be used elsewhere, particularly in large cities where salaries have reached the maximum provided by law. Many officials have been dismissed for violating the rules of the Department in this respect, but it is impossible, so large is the number, for the Department to prevent wrong practices, or even to any great extent to keep them in check. I recommend that the compensation of postmasters of the fourth class be based upon the business of their respective offices, as determined by the cancellation of stamps, the account to be duly sworn to for each quarter and returned to the Sixth Auditor.

There is a great want of equity in the compensation of postmasters of the first, second, and third class. Under the present law postmasters in small cities and towns, who are required to give a very moderate

bond, and whose business also is not large, may receive the maximum salary. In the larger cities, like Boston, Philadelphia, and Chicago, postmasters doing a postal business of hundreds of thousands of dollars per annum, a money-order business of millions, and giving bonds to the extent of two hundred thousand dollars, receive no greater compensation than that paid in a great majority of the small cities. In many places the salary of the postmaster is the largest in the place, presidents, cashiers, secretaries, and other officers of corporations, whose duties require greater abilities, and whose positions entail vastly greater responsibilities, receiving less. This state of things encourages, and sometimes leads to, an unseemly scramble for these offices. If the salaries at the smaller offices are not excessive, those of the large cities are certainly too low. I find postmasters as a class to be efficient, capable, and attentive, beyond my expectations, and their salaries should bear some proportion to their duties.

Cases are said to exist, however, where few or no duties are actually performed by the postmaster. A law compelling postmasters whose net income is, say, one thousand dollars or more to give their entire attention to the duties of their office, or, failing in this, to employ some person to perform them at their own and not at the Government's expense, would be most undoubtedly beneficial to the service. I have made, and shall continue to make, sobriety an indispensable requisite in every person within my control in all branches of the service.

The Post-Office is a business Department, and should be run on business principles.

POSTAL REVENUES AND EXPENDITURES.

The postal revenues during the last fiscal year have sympathized with the prevalent depression in all branches of trade, showing an increase over the previous year of only 1.13 per cent., which is the smallest increase for many years, and which has induced me to be very moderate in estimating the expected revenues for the year ending June 30, 1877. Wishing to be on the safe side, estimates have been submitted which show an expected deficiency of \$8,181,602.19. These have been based upon existing laws and upon the existing state of things. If business revives and expands, as it must if we may judge the future by the past, and if the laws in relation to compensation of postmasters are modified in accordance with the recommendations of this report, the deficiency for that year will be very much less than the estimates.

The deficiency of the Post-Office Department should by no sound rule of business increase in percentage if it must in amount. If my expectations should prove correct for the year ending June 30, 1877, there will be no increase in the percentage of deficiency, but on the contrary a decrease. Basing the estimate of the revenues at the smallest amount, and of the expenditures at the largest, an increase is shown in

the percentage of the deficiency of only 19.39 against 24.65, which was the estimate of the percentage of increase of the deficiency of last year over that of its predecessor. A wide gap at the end of a year between receipts and expenditures, and on the wrong side of the ledger, is anything but a pleasant fact for a business man to confront. With proper watchfulness and economy in this Department, always requiring maximum service at minimum cost, as in any other business, this gap between expenditures and receipts can be gradually closed, and in time be made to disappear altogether. Important as it is to reduce the deficiency, it must not be forgotten that in the sparsely-settled portions of the South and West, the expenditures for mail-service must, in many instances, exceed the receipts two or three, and sometimes ten fold. It is desirable on all accounts that our country should be settled by intelligent people, and with this end in view the pioneers should enjoy frequent and regular mail-communications with the more populous sections. Probably there is no tax our people will more cheerfully bear, provided they can feel certain that the money has been judiciously expended, than that made necessary by providing first-class postal facilities throughout the entire extent of our magnificent domain.

Very respectfully, your obedient servant,

MARSHALL JEWELL,

Postmaster-General.

The PRESIDENT.

APPENDIX.

No. 1.—Estimates for expenditures for the fiscal year ending June 30, 1877.

Office of the Postmaster-General:

Mail depredations and special agents.....	\$160,000 00	
Advertising.....	103,000 00	
Preparation and publication of post-route maps.....	35,000 00	
Total		\$298,000 00

Under the First Assistant Postmaster-General:

Compensation to postmasters.....	7,500,000 00	
Clerks in post-offices.....	3,650,000 00	
Payments to letter-carriers.....	2,100,000 00	
Wrapping-paper.....	20,000 00	
Wrapping-twine.....	50,000 00	
Marking and rating stamps.....	10,000 00	
Letter balances and scales.....	7,000 00	
Rent, light, and fuel.....	450,000 00	
Office-furniture.....	35,000 00	
Stationery.....	55,000 00	
Miscellaneous and incidental items.....	145,000 00	
Total		14,022,000 00

Under the Second Assistant Postmaster-General:

Inland transportation.....	17,548,000 00	
Railway post-office clerks.....	1,309,447 29	
Route-agents.....	1,050,000 00	
Mail-route messengers.....	172,800 00	
Local agents.....	109,521 72	
Mail-messengers.....	729,186 98	
Mail locks and keys.....	20,000 00	
Mail-bags and mail-bag catchers.....	200,000 00	
Total		21,138,955 99

Under the Third Assistant Postmaster-General:

Postage-stamps.....	\$147,762 00	
Expenses of agency.....	6,900 00	
Stamped envelopes and newspaper-wrappers.....	535,878 00	
Expenses of agency.....	16,300 00	
Postal cards.....	216,760 00	
Expenses of agency.....	6,100 00	
		929,700 00
Registered-package envelopes, locks, and seals.....	40,000 00	
Office-envelopes.....	40,000 00	
Dead-letter envelopes.....	2,150 00	
Ship, steamboat, and way letters.....	7,500 00	
Fees to United States attorneys, marshals, clerks of courts, and counsel necessarily employed by special agents of the Post-Office Department, subject to approval by the Attorney-General.....	7,500 00	
Engraving, printing, and binding drafts and warrants....	1,500 00	
Miscellaneous items.....	2,500 00	
Total		1,030,850 00

REPORT OF THE POSTMASTER-GENERAL.

Under the Superintendent of Foreign Mails:

Transportation of foreign mails.....	\$300,000 00
Balances due foreign countries.....	50,000 00
Total.....	\$350,000 00
Total estimated expenditures.....	36,839,805 99
Amount which will be provided by the Department from its own revenue, accruing from postages and other sources, estimated.....	28,658,203 80
Excess of expenditures to be provided by appropriation out of the general Treasury.....	8,181,602 19
Special appropriations to be made out of the general Treasury:	
For official postage-stamps and stamped envelopes, for use of the Post-Office Department during the year.....	850,000 00
For mail-steamship service between San Francisco, Japan, and China..	250,000 00
Total amount to be provided out of the general Treasury.....	9,281,602 19

EDWARD W. BARBER,
Third Assistant Postmaster-General.

POST-OFFICE DEPARTMENT,
APPOINTMENT OFFICE,
Washington, D. C., October 19, 1875.

SIR: Agreeably to your request, I submit herewith estimates of the appropriations necessary for the fiscal year ending June 30, 1877, under the following heads, viz:

For compensation to postmasters.....	\$7,500,000 00
For clerks in post-offices.....	3,650,000 00
For letter-carriers.....	2,100,000 00
For wrapping-paper.....	20,000 00
For twine.....	50,000 00
For marking and rating stamps.....	10,000 00
For letter balances and scales.....	7,000 00
For rent, fuel, and light.....	450,000 00
For office-furniture.....	35,000 00
For stationery.....	55,000 00
For miscellaneous and incidental items.....	145,000 00
Making in the aggregate.....	14,022,000 00

The estimates for compensation to postmasters, for pay of clerks in post-offices, and for pay of letter-carriers are increased, but the amounts are deemed necessary to provide for growth of the service.

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

I am, sir, respectfully, your obedient servant,

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

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

A.—Comparative statement showing the estimate, the appropriation, and the expenditure for the items named below for the fiscal year ended June 30, 1875, with the per centum of increase or decrease of expenditures, with appropriations for the same during that period; also the amounts appropriated for the several items for the fiscal year ending June 30, 1876, 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 same items for the year ending June 30, 1877, with the per centum of increase or decrease for the same compared with the appropriation for the fiscal year ending June 30, 1876.

Items.	Estimate for the fiscal year ended June 30, 1875.	Appropriation for fiscal year ended June 30, 1875.	Expended during the fiscal year ended June 30, 1875.	Per centum of increase or decrease of expenditure over appropriation for fiscal year ended June 30, 1875.		Appropriation for the fiscal year ended June 30, 1876.	Per centum of increase or decrease over expenditures for the fiscal year ended June 30, 1875.		Estimate for the fiscal year ending June 30, 1877.	Per centum of increase or decrease over appropriation for the fiscal year ending June 30, 1876.					
				Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.				
For compensation to postmasters..	\$6,500,000	\$7,100,000	\$7,348,123 10	3.49	.....	\$7,000,000	.....	4.97	\$7,500,000	7.14	.....				
For clerks in post-offices	3,250,000	3,400,000	3,414,811 26	0.44	.....	3,500,000	2.49	.....	3,600,000	2.8	.....				
For payments to letter-carriers	2,000,000	1,900,000	1,879,210 11	.....	1.09	2,000,000	6.42	.....	2,100,000	5.0	.....				
For wrapping-paper	27,000	27,000	11,567 10	.....	57.16	25,000	116.13	.....	20,000	.....	20.00				
For twine.....	48,000	48,000	43,811 57	.....	8.72	55,000	25.54	.....	50,000	.....	9.09				
For marking and canceling stamps	9,000	9,000	5,943 23	.....	33.97	10,000	68.27	.....	10,000	.....	.....				
For letter-balances	3,000	33,000	19,449 24	.....	41.06	3,000	84.57	.....	7,000	133.33	.....				
For scales, special estimate.....	30,000			.....	.....	.....	.....	.....	.....	.....	.....				
For rent, fuel, and light.....	660,000	660,000	389,638 85	.....	40.96	500,000	28.39	.....	450,000	.....	10				
For furniture.....	\$6,500	66,500	152,139 23	122.78	.....	\$35,000	54.46	.....	\$35,000	235,000	.....				
For stationery.....	60,000					50,000			55,000						
For miscellaneous items.....						150,000			145,000						
Total.....	12,593,500	13,243,500	13,264,693 69	0.16	.....	13,328,000	0.48	.....	13,972,000	4.83	.....				

* Post-Office Department appropriation bill, statutes 1873-74, ch. 456, p. 231..... \$6,500,000
 Deficiency bill, statutes 1874-75, section 2, p. 413, (compensation to postmasters)..... 300,000
 Deficiency bill, statutes 1874-75, section 3, p. 414, (retroactive salaries to postmasters)..... 300,000
 7,100,000

† Post-Office Department appropriation bill, statutes 1873-74, ch. 456, p. 231..... \$3,250,000
 Deficiency bill, statutes 1874-75, section 2, p. 413..... 150,000
 3,400,000

‡ Post-Office Department appropriation bill, statutes 1873-74, ch. 456, p. 231..... \$3,000
 Special appropriation, statutes 1874-75, ch. 1, p. 291, (scales for post-offices)..... 30,000
 33,000

§ For annual compensation to postmasters..... \$7,049,935 77
 On account of retroactive salaries to postmasters... 298,187 33
 7,348,123 10

APPOINTMENT OFFICE, POST-OFFICE DEPARTMENT, October 20, 1875.

POST-OFFICE DEPARTMENT,
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 9, 1875.

SIR: To enable you more readily to make up such portions of your annual report as refer to the transportation of the mails, I herewith submit estimates for the fiscal year commencing July 1, 1876, of the several items of appropriation to be expended in the Office of the Second Assistant Postmaster-General.

It will, perhaps, be of service to the committees of the two Houses of Congress to have a brief explanation of the objects of the appropriations; and hence I will furnish such explanations under separate and appropriate heads.

INLAND-MAIL TRANSPORTATION.

The transportation of domestic mails, or mails of the United States, is denominated "inland-mail transportation," to distinguish it from the service required in conveying foreign mails. It consists of three kinds of service, to wit: First, such as is performed by railroads, whose compensation is determined by weight of mails carried, and car-space and railway-post-office cars furnished, (see Rev. Stats., pp. 777, 778, secs. 4002, 4003.) The law authorizes the Postmaster-General to contract with railway companies for carrying the mail without advertising therefor, (see Rev. Stats., p. 770, sec. 3942.) Second, steamboat service, which may be contracted for with or without advertising, as the Postmaster-General may believe the public interest and convenience shall require, (see Rev. Stats., p. 770, sec. 3943.) Third, all other service than that performed by railways and steamboats, and known in the Department as "star" service, to be executed with "celerity, certainty, and security." The law requires that contracts for carrying the mails on "star" routes shall be made with the lowest bidder in each case, who shall propose to perform the service in accordance with a previous advertisement therefor, (see Rev. Stats., p. 769, sec. 3941.)

During the fiscal year ended June 30, 1875, the cost of inland-mail transportation was as follows, to wit:

On 871 railroad-routes, aggregating 70,083 miles in length	\$9,216,518 00
On 89 steamboat-routes, aggregating 15,788 miles in length	684,130 00
On 7,323 other routes, designated "star-routes," aggregating 192,002 miles in length	5,453,721 00

Total cost during last fiscal year 15,353,369 00

Which was an increase of 8,776 miles in the length of routes over the preceding year, and a decrease of \$48,688 in the cost thereof.

The appropriation to cover the expenditure for inland transportation during the present fiscal year is \$17,548,000, and the same sum is estimated for the next year.

At the commencement of the present fiscal year, I adopted a plan of book-keeping in this Office by which the cost of the mail-service in operation at the close of each month can be ascertained. The reports for the first three months of the year are now before me, and from them I obtain the data for estimating the probable necessary expenditures of the next year.

The cost of mail-routes in operation July 1, 1875, (the commencement of the present fiscal year,) was..... \$14,949,669 13
To which has been added an increase for July, August, and September, of \$189,793.61, which, being considered an average increase for the several quarters of the year, would make the increase during the entire year 759,174 44

Add to this the recognized service of railroads, (which is explained below,) estimated at	\$762, 489 79

Making probable cost of inland transportation for present year.....	16, 471, 333 36

The above calculation is as reliable as any that can be made concerning the cost of a service during nine months yet to come. It is sufficiently accurate to enable me to say that no extraordinary expenditures will likely be necessary which can swell the annual cost of this service more than two hundred thousand dollars above the sum exhibited in the above estimates. Therefore, without resorting to the calculation by per cent. of increase, heretofore relied on in this Office as a guide in estimating future expenditures, I think it safe to say that an appropriation for the next year equal to that provided for this year will be sufficient.

In the above table reference is made to the probable cost of "recognized service by railroads," and some explanation thereof may be necessary. The law of March 3, 1873, fixing the compensation of railroads for carrying the mails, requires that their pay shall be re-adjusted on the basis of the actual weights of mails carried thereon once in every period of not more than four years.

At the close of the last fiscal year the mails were carried on eighty-four railroads in the United States, whose pay had not been determined under the law, for the reason that no weights had been taken of the mails they carried. The cause of delay, in most of these cases, originated in the carelessness and failure of the companies to take said weights when asked to do so by the Department. Hence it becomes necessary to recognize their service, provisionally, at the rates of pay under the previous law, subject to re-adjustment on weights yet to be taken, which re-adjustment will antedate to July 1, 1873, the date at which the existing law took effect. Such recognition, however, is not ordered except in cases where the railroad companies offer satisfactory explanations of their non-compliance with the law, or where their necessities are urgent; but it is estimated that the entire cost of such service (which will probably have to be paid for at some time during the year) will reach the sum of \$762,489.92.

RAILWAY-POST-OFFICE CLERKS.

Clerks of this class are employed at salaries ranging from \$1,000 to \$1,400 per annum to assort the mails *en route* on lines of railroad carrying post-office cars. They perform the labor formerly devolving on clerks in the several distributing post-offices of the United States, which consists in separating the mails for different post-offices on their respective lines, and for other offices and railway lines with which they connect, so as to expedite their delivery by avoiding the delays heretofore incident to having such mails assorted in the distributing-office nearest to the point of delivery. By this plan, mails are sent in bulk from the mailing-offices to the postal clerks, who assort them in transit, put them up in packages for the offices of delivery, and bag them by the most direct route to the places of destination.

During the last fiscal year railway-post-office cars were used on sixty-two lines of railroad, (as will more fully appear by reference to Table H in the appendix,) and nine hundred and one postal clerks were employed thereon at an annual cost of \$1,122,640, as follows, to wit: 326 clerks, at a salary of \$1,400 each; 457 clerks, at a salary of \$1,200 each; 117 clerks, at a salary of \$1,000 each; and 1 assistant clerk, at a salary of \$840.

The increase in the aggregate salaries of postal clerks last year over the preceding one was 6.09 per cent., while the appropriation for the current year is \$1,257,141, or 11.98 per cent. more than the cost of last year. Since the close of the last fiscal year orders have been issued for extending this class of service between Pittsburgh and Saint Louis, and between Pittsburgh and Cincinnati, and for increasing it by the addition of another daily line of postal cars between New York and Pittsburgh, which will likely result in increasing the aggregate salaries of postal clerks in a greater percentage than the year before. It is believed, however, that the present appropriation will be ample to meet the increased expense; but it is safe to calculate that a further increase will be required for the next fiscal year. Hence, I recommend that an appropriation of \$1,309,447.29 be asked, which will be an increase of only 4.16 per cent. over the appropriation for the current year.

ROUTE-AGENTS.

Route-agents are employed at salaries ranging from \$900 to \$1,200 each per annum on railroad and steamboat lines, to make up pouches of mails for post-offices on their respective routes, and, in some instances, for connecting lines. Their duties differ from those of railway-post-office clerks, in that they only assort packages of mails previously made up at mailing-offices and by railway-post-office clerks, and pass them over in bags to messengers for delivery at the several post-offices on their respective lines.

There was paid during the last fiscal year to route-agents the sum of \$943,800, which was an increase of 5.25 per cent. over the cost of the preceding year. An appropriation of \$1,050,000 is provided for the current fiscal year, which, in my judgment, will not all be expended. An appropriation of a like sum for the next year will probably meet the wants of the service.

MAIL-ROUTE MESSENGERS.

On short lines of railroad, and on parts of railroads in process of construction, it frequently happens that the amount of mails carried and the number of post-offices to be supplied are too great to be properly assorted and supplied in locked pouches sent in charge of baggage-masters or other train-employés, and yet too small to justify the employment of route-agents at the compensation fixed by law. In such cases it has been found convenient and economical to appoint another class of employés denominated "mail-route messengers," whose duties are similar and yet lighter than those of route-agents proper, and who are paid such salaries as the Postmaster-General believes to be proper in each case, generally from \$300 to \$700 each per annum, depending on the length of the runs and the amount of labor to be performed in each case.

The amount paid to mail-route messengers last year was \$147,470, an increase of 8 per cent. over the preceding year. The appropriation for the current year is \$160,000, or 8.42 per cent. above the cost of last year. Believing it to be a matter of economy to use this class of employés in many instances where route-agents would otherwise have to be appointed at a higher compensation, I respectfully recommend that an appropriation of \$172,000, or an increase of 8 per cent., (which is about equal to the increase of the two preceding years,) be asked for to cover the cost of their services the coming fiscal year.

LOCAL AGENTS.

Local agents are employed at railroad-crossings, and in the larger towns and cities, to receive mails delivered by trains and assort them

for connecting lines, and for post-offices near by. Great care is taken to detail them for duty only at points where the labor could not be performed by any other class of employés. Their compensation is determined in each case by the number of mails to connect, the amount of labor performed, and the number of hours per day they are required to be on duty.

During the last fiscal year one hundred and twenty-five local agents were in the service of the Department, at an aggregate cost of \$96,580, or an average of \$772.64 each. The salary paid is, however, not uniform. In many cases where the labor is light, station baggage-masters and other trustworthy depot-hands are appointed as local agents at nominal rates of pay, while in the larger towns and cities the labor is so great in some instances as to require the attendance, day and night, of a competent business man with a corps of efficient assistants.

The cost of the employment of local agents the last fiscal year, over the cost of the year before, was 1.97 per cent., while the appropriation of \$115,000 for the present year is 19.07 per cent. above the cost of last year. The existing appropriation will not all be expended, and it is no doubt greater than will be required for next year. After careful calculation, I have concluded to recommend an appropriation of \$109,521.72 for the next year.

MAIL-MESSENGERS.

Mail-messengers are employed in connection with railroad and steamboat routes, to carry the mail to and from post-offices, and to transfer mails, when necessary, from station to station on such routes, at the lowest rate that can, after advertisement, be obtained for such service. They are also frequently appointed to carry mails over very short routes, where it is evident that the service can be more efficiently performed in that way than by letting it on regular contract. They are not, except in a few cases, required to execute contracts, nor are they appointed for a definite period. In this way, they can be changed whenever cheaper service can be had, or for neglect of duty. There were three thousand seven hundred and forty of them in the service of the Department during the last fiscal year, at a cost of \$621,311. The appropriation of \$700,000 for the present year will probably not all be expended, but a slight increase for next year will no doubt be required; and I therefore recommend an appropriation therefor of \$729,186.98.

MAIL LOCKS AND KEYS.

Contracts for furnishing locks and keys are awarded upon advertisement for proposals therefor. Full information of existing contracts can be obtained by referring to the table below:

Description of contracts for mail locks and keys.

Articles contracted for.	Names of contractors.	Residence.	Term of contract.		Prices paid.	
			From—	To—	Locks	Keys.
Registered-mail locks and keys.	F. W. Mix	Terryville, Conn	Jan. 1, 1874	Jan. 1, 1878	\$1 75	\$0 30
Letter-box locks and keys.	Smith & Egge ..	Bridgeport, Conn	Jan. 1, 1874	Jan. 1, 1878	1 25	15
*Mail-bag locks and keys	James C. Mix...	Syracuse, N. Y..	July 1, 1870	July 1, 1874	74	13

* Extended four years from July 1, 1874, (December 31, 1873.)

During the last fiscal year, new locks and keys were introduced in the service at a cost of \$31,811.42; the number of each description purchased can be seen by reference to Table G, appended to my detailed report. The appropriation for the current year is \$30,000, which is ample; and a smaller appropriation for next year will be sufficient. I therefore recommend that an appropriation of \$20,000 be asked for.

MAIL-BAGS AND MAIL-BAG CATCHERS.

Mail-bags are also purchased by the Department of contractors, whose contracts are awarded after advertising for proposals therefor. Supplies are now being furnished on such contracts for all kinds of mail-bags, except the several sizes of leather pouches, for which bids have been invited during the present month. During the last fiscal year the sum of \$187,148.88 was expended in the purchase and repair of mail-bags and catchers. The appropriation for the present year is \$210,000, all of which will probably not be required. An appropriation of \$200,000 for the next year will, in my judgment, be sufficient.

The following table will show the name and residence of contractors, the date of the commencement and termination of their contracts, and the prices paid for each size and kind of bags:

Description of contracts for mail-bags.

Articles contracted for.	Names of contractors.	Residence.	Term of contract.		Prices paid.		
			From—	To—	Size No. 1	Size No. 2.	Size No. 3.
Jute-canvas mail-sacks.	John Boyle.....	New York, N. Y.	July 1, 1875	July 1, 1879	\$0 66	\$0 52	\$0 15
Cotton-canvas mail-sacks.	do	do	July 1, 1875	July 1, 1879	1 32	1 02	21
Leather horse-mail-bags.	Polydore S. Thomson.	do	July 1, 1875	July 1, 1879	6 60	5 60	5 10
Mail-catch'r pouches	John Boyle.....	do	July 1, 1875	July 1, 1879	.....	.....	4 25
Label-cases.....	Gaylord Manufacturing Co.	Chicopee, Mass..	July 1, 1875	July 1, 1879	.....	.....	12

The mail-bag catchers used by the Department, and the only ones that have been submitted which will answer the purpose, are covered by letters-patent, and can, therefore, only be purchased of a manufacturer who has obtained an assignment of the patent, or the right to use it. They were patented by L. F. Ward, of Elyria, Ohio, and are manufactured by Abbott, Brew & Co., of Cleveland, Ohio, at fifteen dollars each. No catchers were purchased during the last fiscal year, but repairs on those in use were made, at a cost of \$675.25, as will be seen by reference to Table G, appended to my detailed report.

The table hereto appended exhibits the several items of expenditure in this office during the last two fiscal years, compared with the appropriations for the present, and the estimates for the next fiscal year; and also the interesting fact that the appropriations asked for next year exceed those provided for this year in the sum of only \$77,414.99.

I have the honor to be, sir, very respectfully, your obedient servant,
JAS. N. TYNER,

Second Assistant Postmaster-General.

HON. MARSHALL JEWELL,
Postmaster-General.

Cost of inland transportation and the items incident thereto for the years 1874 and 1875, with the appropriation for 1876, and the estimates of the amounts necessary to be appropriated for 1877; showing the percentage of increase and decrease, with the cost, appropriation, and estimate for mail locks and keys, mail-bags and mail-bag catchers.

Object.	Cost for 1874.	Cost for 1875.	Per centum increase or decrease of 1875 over 1874.		Appropriation for 1876.	Percentum of increase or decrease of appropriation of 1876 over cost of 1875.		Estimate for 1877.	Per centum increase or decrease over appropriation for 1876.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Inland transportation.....	\$15,402,057 00	\$15,353,369 00	.....	0.31	\$17,548,000	14.29	.....	\$17,548,000 00	.....	.....
Railway post-office clerks.....	1,058,200 00	1,122,640 00	6.09	.....	1,257,141	11.98	.....	1,309,447 29	4.16	.....
Route-agents.....	896,680 00	943,800 00	5.25	.....	1,050,000	11.25	.....	1,050,000 00	.....	.....
Mail-route messengers.....	136,540 00	147,470 00	8.00	.....	160,000	8.42	.....	172,800 00	8.00	.....
Local agents.....	94,710 00	96,580 00	1.97	.....	115,000	19.07	.....	109,521 72	4.17	4.76
Mail-messengers.....	595,772 00	621,311 00	4.28	.....	700,000	12.66	.....	729,186 98	.....	.....
Mail locks and keys.....	40,143 71	31,811 42	.....	20.75	21,400	.....	32.72	20,000 00	.....	6.54
Mail-bags and mail-bag catchers...	212,714 76	187,148 08	.....	12.01	210,000	12.21	.....	200,000 00	.....	4.76
.....	.....	.....	.....	.....	21,061,541	.....	.....	21,132,955 99	.....	.....

JAS. N. TYNER,
Second Assistant Postmaster-General.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 2, 1875.

SIR: Herewith I have the honor to submit the following tables, viz:

1. Estimate of the expenditures and revenue of the Post-Office Department for the fiscal year ending June 30, 1877.
2. Statement of payments under sundry heads, charged by the Auditor to the miscellaneous account.
3. Estimate of indebtedness of the Department for the two past fiscal years.
4. Receipts and expenditures for the fiscal year ended June 30, 1875, compared with the two preceding years.
5. Receipts and disbursements on account of the Post-Office Department at Treasury depositories.
6. Receipts and disbursements at post-office depositories.
- 7 and 8. Number and value of postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the year.
9. Number and value of official postage-stamps, stamped envelopes and wrappers furnished the different Executive Departments during the year.
10. Statement showing increase in issues of postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards, of all kinds.
11. Number and value (actual and nominal) of dead-letters received and disposed of during the year.
12. Statement showing classification and disposition of letters containing valuable inclosures.
13. Statement showing number, contents, and disposition of registered letters received during the year.

EXPLANATION OF ESTIMATES.

Your attention is respectfully invited to the following detailed statement touching the appropriations asked for by this Bureau:

ADHESIVE POSTAGE-STAMPS.

The number of ordinary postage-stamps issued during the fiscal year ended June 30, 1875, was.....	682, 342, 470
Add 10 per cent., being about the average yearly rate of increase.....	68, 234, 247
Gives estimated issue of ordinary stamps for fiscal year ending June 30, 1876.....	750, 576 717
Add 10 per cent., as before.....	75, 057, 671
Gives estimated issue of ordinary stamps for fiscal year ending June 30, 1877.....	825, 634, 388
Cost of manufacturing that number at present contract-price, 14.99 cents per thousand.....	\$123, 762 00
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.....	24, 000 00
Gives estimated total cost of manufacturing adhesive postage-stamps during fiscal year ending June 30, 1877.....	\$147, 762 00

In the above estimate the issues of ordinary stamps for the year ended June 30, 1875, 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 stamps expire May 1, 1877, but it is not probable that there will be any material deviation, under a new contract, from the present rates.

POSTAGE-STAMP AGENCY.

Salaries of distributing agent and assistants	\$5,900 00
Incidental expenses of agency	1,000 00
Total.....	6,900 00

There are three persons at present employed at this agency, viz, an agent, whose salary is \$2,500, and two clerks, whose salaries are \$1,800 and \$1,600 per annum, respectively. No increase is asked for.

The incidental expenses are for the purchase of stationery and furniture, and for 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, 1875, at present contract-prices, was	\$372,137 55
Add 20 per cent. for increase	74,427 51
Gives estimated cost for year ending June 30, 1876.....	446,565 06
Add 20 per cent. for increase, as before.....	89,313 01
Gives estimated cost of manufacture for the year ending June 30, 1877...	\$535,878 07

The estimated percentage of increase is somewhat larger than the average for the past few years; but it is justified by the increasing popularity of stamped envelopes, growing both out of their intrinsic merits and the lower rates at which they are furnished to the public under the new contract. This contract is for four years, and will not expire until September 30, 1878. The prices for the manufacture of stamped envelopes will therefore remain unchanged.

STAMPED-ENVELOPE AGENCY.

Salaries of agent and assistants.....	\$15,300 00
Incidental expenses of agency	1,000 00
Total.....	\$16,300 00

This estimate agrees in amount with the present appropriation. 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.

Number of postal cards issued during the fiscal year ended June 30, 1875..	107,616,000
Add 20 per cent. for increase	21,523,200
Gives estimated issue for the year ending June 30, 1876.....	129,139,200
Add 20 per cent. increase, as before.....	25,827,840
Gives estimated issue for the year ending June 30, 1877	154,967,040
Cost of manufacturing that number at present contract-prices, \$1.39 $\frac{1}{4}$ per thousand	\$216,760 00

As will be observed, the increase for the last fiscal year over the preceding one was more than 18 per cent. A still larger rate of increase is to be expected, for the following reasons: 1st. The greater popularity of the new style of cards, as evidenced by the fact that the issues for the first month (commencing September 28, 1875) amounted to 20,816,500 cards. 2d. The special demands growing out of the "Centennial," in 1876, for advertising purposes and the wants of the unusually large number of persons that will be in transit during that year.

The present contract will expire April 30, 1877, but it is very unlikely that under a new contract the price of manufacture will vary much from the present.

POSTAL CARD AGENCY.

Salaries of agents and assistants.....	\$5,100 00
Incidental expenses of agency.....	1,000 00
Total	6,100 00

At present there are employed at Springfield, Mass., in connection with the inspection and distribution of postal cards, an agent, at a salary of \$2,500 per annum, and two clerks, one at \$1,400 and the other at \$1,200 per annum. This force is considered sufficient.

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.

REGISTERED-PACKAGE ENVELOPES.

It is estimated that there will be required for this purpose during the fiscal year ending June 30, 1877, the sum of \$40,000. This is a reduction of \$25,620 from the appropriation for the current fiscal year, and is due mainly to the cheaper rates at which the envelopes are now obtained.

POST-OFFICE ENVELOPES.

These are plain (unstamped) envelopes, used by postmasters, principally at the smaller offices, for official business, and it is estimated that \$40,000 will suffice for their manufacture during the next fiscal year.

This is a reduction of \$26,560 from the appropriation for the present fiscal year, and it is based on a falling off in the issues, by reason of the more general use among postmasters of the official stamped envelopes, which have the same general purposes.

DEAD-LETTER ENVELOPES.

The amount estimated for the manufacture of dead-letter envelopes is \$2,150; a reduction of \$1,600 from the current appropriation. This reduction is owing partly to the decreasing number of dead-letters requiring to be returned, and partly to lower contract-rates.

SHIP, STEAMBOAT, AND WAY LETTERS.

Sections 3913, 3976, 3977, and 3978 of the Revised Statutes make this appropriation necessary, to provide for the payment to masters or owners of vessels, not regularly engaged in transporting the mails, for letters brought and delivered at the post-office, on arrival in port, for transmission to their destination. On delivery of these letters, the party

addressed pays, in addition to the usual postage, the amount paid to the said masters or owners; consequently the amounts paid out come back to the Department.

The best data upon which to base an estimate for the next fiscal year is shown by the following:

Paid during fiscal year of 1870-'71.....	\$10,716 45
Paid during fiscal year of 1871-'72.....	7,011 06
Paid during fiscal year of 1872-'73.....	4,259 96
Paid during fiscal year of 1873-'74.....	4,188 42
Paid during fiscal year of 1874-'75.....	3,753 18
The appropriation for 1875-'76 is.....	7,500 00
Estimate for 1876-'77 is.....	7,500 00

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

This appropriation is required to pay fees and expenses incurred in the prosecution of suits against postmasters and others. Like the last-mentioned appropriation, the amount expended in different years is very irregular, as shown below:

Paid during fiscal year of 1869-'70.....	\$8,965 10.
Paid during fiscal year of 1870-'71.....	6,431 55
Paid during fiscal year of 1871-'72.....	5,141 76
Paid during fiscal year of 1872-'73.....	6,480 76
Paid during fiscal year of 1873-'74.....	4,648 71
Paid during fiscal year of 1874-'75.....	5,343 32
The appropriation for 1875-'76 is.....	7,500 00
Estimate for fiscal year of 1876-'77.....	7,500 00

ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

Under this appropriation the Department is supplied with its drafts and warrants used in paying contractors and other creditors, and for the collection of a portion of the balances due the United States by postmasters.

The appropriation made for this object for years past has been \$3,000, but as the expenditures under this head for the fiscal year of 1873-'74 was only \$1,180.30, and for 1874-'75 only \$543.30, I have estimated, as the amount required for fiscal year ending June 30, 1877, \$1,500.

MISCELLANEOUS.

This appropriation covers such items of necessary expense as cannot be charged to any of the regular appropriations; and, as the items under this head are entirely incidental, it is impossible to ascertain with exactness the amount which will be required. The amount heretofore appropriated having been sufficient to meet expenditures, I estimate for the same amount for the fiscal year ending June 30, 1877, viz, \$2,500.

SUMMARY OF ESTIMATES.

The amounts estimated to be required by this Bureau for service of the fiscal year ending June 30, 1877, as compared with appropriations for 1875-'76, are shown by the following table:

Items.	Estimate for 1876-'77.	Appropriated for 1875-'76.
Postage-stamps	\$147,762 00	\$149,764 00
Expenses of agency	6,900 00	6,900 00
Stamped envelopes and wrappers	535,878 00	446,520 00
Expenses of agency	16,300 00	16,300 00
Postal cards	216,760 00	158,806 00
Expenses of agency	6,100 00	5,600 00
Registered-package envelopes, &c.	40,000 00	65,620 00
Post-office envelopes	40,000 00	66,560 00
Dead-letter envelopes	2,150 00	3,750 00
Ship, steamboat, and way letter	7,500 00	7,500 00
Fees to United States attorneys, &c.	7,500 00	7,500 00
Drafts and warrants	1,500 00	3,000 00
Miscellaneous	2,500 00	2,500 00
	1,030,850 00	941,320 00
	941,320 00	
Increase of estimates	89,530 00	or about 9½ %

The increase is entirely upon the two items of stamped envelopes, wrappers and postal cards, occasioned by the increased demand by the public for the same, which, as a matter of course, represents an increased revenue from these two sources.

In the items of registered-package envelopes, post-office envelopes, dead-letter envelopes, and drafts and warrants, you will observe that a material decrease has been made in the estimates for the next fiscal year.

OPERATIONS OF THE BUREAU.

The operations of this Bureau, through its different divisions, are fully set forth by the following detailed statements :

DIVISION OF FINANCE.

During the fiscal year ended June 30, 1875, there were furnished to this division 4,787 contracts for mail-service, (an increase of 1,507 over last year,) for record upon its books, and 6,008 orders of the Postmaster-General (an increase of 232 over last year) recognizing mail-service not under contract; extending or curtailing service, or for the modification of previous orders, which were also recorded.

These contracts and orders furnish full and complete data by which to insure correct payments to mail-contractors, and consequently make this division a perfect check on the other offices that pass upon contractors' accounts.

Thirty thousand four hundred and thirty-six Auditor's reports, (an increase of 2,436 over last year,) for pay of mail-contractors and other creditors of the Department, were received, verified, recorded, and paid.

Cash accounts of receipts and disbursements were kept with 45 treasury depositories, (against 33 for last year,) from which were received 980 transcripts of accounts, involving the sum of \$12,700,000, against which sum there were drawn, registered, and posted to the proper accounts 12,278 warrants, an increase of 1,629 over last year.

These warrants, each accompanied by a circular receipt, were mailed to the payees, and the receipts, when returned, entered upon the books to show the delivery of the warrants.

(Table No. 5, attached to this report, shows the cash transactions at Treasury depositories in detail.)

To facilitate the business of the Department, the number of post-office depositories was reduced during the year from 179 to 128, at which the

receipts and disbursements involved the sum of \$3,586,248.81, divided as follows: Receipts from proceeds of the depositories themselves, \$2,835,915.51; from collection drafts on other offices, \$150,412.04; and from deposits by other offices, \$599,921.26. Against the aggregate accumulation in the depositories, there were drawn and posted to the legitimate accounts 18,258 drafts, (an increase of 349 over last year.)

In addition to the amount paid out upon drafts, (\$2,041,940.82,) the sum of \$1,851,913.48 was paid to route-agents, postal clerks, mail-messengers, letter-carriers, &c., which sum entered into the accounts kept with the depositories.

The number of statements of account received from the postmasters at these 128 depositories during the year was 1,536. (Table No. 6 of this report shows the cash transactions at post-office depositories in detail.)

The number of depositing offices averaged, during the year, 3,000; standing on June 30 at 2,748, from which offices there were received 9,954 certificates of deposit, amounting in the aggregate to \$4,963,571.34, which amount was duly credited to the postmasters making the deposits.

The number of circulars sent out during the year was 19,922; the number of quarterly statements of account furnished to postmasters was 1,804; and the number of letters received and acted upon in the transaction of the business of the division, together with those written, exceeded 2,500 in number.

As shown by the foregoing, there has been a general increase of the work in this division, and, in the natural course of events, it will continue to increase in the future at about the same ratio.

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

The number of ordinary adhesive postage-stamps issued to postmasters for sale to the public during the year was 682,342,470, valued at \$18,271,479; of newspaper and periodical stamps, the use of which began January 1, 1875, 2,209,215, valued at \$815,902.47; of ordinary stamped envelopes, plain, 72,285,150, valued at \$2,046,111.35; of stamped envelopes bearing a return request, 54,631,000, valued at \$1,791,686.25; of ordinary newspaper-wrappers, 22,850,250, valued at \$286,679.74; of postal cards, 107,616,000, valued at \$1,076,160; of official postage-stamps issued to the Executive Departments for official use, 18,495,940, valued at \$834,970.25; and of official stamped envelopes and wrappers, 12,845,000, valued at \$354,522.18; making a total number of 973,275,025, and a total value of \$25,477,511.24. The increase in the value of ordinary issues over the preceding year was \$2,219,794.05, or 10.05 per cent. The increase, including the issues for official use, was \$1,639,984.62, or 6.87 per cent.

There were also issued within the year 3,379,900 registered-package envelopes, 10,024,825 post-office envelopes, and 1,931,500 dead-letter envelopes; total, 11,956,325.

The total number of requisitions filled was 344,806, as follows: For ordinary postage-stamps, 97,172; for newspaper and periodical stamps, 5,172; for official postage-stamps, 39,257; for ordinary stamped envelopes and wrappers, plain, 43,673; for special-request stamped envelopes, 53,240; for official stamped envelopes, 2,929; for postal cards, 30,968; for registered-package envelopes, 36,470; and for post-office envelopes, 35,925.

The number of packages of ordinary postage-stamps forwarded was 98,648; of newspaper and periodical stamps, 5,173; of official postage-stamps, 38,610; of ordinary stamped envelopes and wrappers, plain, 62,099; of special-request envelopes, 42,199; of official stamped envelopes, &c., 6,440; of postal-cards, 32,631; of registered-package envelopes, 37,230; and of post-office envelopes, 36,432; total, 359,462.

The losses of packages in transit through the mails amounted to only \$256.30, out of an aggregate of \$25,477,511.24.

The work of this division consists mainly of filling requisitions, although there is much additional labor in the preparation of permanent records, the examination of vouchers, the auditing of postmasters' returns of official stamps, the adjustment of damaged and unsalable stock returned, and of losses by fire and in the mails, and in a variety of other details that need not be specified.

The total number of requisitions filled during the fiscal year, as before stated, was 344,806, or an increase over the previous year of 16.9 per cent.; and this ratio will fairly represent the increase in the amount of work performed. Notwithstanding the increase of work, there has been no increase of force asked for, either in the division proper or in any of its branches—the several agencies engaged in supervising the manufacture of postage-stamps, stamped envelopes, and postal cards.

The act of Congress approved June 23, 1875, for the prepayment of postage on newspapers and periodicals mailed from known offices of publication or news agencies, went into effect on the 1st January, 1875, and some information may accordingly now be obtained as to the results of the law. During the six months ending on the 30th June the amount collected from this source was \$486,443.49, from 18,843,621 pounds at 2 cents per pound, and 3,652,369 pounds at 3 cents per pound. The New York post-office alone mailed 6,174,286 pounds at the former, and 1,477,272 pounds at the latter rate, realizing \$167,804.66. The returns for the quarter ending on the 30th September have not yet all been received, but the indications are that it will not vary materially in amount from either of the previous quarters.

The plan indicated in my report of last year for carrying the law into effect has proven so satisfactory, that it has not been found necessary to change it in a single particular. This Office has been in receipt of letters from the postmasters at many of the larger offices warmly commending the operations of the new law.

DIVISION OF REGISTERED LETTERS.

Since my last annual report, the efficiency of this division has been increased by the transfer to it of several clerks from other branches of the service. These clerks are now engaged in arranging, classifying, and recording the reports of the number of letters registered, and the fees collected thereon, at each post-office, so that hereafter it will be practicable to make a full and accurate showing of the number of letters registered, the amount received for fees, the expense of the system, and its value as a part of our postal service.

At the present time the growth of the system can only be estimated by comparing the number of registered-package envelopes issued during the last fiscal year with the preceding year, from which it appears that 2,922,000 were issued to postmasters during the year 1873-'74, and 3,379,900 during the year 1874-'75; an increase of 457,900, or over 15 per cent. It is fair to take this percentage as representing the growth of the system in a single year.

The value of the registered-letter system is apparent in the transactions of the Post-Office Department. All packages of postage-stamps, stamped envelopes, newspaper-wrappers, postal cards, and other valuables forwarded by this Office to postmasters, are registered before they are transmitted through the mails. These packages are sent to every post-office in the United States; and during the last fiscal year they aggregated 359,462, valued at \$25,477,511.24. Of this large number ten were lost, valued at \$256.30. How many of these were destroyed by unavoidable casualties it is impossible to estimate. A number of packages were missent, and by the aid of this system were traced, discovered, and sent to their proper destination. If the system should be abolished, it would be impossible to transact our own business without largely increasing the number and amount of losses from various causes.

During the year a plan for the exchange of registered pouches between important distributing offices has been adopted. In these pouches all letters mailed to the exchange office are inclosed, accompanied by a letter-bill, showing the number of each package, and a receipt given for the pouch obviates the necessity of receipting for each package separately, thereby saving a great deal of time and trouble to postal-car clerks and others, who are the proper custodians thereof while in transit. These pouches have been placed on the through lines between Boston and New Orleans, and New York and San Francisco, including in the scheme all important intermediate post-offices. Sufficient time has not elapsed since its inauguration to fully demonstrate all the benefits to be derived from it; but enough is known to warrant me in saying that it is no longer an experiment, but a very successful enterprise, and should be extended as rapidly as circumstances will admit.

New and distinctive pouches for this service have been adopted. They will be introduced at an early day; and as they will be handled and guarded with especial care by those intrusted with their custody, greater security will be afforded, and the celerity with which registered letters are transmitted will be increased.

The lock now in use with the through registered pouches does not fully meet the requirements of the service. Postmasters at the exchange offices in which the present locks are used, so far as I am advised on the subject, concur in this opinion. The adoption of a lock which could be opened only at terminal offices would save the unnecessary labor caused by opening and verifying the contents of the pouches in transit, and would enable the Department to extend the system to the railway post-offices.

Much remains to be done in amending the law in regard to registered letters, so as to simplify the system, in changing the regulations, and in arranging the details thereof, in order to perfect it and make it what it should be, an efficient adjunct of our postal service; and at an early day I shall beg leave to call your attention to such changes and modifications of the law as are deemed important.

DIVISION OF DEAD LETTERS.

The number and kinds of letters received and disposed of in this division during the year, and the value and description of their contents, are fairly shown by tables Nos. 11, 12, and 13, submitted herewith for your consideration, and may be thus epitomized:

Ordinary mail letters received, 2,416,112; drop or local, 488,600; of domestic origin returned from foreign countries, 106,237; returned from hotels, 31,240; held for postage, 318,604; misdirected, 61,252; without

address, 5,963; ship, 2,412; registered, 5,857; foreign, 210,377; and 516,493 ordinary mail and drop letters which were remaining on hand at the close of the last fiscal year, making a total of 4,163,147.

Of those opened, 31,779 were found to contain \$61,769.14 in current funds; 14,225 contained drafts, notes, bills of exchange, &c., to the nominal value of \$2,997,847.53; 135,027 contained jewelry, samples of merchandise, photographs, postage and revenue stamps, receipts, bills of lading, and specimens and souvenirs in almost infinite variety, from a living rattlesnake to a tress of hair; and 3,740,161 proved to contain nothing of value.

The disposition of letters containing valuable inclosures is as follows: 154,918 delivered to the proper owners, 33,423 filed for reclamation, and 10,536 are outstanding in the hands of postmasters for delivery. Of the 3,740,161 without inclosures, 1,339,248 were delivered to the writer or person addressed, and the remainder destroyed, either because they were obviously worthless, such as printed circulars and advertisements, or did not contain the name and address of the writer. Table No. 13 is more particularly interesting when considered in connection with what I have said concerning the division of registered letters, since it illustrates the value of that system by showing that of the 5,942 registered letters that reached the dead-letter division 5,556 were delivered to the owners, 321 filed for reclamation, and at least 50 of the 65 which are reported as outstanding in the hands of postmasters July 1, 1875, will probably yet be delivered.

The causes which operate to prevent the delivery of prepaid letters have been frequently stated by my predecessors, and may be briefly mentioned here. The indorsements made by postmasters as follows—"misdirected," "illegible," "dead"—explain the non-delivery of a large number, while the migratory habits of many of our own citizens, and the thousands of emigrants who arrive annually and move about from place to place seeking homes, and either fail to give their proper address when writing to their native land, or remove to a remote locality before their correspondence is received, will account for the balance. In this connection it may be interesting to state that of the 12,500,000 letters mailed to foreign countries but 106,200 have been returned unclaimed, while there have been returned to the country of origin 214,109 letters which became "dead" in this country of the 11,800,000 received.

The nearly uniform number of "held-for-postage" letters received since the enforcement of the law requiring prepayment of postage, indicates that the cause of failure to prepay at least one full rate is inadvertence, and not a willful intention to force the addressee to pay it, or to defraud the Department of its revenues. Prior to April 1, 1875, the practice was to open all such letters, and then return them to the writer if possible; otherwise, to notify the addressee that, upon the receipt of the amount of postage due, the letter would be forwarded; but since that date the seal has been respected, and the person addressed immediately invited to remit the postage, upon the receipt of which the letter is stamped and duly mailed in its original envelope.

This latter custom has given such general satisfaction during the three months it has been in operation, as compared with the old system, that the change in the treatment of this important class of letters seems amply justified. As the contents of these letters are always proportionately more valuable than those of any other class, the fact that they were not opened during one-fourth of the year will account for the apparent reduction in the number of valuable letters received, as compared with previous reports.

The usual regular and certain delivery of letters, instead of making an occasional failure more tolerable, seems to only magnify the loss or make it more grievous; but there has been a gratifying diminution in the number of applications for missing letters, there having been but 5,428 received, as against 6,420 last year, and complaints of the mistreatment of mail-matter in about the same ratio of reduction.

I regret that the statistics of the Department do not show the number of letters mailed annually, so that a comparison might be made between the number delivered and lost, which, I am sure, would be very creditable to the intelligence and fidelity of the employes of the postal service; and I take this opportunity to recommend that some system be adopted by which the number of letters mailed each year shall be ascertained, and the value of the statistics of the Department thus materially increased.

During the past year the records of letters received have been amplified and their miscellaneous contents more thoroughly classified, so that all desirable information as to details can be readily given.

The improvement in the management and execution of the duties of this important branch of the service, referred to in my last annual report, having continued, this division, which is composed of 29 gentlemen and 59 ladies, has become, in its *personnel*, a model of industry and punctuality.

DIVISION OF FILES, RECORDS, AND MAILS.

The number of official letters received and disposed of by this division during the year amounted to 685,000.

Of the number received, 26,500 were briefed, recorded, and, after being acted upon, filed; and 6,500 letters written in the Bureau were copied, enveloped, and stamped for mailing. The number of employes engaged in this division is only four; and when the fact is taken into consideration that three of them were engaged a portion of the time on other duties, it will be seen that the amount of work done in proportion to the number employed has been very large.

NEWSPAPER AND PERIODICAL POSTAGE AND STAMPS.

On the first day of January, 1875, the new law requiring prepayment of postage by stamps on all newspapers and periodicals sent from a known office of publication to regular subscribers through the mails went into operation. The system inaugurated to carry the law into effect was approved by you in October, 1874, and has been found by experience to be admirably adapted to the purpose for which it was devised. No complaints of abuses on the part of publishers or postmasters have been received at this Office during the nine months that have elapsed since the law went into effect. Indeed, it has worked so well in all its details, and has given such general satisfaction, that the idea of returning to the old system, or materially modifying the new one, ought not to be entertained.

Previous to the time when this law began to operate, no stamps were required for the payment of postage on newspapers sent to regular subscribers, as the postage was collected in money quarterly at the office of delivery. Last year there were 35,000 post-offices at which newspaper-postage was collected, while under the present true system, of the absolute prepayment of all postages, the whole amount is collected at about 3,400 offices, the latter representing the number of places in the United States at which newspapers and periodicals are mailed.

The papers for subscribers living outside of the county in which they are published are made up in bulk at the publication-office, carried to the post-office, and there weighed. The postage is computed on the whole issue, the proper amount in stamps handed to the postmaster, who gives the publisher a receipt as evidence of payment, and on the stubs of the receipt-book he affixes and cancels the stamps, which correspond in value with the sum mentioned in the receipt. Thus, one transaction is all that is required in paying the postage upon a single issue of any regular publication. The stubs with their canceled stamps are kept in the post-office as vouchers for the postage paid. In no case are the stamps affixed to the papers or packages that pass through the mails.

These stamps are twenty-four in number, and were prepared by the Continental Bank-Note Company of New York, from designs selected in October, 1874. The denominations are as follows, viz: 2 cents, 3 cents, 4 cents, 6 cents, 8 cents, 9 cents, 10 cents, 12 cents, 24 cents, 36 cents, 48 cents, 60 cents, 72 cents, 84 cents, 96 cents, \$1.92, \$3, \$6, \$9, \$12, \$24, \$36, \$48, and \$60. These denominations were found to be necessary, in order that payment might be made on any given quantity, from one pound to one ton, at both the two and three cent rate, with the use of not to exceed five stamps in any transaction.

No description of these stamps having been given in any official form, I may be pardoned for presenting herewith a detailed description of them, in order that it may be printed and be permanently preserved in the records of the Department.

Two-cent to ten-cent, inclusive.—Emblematical figure of America, looking to the right, and modeled after Crawford's statue surmounting the dome of the Capitol. The left hand rests on a shield, and holds a wreath; the right rests on a sword. The head is adorned with a head-dress consisting of a coronet of stars, surmounted by an eagle's head and plumes. The vignette stands in an arched frame; and on either side of this frame, and at the top, are slabs, containing the inscriptions: "Newspapers," "Periodicals," "U. S. Postage." At the bottom are shaded letters representing the value, which is also indicated by large figures in the upper corners. The lower corners are ornamented with shields. The color of these stamps is black.

Twelve-cent to ninety six-cent, inclusive.—Vignette of Astræa, or Justice, in niche, curved at the top, holding in her right hand the balance, and resting with her left on a shield bearing the United States coat of arms. The figure is full-robed, mailed and girdled as to the upper part, and helmeted. Surmounting the helmet is an eagle with outstretched wings. Figures representing values on shields in upper corners; values also in sunken letters below, richly ornamented. Inscriptions on sides and at top in shaded capitals on lined ground. Color, pink.

One dollar-and-ninety-two-cent.—Vignette of Ceres, Goddess of Agriculture, in curved niche. She holds in her left hand an ear of corn, her right, holding a wreath, rests against the hip. The figure faces to the front, and is clad in full, flowing robes. "U. S. Postage" at the top other inscriptions in italic capitals on obelisks at either side, resting on lower slab, containing value in white capitals. Value also in figures in upper corners. Color, deep brown.

Three-dollar.—Goddess of Victory, in curved niche, full-robed, girded, with sword to the left, and mantle thrown over shoulders. The right hand is stretched forward, holding a wreath; the left rests on a shield. Figures of value in upper corners; value below in letters on either side of a large figure 3. Inscriptions in solid labels on either side and on lined ground above. Color, vermilion.

Six-dollar.—Clio, the Muse of History, in curved niche, full-robed, the toga thrown over the left shoulder. In her right hand she holds a stylus; in the left, a tablet. Figures of value in upper corners, surrounded by curved ornaments. Inscriptions in white-shaded letters on side, and above in dark letters on lined ground. Color, light blue.

Nine-dollar.—Minerva, the Goddess of Wisdom, full-robed, in curved niche. The left hand is placed across her breast, holding a portion of her toga; the right is grasping a spear. Figures of value in upper corners. Inscriptions on sides in shaded italics, and above in small letters on lined ground. Value also in letters below on scroll. Beneath is a large 9, in curved ornaments. Color, orange.

Twelve-dollar.—Vesta, the Goddess of the Fireside, full-robed, in curved niche. The left hand lifts her drapery; the right holds a burning lamp. Figures of value in upper corners on tablets; value also in letters on beaded frame beneath. Inscriptions in solid italic letters on sides, and in small white letters above. Color, rich green.

Twenty-four-dollar.—Goddess of Peace, in curved niche, a half-naked figure, leaning against a broken column. She holds in her right hand an olive-branch, while the right grasps three arrows. The value is in words beneath on a solid tablet; also in figures in ornamented curves in upper corners. Inscriptions in white shaded letters above and on sides, between which latter and each upper corner is a large six-pointed star. Color, purplish-slate.

Thirty-six-dollar.—Figure representing Commerce, in full garments, in curved niche. She holds in her left hand the *caduceus*, the winged rod of Mercury; in her right, a miniature ship. Figures of value in upper corners, and in ornamented capitals below. Inscriptions, also in ornamented capitals, on sides and above. Color, dull-red.

Forty-eight-dollar.—Hebe, the Goddess of Youth, partly-draped, in curved niche. The right hand holds a cup, which she is offering to the eagle, around whose neck is thrown her left arm. Figures of value on shields in upper corners, the word "Postage" between; value also in letters below in curved ornaments. The letters "U. S." in circles between upper corners and side inscriptions, the latter being in curved labels. Color, light-brown.

Sixty-dollar.—Vignette of an Indian maiden, standing in a rectangular frame. She is robed from her waist downward. Her right arm is extended, while her left hangs by her side. The background is a landscape, trees and vines to the left, and wigwams to the right in the distance. Figures of value on shields in upper corners; value also in white letters on solid tablets below. Inscriptions in white on solid labels above and on sides. Color, rich purple.

NEW STAMP FOR FOREIGN POSTAGE, ETC.

To meet the new letter-rate of foreign postage under the treaty of Berne, postage-stamps of the denomination of five cents began to be issued on the 21st of June last, and also stamped envelopes of that denomination.

The stamp is designed from a bust of Gen. Zachary Taylor, in full-face, and is printed in dark-blue color. On the envelope the color is the same, but the bust is in profile.

The seven, twelve, and twenty-four-cent stamps, being no longer of any practical use, were at the same time discontinued; and the two-cent stamp has been changed in color from brown to vermilion. A change has also been made in the color of third-quality stamped envelopes

from amber to blue; and an entirely new size of envelope, styled "No. 4½, commercial," being demanded by public convenience, has been added to the current series.

Very respectfully, &c.,

EDWARD W. BARBER,
Third Assistant Postmaster-General.

Hon. MARSHALL JEWELL,
Postmaster-General.

No. 2.—*Statement of payments made under sundry heads, charged to miscellaneous account for fiscal year ended June 30, 1875.*

For allowances to postmasters for office-repairs, gas-fixtures, telegraphing, and miscellaneous items.....	\$95,907 91
For stationery in post-offices	38,623 58
For preparation and publication of post-route maps.....	30,357 91
For post-office envelopes.....	20,754 23
For registered-package envelopes	37,168 50
For official stamped envelopes	1,838 51
For publication of postal guides.....	19,674 35
For fees to United States marshals	1,014 65
For fees to attorneys	3,000 00
For fees to clerks of courts	1,328 67
For moieties to informers in cases of violation of postal laws	1,200 00
For law-books for use of the Post-Office Department	1,288 21
For engraving, printing, and binding drafts and warrants	543 30
For postal expenses of United States consuls.....	594 94
For miscellaneous items	582 81
	253,877 57

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 3.—*Estimate of indebtedness of the Post-Office Department for fiscal year ended June 30, 1875, not yet adjusted.*

Balances due foreign countries.....	\$93,815 47
Mail-service under contract or recognized, but not yet reported for payment	672,755 14
Mail-service unrecognized:	
Fiscal year ended June 30, 1874.....	\$29,081 76
Fiscal year ended June 30, 1875.....	733,408 03
	762,489 79
	1,529,060 40

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, 1874.	Quarter ended December 31, 1874.	Quarter ended March 31, 1875.	Quarter ended June 30, 1875.
Letter-postage.....	\$71,199 75	\$64,521 38	\$82,865 71	\$68,382 20
Postage on printed matter.....	293,472 61	224,296 07	1,504 85	91 42
Emoluments.....	316,173 81	313,530 23	320,201 35	320,648 84
Fines.....	439 54	1,457 25	9,190 38	3,199 12
Stamps, stamped envelopes, and postal cards.....	5,431,944 82	6,173,164 97	6,381,028 42	6,504,804 02
Dead-letters.....	1,430 00	900 00	6,850 00	.....
Miscellaneous.....	3,386 02	3,248 23	3,980 60	9,306 91
Revenue from money-order business.....	.....	.....	.....	120,142 09
Total.....	6,118,046 55	6,841,118 13	6,805,621 31	7,026,574 60

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

Increase of receipts over year ended June 30, 1874, \$314,288.77, or 1.18 + per cent.

Increase of receipts over year ended June 30, 1873, \$3,794,619.02, or 16.5 + per cent.

EXPENDITURES.

Compensation to postmasters.....	\$1,692,439 33	\$1,806,752 89	\$1,786 944 51	\$1,763,799 01
Compensation to postmasters for previous years, act March 3, 1875.....	.....	.....	295,688 44	2,498 89
Ship, steamboat, and way letters.....	1,175 18	908 15	668 15	1,001 70
Transportation of the mails.....	4,417,807 21	4,949,643 71	4,743,527 26	4,666,163 02
Wrapping-paper.....	1,460 00	1,903 22	5,238 88	2,960 00
Office-furniture.....	2,041 81	4,345 88	4,464 24	6,012 38
Advertising.....	62,122 83	88,486 16	13,008 44	4,763 77
Mail-bags and catchers.....	60,451 06	57,931 18	45,317 84	23,448 00
Postmarking and canceling stamps.....	1,044 86	1,051 31	2,315 98	1,531 08
Mail locks and keys.....	10,282 03	9,247 65	2,759 40	9,522 34
Mail depredations and special agents.....	39,282 00	35,673 78	38,138 91	37,599 08
Clerks for post-offices.....	839,077 37	843,827 38	842,513 27	889,393 24
Postage-stamps, stamped envelopes, and postal cards.....	154,725 00	234,480 33	161,240 25	173,741 26
Letter-carriers.....	455,210 61	469,787 74	473,928 87	480,282 89
Dead-letters.....	1,760 00	.....	.....	552 42
Twine.....	9,964 50	12,043 07	12,354 50	9,449 50
Letter-balances.....	1,244 00	16,303 15	215 65	1,686 44
Rent, light, and fuel.....	84,487 54	103,339 64	93,285 17	108,526 50
Miscellaneous:				
Stationery.....	7,855 33	7,226 03	10,722 08	13,624 17
Post-route maps.....	8,708 01	7,556 27	7,723 56	6,370 07
Postal Guides.....	6,450 00	.....	.....	.....
Miscellaneous.....	40,087 89	77,126 57	36,636 99	24,583 08
Balances due foreign countries:				
Denmark.....	667 59	478 05	624 10	.....
German Empire.....	16,820 75	.....	16,385 48	31,412 34
Great Britain.....	32,426 52	10,006 85	6,382 75	7,163 64
Norway.....	981 15	1,773 43	6,383 83	.....
Sweden.....	4,712 06	5,537 09	4,294 97	5,671 31
Belgium.....	2,395 41	2,475 88	2,427 16	2,595 04
Empire of France.....	.....	.....	.....	20,117 12
Total.....	7,955,680 04	8,747,910 41	8,613,250 71	8,294,468 29

Comparison:

Increase of expenditures over year ended June 30, 1874, \$1,484,894.87, or 4.6 + per cent.

Increase of expenditures over year ended June 30, 1873, \$1,545,598.93, or 15.6 + per cent.

for the fiscal year ended June 30, 1875, compared with fiscal years ended June 30, 1874, 30, 1873.

RECEIPTS.

Total year ended June 30, 1875.	Aggregate for comparison.	Total year ended June 30, 1874.	Compared with year ended June 30, 1874.		Total year ended June 30, 1873.	Compared with year ended June 30, 1873.	
			Increase.	Decrease.		Increase.	Decrease.
\$286,969 04		\$326,295 25	.....	\$39,326 21	\$348,849 49	.....	\$61,880 45
579,364 45		1,392,374 06	.....	313,009 11	1,072,998 19	.....	493,633 24
1,270,554 23		1,226,925 85	\$43,628 38	.....	1,150,042 38	\$120,511 85	.....
14,226 29		10,711 12	3,575 17	.....	3,917 39	10,368 90	.....
24,490,942 23		23,388,722 20	1,102,220 03	.....	20,324,817 50	4,166,124 73	.....
9,180 00		8,721 00	459 00	.....	6,208 00	2,972 00	.....
19,921 76		18,124 22	1,797 54	.....	21,324 62	.....	1,402 86
120,142 09		105,198 12	14,943 97	.....	68,584 00	51,558 09	.....
26,791,360 59		26,477,071 82	1,166,624 09	852,335 32	22,996,741 57	4,351,535 57	556,916 55
26,477,071 82			852,335 32	.....	26,791,360 59	556,916 55	.....
314,288 77			314,288 77	.....	3,794,619 02	3,794,619 02	.....

Comparison, excluding revenue from money-order business and official postage-stamps:
 Increase of receipts over year ended June 30, 1874, \$1,060,364.31, or 4.3 + per cent.
 Increase of receipts over year ended June 30, 1873, \$3,788,317.84, or 17.3 + per cent.

EXPENDITURES.

\$7,049,935 77	.....	\$5,818,472 17	\$1,231,463 60	.....	\$5,725,463 12	\$1,324,467 65	.....
298,187 33	.....	.....	298,187 33	.....	.....	298,187 33	.....
3,753 18	.....	4,188 42	.....	\$435 24	4,257 96	.....	\$504 78
18,777,201 20	.....	18,881,319 05	.....	104,117 85	16,833,682 58	1,943,518 62	.....
11,567 10	.....	20,200 00	.....	8,632 90	23,494 49	.....	11,927 39
16,864 31	.....	32,711 90	.....	15,847 59	6,368 57	10,495 74	.....
168,381 20	.....	109,740 68	58,640 52	.....	81,412 60	86,968 60	.....
187,148 08	.....	212,714 76	.....	25,566 68	170,227 20	16,920 88	.....
5,943 23	.....	.....	.....	.....	.....	.....	.....
31,811 42	\$37,754 65	48,097 25	.....	10,342 60	38,377 30	.....	622 65
150,693 77	.....	165,478 63	.....	14,784 86	157,963 26	.....	7,269 49
•3,414,811 26	.....	3,297,961 77	116,849 49	.....	2,978,614 24	436,197 02	.....
724,186 84	.....	845,196 08	.....	121,009 24	653,921 76	70,265 08	.....
1,879,210 11	.....	1,802,418 68	76,791 43	.....	1,422,990 69	456,219 42	.....
2,312 42	.....	5,983 89	.....	3,671 47	.....	2,312 42	.....
43,811 57	.....	.....	.....	.....	.....	.....	.....
19,449 24	.....	.....	.....	.....	.....	.....	.....
389,638 85	.....	.....	.....	.....	.....	.....	.....
39,427 61	707,569 71	677,046 35	30,523 36	.....	609,890 70	37,679 01	.....
30,357 91	.....	.....	.....	.....	.....	.....	.....
6,450 00	.....	.....	.....	.....	.....	.....	.....
178,434 53	.....	.....	.....	.....	.....	.....	.....
1,769 74	.....	1,855 88	.....	86 14	3,681 45	.....	1,911 71
64,618 57	.....	91,237 88	.....	26,619 31	238,869 29	.....	174,250 72
55,979 76	.....	85,505 53	.....	29,525 77	44,957 18	11,022 58	.....
9,138 41	.....	.....	9,138 41	.....	.....	9,138 41	.....
20,215 43	.....	16,777 24	3,438 19	.....	.....	20,215 43	.....
9,893 49	.....	9,508 42	385 07	.....	11,533 13	.....	1,639 64
20,117 12	.....	.....	20,117 12	.....	.....	20,117 12	.....
33,611,309 45	.....	32,126,414 58	1,845,534 52	360,639 65	29,065,710 52	4,743,725 31	198,126 38
32,126,414 58	.....	.....	360,639 65	.....	33,611,309 45	198,126 38	.....
1,484,894 87	.....	.....	1,484,894 87	.....	4,545,598 93	4,545,598 93	.....

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.	\$336,555 10	\$23,543 00	\$364,814 40	\$724,912 50	\$360,098 10
Asst. treasurer U. S., Baltimore, Md.	152,538 00		150,000 00	302,538 00	152,538 00
Asst. treasurer U. S., Boston, Mass.	585,774 20		75,000 00	660,774 20	585,774 20
Asst. treasurer U. S., Charleston, S. C.	35,786 81		300,000 00	335,786 81	35,786 81
Asst. treasurer U. S., Chicago, Ill.	58,715 77		1,175,000 00	1,233,715 77	58,715 77
Asst. treasurer U. S., Cincinnati, Ohio	320,766 77		150,000 00	470,766 77	320,766 77
Asst. treasurer U. S., New Orleans, La.	63,866 84		450,000 00	513,866 84	63,866 84
Asst. treasurer U. S., New York, N. Y.	2,228,909 15	7,876,991 80	50,000 00	10,155,900 95	10,105,900 95
Asst. treasurer U. S., Philadelphia, Pa.	507,672 35		50,000 00	557,672 35	507,672 35
Asst. treasurer U. S., San Francisco, Cal.	388,901 85			388,901 85	388,901 85
Asst. treasurer U. S., Saint Louis, Mo.	86,445 19		925,000 00	1,011,445 19	86,445 19
Designated depository, Buffalo, N. Y.	1,362 96			1,362 96	1,362 96
Designated depository, Pittsburgh, Pa.	923 75			923 75	923 75
Designated depository, Santa Fe, N. Mex.	737 40			737 40	737 40
First Nat'l Bank, Cincinnati, Ohio.					
First Nat'l Bank, Denver, Colo.	1,188 52			1,188 52	1,188 52
First Nat'l Bank, Galveston, Tex.	2,939 50			2,939 50	2,939 50
First Nat'l Bank, Leavenworth, Kans.					
First Nat'l Bank, Memphis, Tenn.	2,962 64			2,962 64	2,962 64
First Nat'l Bank, Milwaukee, Wis.					
First Nat'l Bank, Nashville, Tenn.	1,958 45			1,958 45	1,958 45
First Nat'l Bank, Portland, Oreg.	211 14			211 14	211 14
First Nat'l Bank, Providence, R. I.	561 60			561 60	561 60
First Nat'l Bank, Springfield, Ill.	529 13			529 13	529 13
First Nat'l Bank, Saint Paul, Minn.	119 65			119 65	119 65
First Nat'l Bank, Trenton, N. J.	1,221 27			1,221 27	1,221 27
First Nat'l Bank, Yankton, Dak.	702 23			702 23	702 23
Second Nat'l Bank, Detroit, Mich.	325 00			325 00	325 00
Second Nat'l Bank, New Haven, Conn.	349 60			349 60	349 60
Second Nat'l Bank, Utica, N. Y.					
Merchants' N'l Bank, Cleveland, Ohio.	218 49			218 49	218 49
Merchants' N'l Bank, Little Rock, Ark.	33 25			33 25	33 25
Merchants' N'l Bank, Portland, Me.	1 00			1 00	1 00
Merchants' N'l Bank, Savannah, Ga.	21,787 84			21,787 84	21,787 84
Atlanta Nat'l Bank, Atlanta, Ga.	396 70			396 70	396 70
Charter Oak N'l Bank, Hartford, Conn.	512 60			512 60	512 60
City Nat'l Bank, Grand Rapids, Mich.					
Exchange Nat'l Bank, Norfolk, Va.	16 95			16 95	16 95
Indianapolis N'l B'k, Indianapolis, Ind.	934 83			934 83	934 83
German Nat'l Bank, Memphis, Tenn.	1,423 60			1,423 60	1,423 60
Lynchburgh N'l Bank, Lynchburgh, Va.					
Nat'l Exchange Bank, Milwaukee, Wis.	50 00			50 00	50 00
Omaha Nat'l Bank, Omaha, Nebr.					
Raleigh Nat'l Bank, Raleigh, N. C.	1,903 94			1,903 94	1,903 94
San Antonio N'l B'k, San Antonio, Tex.	88 85			88 85	88 85
Total	4,809,392 92	7,900,534 80	3,689,814 40	16,399,742 12	12,709,927 72

Comparative statement between fiscal years

Deposits for fiscal year of 1874	\$5,551,966 67
Deposits for fiscal year of 1875	4,809,392 92
Decrease in deposits for 1875	742,573 75
Grants from the Treasury for 1875	\$7,900,534 80
Grants from the Treasury for 1874	6,439,044 71
	1,461,490 09
Aggregate receipts for 1875	12,709,927 72
Aggregate receipts for 1874	11,991,011 38
	718,916 34
Increase of receipts for 1875	1,071,282 66
Deduct decrease of receipts for 1875	352,366 32
	718,916 34
Increase of grants from Treasury for 1875	1,461,490 09
Deduct increase of aggregate receipts for 1875	718,916 34
Decrease for 1875, as shown above	742,573 75

depositories during the fiscal year ended June 30, 1875.

Increase of receipts over 1874.	Decrease of receipts from 1874.	Warrants drawn.	Increase over 1874.	Decrease from 1874.	Transfer account.		Balance subject to draft June 30, 1875.
					From—	To—	
	\$96,920 65	\$818,137 70		\$66,659 96		\$364,814 40	\$47,588 31
	1,877 83	292,022 90		103,926 11		150,000 00	59,593 07
\$19,629 66		597,644 10	\$359,351 58		\$15,000 00	75,000 00	77,122 21
	5,507 48	335,046 18	62,414 67			300,000 00	21,057 43
120,385 93	126,759 61	1,260,904 16	298,794 85			1,175,000 00	16,312 08
	42,970 46	391,034 20		3,933 61		150,000 00	125,170 10
889,445 62		496,758 94	14,675 25			450,000 00	32,278 57
	4,837 14	5,848,971 29		368,285 53	3,575,000 00	50,000 00	807,865 34
107,571 02		453,935 69	5,053 20	113,633 99	50,000 00	50,000 00	142,208 92
	40,985 98	352,314 50					84,875 08
	2,457 04	1,007,819 94	210,751 91			925,000 00	6,027 33
361 26					1,712 96		350 00
737 40					1,296 23		
	505 95				447 40		290 00
1,188 52							
1,929 06					1,188 52		
	2,162 46				2,588 37		351 13
1,676 29							
	151 00				530 62		2,432 02
1,845 14							
561 60					558 41		1,513 35
	4,760 52				342 48		20 25
	112 45				561 60		
1,221 27					5,082 80		435 98
702 23					351 75		
325 00					1,221 27		
349 60					702 23		325 00
	352 35				1,680 19		
	915 90						
	437 47				320 99		33 25
1 00							1 00
	9,825 29						
512 60					26,937 84		
	641 31				514 89		
					512 60		
16 95							
	956 44				16 95		
1,423 60					534 73		523 10
	1,490 13				107 50		1,316 10
50 00					116 25		
	116 25				50 00		
1,348 91							
	7,150 43				2,348 97		
	194 59				88 85		
1,071,282 66	352,366 32	11,854,589 60	951,041 46	656,439 20	3,689,814 40	3,689,814 40	1,427,689 62

of 1874 and 1875 at Treasury depositories.

Warrants drawn for 1875	\$11,854,589 60	
Warrants drawn for 1874	11,559,987 34	
Increase of warrants for 1875		\$951,041 46
Deduct decrease of warrants for 1875		656,439 20
Increase for 1875	294,602 26	294,602 26
Balance subject to draft June 30, 1875		1,427,689 62
Balance subject to draft June 30, 1874		586,135 61
Increase for 1875		841,554 01
Total number of warrants issued during fiscal year 1875		12,273
Total number of warrants issued during fiscal year 1874		10,649
Increase for 1875		1,629

EDWARD W. BARBER,
Third Assistant Postmaster-General.

Offices.	State.	Proceeds.	Deposits.	Collections.	Aggregate accumulation.	Amount subject to draft June 30, 1874.	Credit-balance June 30, 1874.	Total.	Disbursements.	Amount subject to draft June 30, 1875.	Credit-balance June 30, 1875.
Adrian.....	Michigan.....	\$6,060 09	\$457 01	.....	\$6,517 10	\$1,011 23	.....	\$7,528 33	\$5,416 56	\$2,111 77	.....
Augusta.....	Maine.....	15,555 71	1,378 97	\$402 80	17,337 48	1,998 60	.....	19,336 08	15,917 52	3,418 56	.....
Auburn.....	New York.....	18,843 76	449 51	107 14	19,400 41	5,898 55	.....	25,298 96	19,669 91	5,629 05	.....
Albia.....	Iowa.....	1,603 52	1,083 91	.....	2,687 43	388 32	.....	3,075 75	2,626 02	449 73	.....
Augusta*.....	Georgia.....	16,229 12	273 13	310 69	16,812 94	1,417 95	.....	18,230 89	18,230 89	.....	.....
Austin.....	Texas.....	13,318 17	12,721 76	4,575 46	30,615 39	2,524 85	.....	33,140 24	32,427 21	713 03	.....
Albany.....	New York.....	83,315 85	37,927 31	54 32	121,297 48	26,329 44	.....	147,626 92	130,228 62	17,398 30	.....
Atlanta.....	Georgia.....	29,646 20	6,907 72	8,691 61	45,245 53	549 61	.....	45,795 14	45,796 36	.....	\$1 22
Bay City.....	Michigan.....	7,076 95	2,351 34	1,588 60	11,016 89	1,852 59	.....	12,869 48	11,094 24	1,775 24	.....
Burlington*.....	Iowa.....	14,259 44	52 98	624 05	14,936 47	1,166 46	.....	16,102 93	16,102 93	.....	.....
Bangor.....	Maine.....	16,240 19	6,402 87	73 84	22,716 90	2,421 20	.....	25,138 10	24,229 24	908 86	.....
Binghamton.....	New York.....	16,465 21	11,295 17	1 22	27,761 60	7,726 38	.....	35,487 98	32,656 04	2,831 94	.....
Batavia.....	do.....	4,422 77	270 71	68 02	4,761 50	3,030 60	.....	7,792 10	6,412 89	1,379 21	.....
Buffalo*.....	do.....	79,131 01	6,344 21	24 18	85,499 40	6,680 03	.....	92,179 43	92,179 43	.....	.....
Brattleborough*.....	Vermont.....	5,835 24	.....	55 92	5,891 16	1,458 07	.....	7,349 23	5,196 17	2,153 06	.....
Burlington.....	do.....	12,316 86	.....	116 74	12,433 60	7,074 70	.....	19,508 30	18,251 44	1,256 86	.....
Bellefonte*.....	Pennsylvania.....	2,606 52	18 52	1,244 73	3,869 77	2,210 67	.....	6,080 44	6,080 44	.....	.....
Cooperstown*.....	New York.....	2,417 74	117 03	725 29	3,260 06	1,615 87	.....	4,875 93	4,887 76	.....	11 83
Charleston.....	Illinois.....	3,048 52	350 30	148 50	3,547 32	423 81	.....	3,971 13	2,920 81	1,050 32	.....
Cleveland.....	Ohio.....	141,670 82	14,892 00	699 38	157,262 20	30,567 63	.....	187,829 83	170,574 34	17,255 49	.....
Columbus.....	do.....	39,051 21	7,117 45	100 00	46,268 66	11,432 58	.....	57,701 24	55,397 31	2,303 93	.....
Concord.....	New Hampshire.....	14,323 13	13,607 50	505 40	28,436 03	3,721 37	.....	32,157 40	32,082 82	74 58	.....
Decorah.....	Iowa.....	2,858 06	371 78	32 42	3,262 26	2,414 81	.....	5,677 07	5,137 52	539 55	.....
Denver.....	Colorado.....	20,026 18	7,277 03	4,629 31	31,932 52	147 05	.....	32,079 57	30,554 46	1,525 11	.....
Davenport.....	Iowa.....	19,010 79	2,964 74	155 05	22,130 58	.....	\$91 90	22,038 68	22,166 03	.....	127 35
Des Moines.....	do.....	22,423 97	6,472 27	1 63	28,897 87	6,403 03	.....	35,300 90	31,666 03	3,634 87	.....
Detroit.....	Michigan.....	151,049 20	6,373 16	584 11	158,006 47	17,317 67	.....	175,324 14	159,688 24	15,635 90	.....
Dover*.....	Delaware.....	1,913 65	1,166 77	31 94	3,112 36	365 73	.....	3,478 09	3,478 09	.....	.....
Dubuque.....	Iowa.....	19,592 15	5,029 74	14 46	24,636 35	3,823 57	.....	28,459 92	28,068 77	508 85	.....
Elmira.....	New York.....	19,094 83	5,051 49	449 83	24,596 15	2,838 21	.....	27,434 36	27,022 20	412 16	.....
Easton*.....	Pennsylvania.....	4,316 72	474 10	.....	4,790 82	.....	768 52	4,022 30	4,022 30	.....	.....
Evansville*.....	Indiana.....	14,100 81	1,440 14	41 41	15,582 36	871 84	.....	16,454 20	17,577 98	.....	1,123 78
Farmington*.....	Maine.....	814 26	295 57	.....	1,109 83	720 46	.....	1,830 29	1,830 29	.....	.....
Franklin*.....	Pennsylvania.....	2,450 23	4,085 29	11 25	6,546 77	.....	.....	6,546 77	6,546 77	.....	.....
Fort Dodge.....	Iowa.....	2,501 42	752 66	59 11	3,313 19	448 21	.....	3,761 40	3,619 72	141 68	.....
Fort Smith*.....	Arkansas.....	1,113 83	34,929 80	1,313 92	37,357 55	3,503 23	.....	40,860 78	40,860 78	.....	.....
Fort Wayne.....	Indiana.....	14,259 41	3,320 51	858 23	18,438 14	3,162 61	.....	21,600 75	21,082 97	517 78	.....
Geneva*.....	New York.....	5,023 44	961 84	.....	5,985 28	4,819 63	.....	10,804 91	10,804 91	.....	.....
Grand Rapids.....	Michigan.....	26,199 53	2,480 69	527 06	29,207 28	4,338 09	.....	33,545 37	32,611 87	933 50	.....
Houghton.....	do.....	1,311 28	3,307 10	4,308 32	8,926 70	3,605 02	.....	12,531 72	9,567 45	2,964 27	.....
Houston.....	Texas.....	15,795 45	1,054 72	779 01	17,629 18	797 33	.....	18,426 51	18,095 58	330 93	.....

* Changed to a deposit or collection office during the fiscal year ended June 30, 1875.

Harrisburgh	Pennsylvania	42, 118 47	9, 126 53	3, 364 24	54, 609 24	6, 490 33	61, 099 57	58, 581 34	2, 518 23	
Hartford	Connecticut	77, 516 50	15, 587 24	941 76	94, 045 50	21, 005 51	115, 051 01	110, 613 08	4, 437 93	
Huntsville	Alabama	2, 175 64	328 38	450 42	2, 954 44	424 06	3, 378 50	3, 107 14	271 36	
Iowa City	Iowa	6, 026 12	24 32		6, 050 44	2, 173 48	8, 223 92	6, 509 31	1, 714 61	
Indianapolis	Indiana	69, 431 61	1, 678 89	1, 131 56	72, 242 06	3, 499 49	75, 741 55	73, 896 02	1, 845 53	
Jamestown	New York	7, 014 00	2, 419 05	553 19	9, 986 24	3, 564 72	13, 550 96	11, 560 76	1, 990 20	
Jonesville*	Michigan	1, 584 19	292 83	510 74	2, 387 76	190 53	2, 578 29	2, 578 29		
Jacksonville	Florida	5, 806 46	2, 469 75	1, 792 63	10, 068 84	580 31	10, 649 15	10, 801 88		152 73
East Saginaw*	Michigan	9, 518 69	1, 069 50		10, 588 19	700 42	11, 288 61	10, 947 13	341 48	
Keokuk	Iowa	12, 967 64	1, 056 31	215 55	14, 239 50	2, 024 31	16, 263 81	14, 195 98	2, 067 83	
Kalamazoo	Michigan	10, 753 31	2, 477 52	3, 528 52	16, 759 35	1, 902 87	18, 662 22	13, 128 52	5, 533 70	
Keene	New Hampshire	5, 842 81	1, 664 88	1, 895 81	9, 403 50	827 82	10, 231 32	9, 792 38	438 94	
Knoxville	Tennessee	9, 598 15	875 55	158 62	10, 624 32	1, 658 48	12, 282 80	12, 317 25		34 45
Lausling	Michigan	11, 600 96	2, 077 51	2, 238 18	15, 916 65	1, 309 10	17, 225 75	15, 367 38	1, 858 37	
La Fayette	Indiana	10, 143 88	1, 529 95	1, 363 95	13, 037 78	1, 442 34	14, 480 12	13, 406 36	1, 073 76	
Lancaster*	New Hampshire	516 66	503 54	826 88	1, 842 08	1, 468 45	3, 310 53	3, 310 53		
Leavenworth	Kansas	12, 642 77	9, 176 96	4, 156 33	25, 976 06	1, 429 72	27, 405 78	27, 590 48		184 70
Lexington	Kentucky	11, 345 67	1, 092 96	279 14	12, 717 77	3, 446 54	16, 164 31	15, 157 40	1, 006 91	
Lima	Ohio	3, 849 76	4, 011 58	14 23	7, 875 57	613 13	8, 488 70	4, 487 62	4, 001 08	
Louisville	Kentucky	117, 934 23	4, 652 51	808 21	123, 400 95	9, 158 65	132, 559 60	130, 119 00	2, 440 60	
Lowell*	Massachusetts	23, 739 43	547 64	2, 552 38	26, 839 45	2, 092 89	28, 932 34	28, 932 34		
Malone	New York	2, 079 77	78 71	1, 254 90	3, 413 38	1, 573 04	4, 986 42	3, 658 75	1, 327 67	
Marquette	Michigan	4, 129 00	774 25	603 35	5, 506 60		5, 506 60	4, 610 48	896 12	
McGregor*	Iowa	1, 375 80	226 68		1, 602 48	502 91	2, 105 39	2, 105 39		
Marengo*	do	996 69	25 77		1, 022 46	758 53	1, 780 99	1, 780 99		
Marshalltown	do	5, 562 50	1, 229 81	125 40	6, 917 71	813 72	7, 731 43	7, 848 11		116 68
Mt. Pleasant	do	2, 774 48	50 38	1, 327 81	4, 152 67		4, 152 67	2, 348 57	1, 804 10	
Montgomery	Alabama	7, 341 48	3, 680 38	2, 710 13	13, 731 99	372 76	14, 104 75	13, 882 91	221 84	
Madison	Wisconsin	14, 786 97	1, 440 91	61 27	16, 289 15		15, 548 77	15, 902 02		353 25
Meadville	Pennsylvania	14, 863 44	2, 606 92	3, 233 43	20, 703 97	251 19	20, 452 60	20, 258 57	194 03	
Memphis	Tennessee	44, 474 37	6, 627 20	579 66	51, 681 23	1, 627 99	53, 309 22	54, 655 08		1, 345 86
Milwaukee	Wisconsin	107, 380 73	10, 813 03	3 29	118, 197 05	11, 898 79	130, 095 84	127, 765 39	2, 330 45	
Mobile	Alabama	27, 492 18	3, 812 55	282 46	31, 587 19	1, 474 58	30, 112 61	30, 285 28		172 67
Montpelier	Vermont	5, 691 60	2, 738 19	63 56	8, 493 35	3, 497 49	11, 990 84	10, 576 39	1, 414 45	
New Bedford	Massachusetts	19, 155 76	655 18		19, 810 94		19, 810 94	19, 230 76	580 18	
Norwich*	Connecticut	10, 413 61	1, 159 92		11, 573 53	9, 391 29	20, 964 82	20, 964 82		
Norwich	New York	3, 153 92	184 42		3, 338 34	1, 562 88	4, 901 22	3, 977 26	923 96	
Newton*	New Jersey	1, 093 27	352 64		1, 445 91	665 53	2, 111 44	2, 111 44		
Nashville	Tennessee	32, 442 19	5, 162 73	716 91	38, 321 83	4, 516 67	42, 838 50	43, 067 18		228 68
Newark	New Jersey	81, 464 36	16, 215 88	189 65	97, 869 89	30, 438 76	128, 308 65	105, 475 45	22, 833 20	
New Haven	Connecticut	64, 206 49	25, 105 87	462 95	89, 775 31	30, 459 93	120, 235 24	115, 235 39	5, 009 85	
Oskaloosa	Iowa	7, 889 24	2, 454 10	2, 070 95	12, 414 29	1, 562 15	13, 976 44	12, 978 48	997 96	
Omaha	Nebraska	19, 804 37	16, 028 75	32, 208 66	68, 041 78	2, 584 41	70, 626 19	68, 843 46	1, 782 73	
Ogdensburg	New York	5, 863 83	3, 464 58	56 12	9, 385 53	2, 554 89	11, 939 42	11, 550 98	388 44	
Olean	do	1, 740 55	1, 739 57	108 27	3, 588 39	335 58	3, 923 97	3, 686 10	237 87	
Portsmouth	New Hampshire	6, 182 61	3, 974 47	439 51	10, 596 59	740 06	11, 336 65	9, 592 75	1, 743 90	
Pomeroy*	Ohio	423 24	52 06		475 30	1, 386 85	1, 862 15	1, 862 15		
Paducah*	Kentucky	2, 247 96	130 48	63 62	2, 442 06	384 46	2, 826 52	2, 826 52		
Portsmouth	Ohio	6, 125 94	8, 294 44	3, 647 89	18, 067 87	1, 071 67	19, 139 54	18, 582 49	557 05	
Providence	Rhode Island	104, 142 36	31, 063 58	541 10	135, 747 04	33, 967 07	169, 714 11	163, 110 30	6, 603 81	
Peoria	Illinois	25, 788 44	1, 629 95	33 77	27, 452 16	1, 960 25	29, 412 41	29, 601 06		188 65
Pittsburgh	Pennsylvania	167, 838 66	22, 525 09	2, 038 40	192, 402 06	30, 340 71	222, 742 77	210, 293 52	12, 449 25	

No. 6.—Receipts and disbursements at depository post-offices, &c.—Continued.

Offices.	State.	Proceeds.	Deposits.	Collections.	Aggregate accumulation.	Amount subject to draft June 30, 1874.	Credit-balance June 30, 1874.	Total.	Disbursements.	Amount subject to draft June 30, 1875.	Credit-balance June 30, 1875.
Plattsburgh	New York	\$3,700 19	\$1,505 67		\$5,205 86	\$1,463 17		\$6,669 03	\$6,400 52	\$268 51	
Portland	Maine	50,977 41	14,748 78	\$295 65	66,021 84	9,886 89		75,908 73	72,772 80	3,135 93	
Quincy*	Illinois	9,261 96	280 30		9,542 26	1,080 85		10,623 11	10,623 11		
Rock Island*	do	3,102 04	308 41	1,000 00	4,410 45	1,006 63		5,417 08	5,417 08		
Raleigh	North Carolina	11,205 80	2,968 09	970 33	15,204 22	1,118 99		16,323 21	17,568 67		\$1,245 46
Richmond	Virginia	46,057 13	7,606 70	508 75	54,172 58	5,453 63		59,626 21	56,510 54	3,115 67	
Ripon*	Wisconsin	1,272 94	123 31		1,396 15	1,060 63		2,456 78	2,456 78		
Rutland	Vermont	5,673 74	4,404 40	3,053 58	13,131 72	89 05		13,220 77	12,629 53	591 24	
Rochester	New York	95,777 06	8,033 80	1,280 19	105,091 05	15,990 33		121,081 38	111,689 88	9,391 50	
Saint Albans	Vermont	4,462 08	218 16		4,680 24	2,583 52		7,263 76	5,260 43	2,003 33	
Saint Johnsbury	do	3,775 91	1,710 37	130 54	5,616 82	1,065 07		6,681 89	5,850 70	831 19	
Saint Paul	Minnesota	40,976 80	23,476 48	94 46	64,547 74	2,286 11		66,833 85	66,985 67		151 82
Sandusky	Ohio	6,090 95	4,932 50		11,023 45	3,021 83		14,045 28	13,257 07	788 21	
Savannah	Georgia	6,588 96	9 94		6,598 90			6,598 90	7,283 12		684 22
Scranton	Pennsylvania	13,521 00	14,989 79	1,176 02	29,686 81	2,886 24		32,573 05	32,402 25	170 80	
Springfield	Illinois	17,295 62	1,749 09	811 51	19,857 12	1,968 60		21,825 72	21,037 53	788 19	
Springfield	Massachusetts	45,170 09	15,211 87	2,123 41	62,505 37	17,377 81		79,883 18	74,384 13	5,409 05	
Steubenville	Ohio	5,198 07	2,269 15	117 10	7,584 32	2,902 24		10,486 56	7,598 48	2,978 08	
Syracuse	New York	53,860 88	7,561 94	27 80	61,450 62	14,402 00		75,852 62	68,758 44	7,094 18	
Taunton	Massachusetts	10,376 11	1,014 09		11,390 20	2,914 04		14,304 24	12,889 72	1,414 52	
Towanda	Pennsylvania	3,476 05	264 79	126 38	3,867 22	2,082 32		5,949 54	5,221 01	728 53	
Toledo	Ohio	64,791 04	1,725 47	17,080 40	83,596 91	2,163 75		85,760 66	84,029 71	1,730 95	
Terre Haute	Indiana	14,973 89	1,769 98	49 32	16,733 19			16,733 19	15,226 65	1,506 54	
Urbana	Ohio	5,307 88	2,489 67		7,797 55	3,985 17		11,782 72	10,843 26	939 46	
Utica	New York	39,629 13	5,347 15	53 94	45,030 22	11,853 91		56,884 13	41,659 49	15,224 64	
Vincennes*	Indiana	1,690 47	840 62		2,531 09	587 29		3,118 38	3,118 38		
Watertown	New York	15,007 78	122 38	4,951 66	20,081 82	1,183 99		21,265 81	18,968 41	2,297 40	
Wellsborough	Pennsylvania	1,245 04	890 72	26 05	2,161 81	1,619 00		3,780 81	2,679 93	1,100 88	
Washington	Iowa	1,732 08	9 05	112 64	1,843 77	845 04		2,688 81	2,688 81		
Winona	Minnesota	4,640 30	4,640 30	194 91	12,006 04	1,493 93		13,499 97	12,801 66	698 31	
Wilmington*	North Carolina	9,156 75	515 01	2,243 44	11,915 20	4,63 04		11,978 24	11,978 24		
Wheeling	West Virginia	16,706 09	4,311 47	319 11	21,336 67	4,801 85		26,138 52	20,563 33	5,575 19	
Williamsport	Pennsylvania	13,645 28	1,324 22		14,969 50	5,906 55		20,876 05	18,940 92	1,935 13	
Wooster	Ohio	4,037 20	2,536 24	49 14	6,622 58	4,561 80		11,184 38	5,914 67	5,269 71	
Worcester	Massachusetts	53,198 83	8,655 49	95 77	61,950 09	9,253 74		71,203 83	69,055 07	2,148 76	
Zanesville	Ohio	11,411 53	2,626 36		14,037 89	9,444 13		23,482 02	19,729 16	3,752 86	
Total		2,835,915 51	599,921 26	150,412 04	3,586,248 81	566,451 68	\$3,326 57	4,149,373 92	3,893,854 30	262,151 83	6,632 20

* Changed to a deposit or collection office during the fiscal year ended June 30, 1875.

† Changed to a depository April 1, 1875.

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, 1875.*

ORDINARY POSTAGE-STAMPS.

Quarter ended—	NUMBER AND DENOMINATION OF STAMPS.												Value.
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.	
September 30, 1874...	28,373,200	13,738,800	109,825,800	.....	2,801,650	349,800	899,550	257,550	113,760	86,525	108,830	20,090	\$4,255,288 00
December 31, 1874...	34,206,700	15,808,500	116,605,600	.....	2,756,700	425,700	1,043,230	310,000	107,960	35,175	74,020	8,710	4,547,810 00
March 31, 1875.....	38,451,300	17,883,100	118,961,600	.....	3,197,400	415,000	1,081,760	334,500	212,400	44,525	51,170	9,200	4,746,412 00
June 30, 1875.....	29,921,100	21,982,800	115,932,500	363,180	2,892,450	381,400	1,435,690	418,175	199,260	105,550	102,890	7,650	4,721,969 00
Total.....	130,952,300	69,413,200	461,325,500	363,180	11,648,200	1,571,900	4,460,250	1,320,225	633,380	271,775	336,910	45,650	18,271,479 00

NEWSPAPER AND PERIODICAL POSTAGE-STAMPS.

Quarter ended—	NUMBER AND DENOMINATION OF STAMPS.												
	2-cent.	3-cent.	4-cent.	6-cent.	8-cent.	9-cent.	10-cent.	12-cent.	24-cent.	36-cent.	48-cent.	60-cent.	72-cent.
September 30, 1874.....													
December 31, 1874.....	470,700	260,800	272,900	173,250	51,250	29,000	89,150	84,400	53,750	18,300	17,700	21,750	5,700
March 31, 1875.....	69,795	33,930	26,600	27,345	14,000	7,520	28,610	22,340	20,845	12,280	10,940	10,675	7,025
June 30, 1875.....	49,060	23,365	25,665	25,380	14,405	5,210	32,410	19,785	17,820	8,585	8,190	11,381	6,725
Total.....	589,555	318,095	325,165	225,975	79,655	41,730	150,170	126,525	92,415	39,165	36,830	43,806	19,450

No. 7.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the fiscal year ended June 30, 1875—Continued.*

NEWSPAPER AND PERIODICAL POSTAGE-STAMPS—Continued.

Quarter ended—	NUMBER AND DENOMINATION OF STAMPS—Continued.										Value.	
	84-cent.	96-cent.	\$1.92.	\$3.	\$6.	\$9.	\$12.	\$24.	\$36.	\$48.		\$60.
September 30, 1874.....	4,950	12,750	4,225	6,969	2,585	1,151	1,350	554	319	191	376	\$253,434 06
December 31, 1874.....	6,850	10,505	9,500	6,768	3,544	2,611	2,548	1,590	1,009	831	640	321,088 70
March 31, 1875.....	6,830	10,505	9,500	6,768	3,544	2,611	2,548	1,590	1,009	831	640	321,088 70
June 30, 1875.....	5,957	9,910	6,337	7,222	3,173	1,606	2,184	1,046	343	305	780	241,379 77
Total	17,757	33,165	20,062	20,959	9,302	5,368	6,082	3,190	1,671	1,327	1,796	815,902 47

ORDINARY STAMPED ENVELOPES AND NEWSPAPER-WRAPPERS.

Quarter ended—	[NUMBER AND DENOMINATION 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.	90-cent.	1-cent.	2-cent.	
September 30, 1874.....	3,592,750	555,000	13,105,050	29,500	250	16,250						5,866,500	100,000	\$569,654 76
December 31, 1874.....	4,331,000	739,000	13,064,850	57,800	750	11,000	100	200	350	350		5,822,750	110,000	583,163 97
March 31, 1875.....	4,274,500	570,500	13,814,800	38,400	1,250	250	100	600	1,100	600	100	5,749,750	194,250	588,605 50
June 30, 1875.....	3,876,000	741,250	13,363,800	84,750	1,000	1,750	6,000	1,000	1,100	1,000	1,100	2,430,750	2,576,250	591,366 86
Total.....	16,074,250	2,605,750	53,348,500	210,450	3,250	29,250	6,200	1,800	2,550	1,950	1,200	19,869,750	2,980,500	2,332,791 09

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

Quarter ended—	NUMBER AND DENOMINATION OF ENVELOPES.						Value.
	1-cent.	2-cent.	3-cent.	6-cent.	10-cent.	12-cent.	
September 30, 1874	297,000	341,000	13,101,250	47,000	.....	.....	\$458,872 60
December 31, 1874	312,000	304,000	12,917,500	48,000	.....	1,000	452,160 70
March 31, 1875	335,500	368,500	13,020,750	45,000	.....	.....	444,346 05
June 30, 1875	281,000	375,000	12,794,000	42,000	500	.....	436,306 90
Total	1,225,500	1,388,500	51,833,500	182,000	500	1,000	1,791,686 25

POSTAL CARDS.

Quarter ended—	Number of cards.	Value.
September 30, 1874	24,481,000	\$244,810 00
December 31, 1874	26,420,500	264,205 00
March 31, 1875	28,010,000	280,100 00
June 30, 1875	28,704,500	287,045 00
Total	107,616,000	1,076,160 00

OFFICIAL POSTAGE-STAMPS.

Quarter ended—	NUMBER AND DENOMINATION 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.	
September 30, 1874	87,300	81,200	1,924,300	149,100	6,200	20,800	26,800	24,150	18,200	33,400	5,250	500	\$98,637 50
December 31, 1874	162,500	109,100	2,603,500	270,200	3,500	35,000	26,900	9,260	13,350	13,550	2,400	.....	115,915 00
March 31, 1875	201,600	103,350	3,666,300	659,500	32,000	78,700	35,800	40,810	30,025	102,950	29,920	.....	239,188 50
June 30, 1875	177,100	192,400	5,849,700	1,110,700	61,000	168,600	79,700	57,025	41,175	87,025	63,600	500	381,229 25
Total	628,500	486,050	14,043,800	2,189,500	102,700	303,300	169,200	131,245	102,750	236,925	101,170	1,000	834,970 25

No. 7.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the fiscal year ended June 30, 1875—Continued.*

OFFICIAL STAMPED ENVELOPES AND WRAPPERS.

Quarter ended—	NUMBER AND DENOMINATION OF ENVELOPES.				NEWSPAPER-WRAP- PERS.		Value.
	2-cent.	3-cent.	6-cent.	12-cent.	1-cent.	2-cent.	
September 30, 1874	109, 000	2, 052, 750	43, 300	.....	150, 000	.....	\$67, 877 70
December 31, 1874	186, 000	2, 383, 900	48, 000	.....	600, 000	.....	85, 392 20
March 31, 1875	135, 000	2, 850, 500	42, 300	5, 000	500, 000	200	97, 532 14
June 30, 1875	150, 500	3, 089, 650	42, 500	.....	450, 300	100	103, 720 14
Total	580, 500	10, 385, 800	173, 100	5, 000	1, 700, 300	300	354, 522 18

RECAPITULATION.

Articles.	Whole number.	Value.
Ordinary postage-stamps	682, 342, 470	\$18, 271, 479 00
Newspaper and periodical stamps	2, 209, 215	815, 902 47
Ordinary stamped envelopes, plain	72, 285, 150	2, 046, 111 35
Ordinary stamped envelopes, request	54, 631, 000	1, 791, 686 25
Newspaper-wrappers	22, 850, 250	286, 679 74
Postal cards	107, 616, 000	1, 076, 160 00
Official postage-stamps	18, 495, 940	834, 970 25
Official stamped envelopes and wrappers	12, 845, 000	354, 522 18
Aggregate	973, 275, 025	25, 477, 511 24

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, 1875.*

Description.	Quarter ending September 30, 1874.	Quarter ending December 31, 1874.	Quarter ending March 31, 1875.	Quarter ending June 30, 1875.	Total.
<i>Ordinary postage-stamps.</i>					
One-cent	28, 373, 200	34, 206, 700	32, 451, 300	29, 921, 100	130, 952, 300
Two-cent	13, 733, 800	15, 808, 500	17, 883, 100	21, 982, 800	69, 413, 200
Three-cent	109, 825, 800	116, 605, 600	118, 961, 600	115, 932, 500	461, 325, 500
Five-cent				363, 180	363, 180
Six-cent	2, 801, 650	2, 756, 700	3, 197, 400	2, 892, 450	11, 648, 200
Seven-cent	349, 800	425, 700	415, 000	381, 400	1, 571, 900
Ten-cent	899, 550	1, 043, 230	1, 081, 780	1, 435, 690	4, 460, 250
Twelve-cent	257, 550	310, 000	334, 500	418, 175	1, 320, 225
Fifteen-cent	113, 760	107, 960	212, 400	199, 260	633, 380
Twenty-four-cent	86, 525	35, 175	44, 525	105, 550	271, 775
Thirty-cent	108, 830	74, 030	51, 170	102, 890	336, 910
Ninety-cent	20, 090	8, 710	9, 200	7, 650	45, 650
Value	\$4, 255, 288 00	\$4, 547, 810 00	\$4, 746, 412 00	\$4, 721, 969 00	\$18, 271, 479 00
<i>Newspaper and periodical stamps.</i>					
Two-cent		470, 700	69, 795	49, 060	589, 555
Three-cent		264, 800	33, 930	23, 365	318, 095
Four-cent		272, 900	26, 600	25, 665	325, 165
Six-cent		173, 250	27, 345	25, 380	225, 975
Eight-cent		51, 250	14, 000	14, 405	79, 655
Nine-cent		29, 000	7, 520	5, 210	41, 730
Ten-cent		89, 150	28, 610	32, 410	150, 170
Twelve-cent		84, 400	22, 340	19, 785	126, 525
Twenty-four-cent		53, 750	20, 845	17, 820	92, 415
Thirty-six-cent		18, 300	12, 280	8, 585	39, 165
Forty-eight-cent		17, 700	10, 940	8, 190	36, 830
Sixty-cent		21, 750	10, 675	11, 381	43, 806
Seventy-two-cent		5, 700	7, 025	6, 725	19, 450
Eighty-four-cent		4, 950	6, 850	5, 957	17, 757
Ninety-six-cent		12, 750	10, 505	9, 910	33, 165
One dollar and ninety-two cent		4, 225	9, 500	6, 337	20, 062
Three-dollar		6, 969	6, 768	7, 222	20, 959
Six-dollar		2, 585	3, 544	3, 173	9, 302
Nine-dollar		1, 151	2, 611	1, 606	5, 368
Twelve-dollar		1, 350	2, 548	2, 184	6, 082
Twenty-four-dollar		554	1, 590	1, 046	3, 190
Thirty-six-dollar		319	1, 069	343	1, 671
Forty-eight-dollar		191	831	305	1, 327
Sixty-dollar		376	610	780	1, 796
Value		\$253, 434 00	\$321, 088 70	\$241, 379 77	\$815, 902 47
<i>Postal cards.</i>					
One-cent	24, 481, 000	26, 420, 500	28, 010, 000	28, 704, 500	107, 616, 000
Value	\$244, 810 00	\$264, 205 00	\$280, 100 00	\$287, 045 00	\$1, 076, 160 00
<i>Ordinary stamped envelopes.</i>					
One-cent	3, 592, 750	4, 331, 000	4, 274, 500	3, 876, 000	16, 074, 250
Two-cent	555, 000	739, 000	570, 500	741, 250	2, 605, 750
Three-cent	13, 105, 050	13, 064, 850	13, 814, 800	13, 363, 800	53, 348, 500
Six-cent	29, 500	57, 800	38, 400	84, 750	210, 450
Seven-cent	250	750	1, 250	1, 000	3, 250
Ten-cent	16, 250	11, 000	250	1, 750	29, 250
Twelve-cent		100	100	6, 000	6, 200
Fifteen-cent		200	600	1, 000	1, 800
Twenty-four-cent		350	1, 100	1, 100	2, 550
Thirty-cent		350	600	1, 000	1, 950
Ninety-cent			100	1, 100	1, 200
One-cent wrappers	5, 866, 500	5, 822, 750	5, 749, 750	2, 430, 750	19, 869, 750
Two-cent wrappers	100, 000	110, 000	194, 250	2, 576, 250	2, 980, 500
Value	\$569, 654 76	\$583, 163 97	\$588, 605 50	\$591, 366 86	\$2, 332, 791 09
<i>Stamped envelopes bearing a request to return letter.</i>					
One-cent	297, 000	312, 000	335, 500	281, 000	1, 225, 500
Two-cent	341, 000	304, 000	368, 500	375, 000	1, 388, 500

No. 8.—*Postage-stamps, stamped envelopes, &c.*—Continued.

Description.	Quarter end- ing Septem- ber 30, 1874.	Quarter end- ing Decem- ber 31, 1874.	Quarter end- ing March 31, 1875.	Quarter end- ing June 30, 1875.	Total.
<i>Stamped envelopes bearing a request, &c.—Continued.</i>					
Three-cent	13, 101, 250	12, 917, 500	13, 020, 750	12, 794, 000	51, 833, 500
Six-cent	47, 000	48, 000	45, 000	42, 000	182, 000
Ten-cent				500	500
Twelve-cent		1, 000			1, 000
Value	\$458, 872 60	\$452, 160 70	\$444, 346 05	\$436, 306 90	\$1, 791, 686 25
<i>Official postage-stamps.</i>					
One-cent	87, 300	162, 500	201, 600	177, 100	628, 500
Two-cent	81, 200	109, 100	103, 350	192, 400	486, 050
Three-cent	1, 024, 300	2, 603, 500	3, 666, 300	5, 849, 700	14, 043, 800
Six-cent	149, 100	270, 200	659, 500	1, 110, 700	2, 189, 500
Seven-cent	6, 200	3, 500	32, 000	61, 000	102, 700
Ten-cent	20, 800	35, 000	78, 700	168, 600	303, 100
Twelve-cent	26, 800	26, 900	35, 800	79, 700	169, 200
Fifteen-cent	24, 150	9, 260	40, 810	57, 025	131, 245
Twenty-four-cent	18, 200	13, 350	30, 025	41, 175	102, 750
Thirty-cent	33, 400	13, 550	102, 950	87, 025	236, 925
Ninety-cent	5, 250	2, 400	29, 920	63, 600	101, 170
Two-dollar	500			500	1, 000
Value	\$98, 637 50	\$115, 915 00	\$239, 188 50	\$381, 229 25	\$834, 970 25
<i>Official stamped envelopes and wrappers.</i>					
Two-cent	109, 000	186, 000	135, 000	150, 500	580, 500
Three-cent	2, 052, 750	2, 383, 900	2, 859, 500	3, 029, 650	10, 385, 800
Six-cent	40, 300	48, 000	42, 300	42, 500	173, 100
Twelve-cent			5, 000		5, 000
One-cent wrappers	150, 000	600, 000	500, 000	450, 300	1, 700, 300
Two-cent wrappers			200	100	300
Value	\$67, 877 70	\$85, 392 20	\$97, 532 14	\$103, 720 14	\$354, 522 18

RECAPITULATION.

Description.	Number.	Value.
Ordinary postage-stamps	682, 342, 470	\$18, 271, 479 00
Newspaper and periodical postage-stamps	2, 209, 215	815, 902 47
Postal cards	107, 616, 000	1, 076, 160 00
Ordinary stamped envelopes—plain	72, 285, 150	2, 046, 111 35
request	54, 631, 000	1, 791, 686 25
Total stamped envelopes	126, 916, 150	3, 837, 797 60
Newspaper-wrappers	22, 850, 250	286, 679 74
Official postage-stamps	18, 495, 940	\$34, 970 25
Official stamped envelopes and wrappers	12, 845, 000	354, 522 18
Whole number and value of stamps, stamped envelopes, postal cards, and wrappers	973, 275, 025	25, 477, 511 24

EDWARD W. BARBER,
Third Assistant Postmaster General.

OFFICIAL POSTAGE-STAMPS.

Name of Department.	NUMBER AND DENOMINATION 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.	
Executive.....													
State.....		10,000	10,000	25,000	10,000	20,000	7,000	7,000	2,000	7,000	1,500	1,000	\$12,520 00
Treasury.....	250,000		1,150,000	600,000	75,000	150,000				100,000	75,000		190,750 00
War.....	173,600	64,550	186,600	113,600	10,700	13,560	20,750	23,025	18,600	31,875	2,200		39,490 25
Navy.....	25,000	37,000	80,000	35,000	7,000	20,000	15,000	13,000	4,000	5,000	2,700		16,620 00
Post-Office.....	98,900	126,500	11,873,200	1,089,600			25,250	12,120	11,550	13,900	9,250		445,206 00
Interior.....	45,000	164,000	700,000	294,300		50,600	63,200	32,100	34,000	26,150	10,020		84,870 00
Justice.....	6,000	4,000	29,000	7,000		4,000	6,000	4,000	2,600	3,000	500		5,124 00
Agriculture.....	30,000	80,000	15,000	25,000		45,000	32,000	40,000	30,000	50,000			40,390 00
Total.....	628,500	486,050	14,043,800	2,189,500	102,700	303,100	169,200	131,245	102,750	236,925	101,170	1,000	834,970 25

OFFICIAL STAMPED ENVELOPES AND WRAPPERS.

Name of Department.	NUMBER AND DENOMINATION OF ENVELOPES.				NEWSPAPER-WRAPPERS.		Value.
	2-cent.	3-cent.	6-cent.	12-cent.	1-cent.	2-cent.	
War.....	5,000	408,100	8,000	5,000	1,700,300	300	\$33,775 18
Post-Office.....	575,500	9,977,700	165,100				320,747 00
Total.....	580,500	10,385,800	173,100	5,000	1,700,300	300	354,522 18

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, including the issues for official use, for the year ended June 30, 1875, over those of the preceding year.

Description.	1874.		1875.		Increase.		Per cent. increase.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps.....	632,733,420	\$17,275,242 00	682,342,470	\$18,271,479 00	49,609,050	\$996,237 00	7.84	5.76
Newspaper and periodical postage-stamps.....			2,209,215	815,902 47	2,209,215	815,902 47		
Ordinary stamped envelopes, plain.....	65,107,500	1,927,952 30	72,285,150	2,046,111 35	7,177,650	118,159 05	11.02	6.12
Ordinary stamped envelopes, request.....	51,940,250	1,733,738 40	54,631,000	1,791,686 25	2,690,750	57,947 85	5.18	3.34
Newspaper-wrappers.....	19,370,750	220,502 06	22,850,250	286,679 74	3,479,500	66,177 68	17.96	30.01
Postal cards.....	91,079,000	920,790 00	107,616,000	1,076,160 00	16,537,000	165,370 00	18.15	18.15
Total ordinary issues.....	860,230,920	22,068,224 76	941,934,085	24,288,018 81	81,703,165	2,219,794 05	9.49	10.05
Add official postage-stamps.....	32,320,085	1,415,845 20	18,495,940	834,970 25	*13,824,145	*580,874 95	*42.77	*40.32
Add official stamped envelopes and wrappers.....	12,900,300	353,456 66	12,845,000	354,522 18	*55,300	1,065 52	*0.42	0.30
Aggregate.....	905,451,305	23,837,526 62	973,275,025	25,477,511 24	67,823,720	1,029,984 62	7.49	6.87

* Decrease.

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 11.—Statement showing the number of dead-letters received and disposed of during the fiscal year ended June 30, 1875.

Description.	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)	3,931	\$12,156 15							
Containing \$1 or more, (received during the year)	14,216	49,532 10	9,109	\$13,438 50	2,142	\$6,857 68	6,896	\$11,392 07	
Containing less than \$1, (from last fiscal year)	9,614	2,849 90							
Containing less than \$1, (received during the year)	16,711	4,909 67	13,109	4,162 83	8,296	2,232 49	2,920	1,364 25	
Registered letters containing money, (from last fiscal year) ..	85	391 70							
Registered letters containing money, (received during the year)	852	7,327 14	813	6,935 84	68	294 60	56	488 40	
Containing drafts, bills of exchange, &c., (from last fiscal year) ..	3,726	471,979 25							
Containing drafts, bills of exchange, &c., (received during the year)	13,918	2,965,882 87	16,102	3,099,524 70	892	208,073 58	655	130,263 84	
Registered letters containing drafts, &c., (received during the year)	307	31,964 66	268	25,603 20	34	6,361 46			
Containing jewelry and other property, (from last fiscal year) ..	300								
Containing jewelry and other property, (received during the year)	16,752		11,028		6,024				
Registered letters containing jewelry and other property, (received during the year)	144		104		31		9		
Containing receipts, bills lading, &c., (from last fiscal year) ..	190								
Containing receipts, bills lading, &c., (received during the year)	32,805		29,294		3,701				
Containing photographs, (received during the year)	39,120		29,507		9,613				
Containing postage-stamps, (received during the year)	46,206		43,584		2,622				
Ordinary letters without inclosures, (from last fiscal year) ..	516,493								
Ordinary letters without inclosures, (received during the year)	3,232,846		1,338,619				24,000		{ 1282,000 2,104,630
Registered letters without inclosures, (received during the year)	812		629		183				
§ Ordinary foreign letters	210,377		210,377						
Registered foreign letters	3,742		3,742						
	4,163,147	3,546,993 44	1,708,285	3,179,665 07	33,606	223,819 81	24,536	143,508 56	

* Classified as follows: Ordinary mail letters, 2,416,112; drop or local, 488,600; returned from foreign countries, (domestic origin,) 106,237; returned from hotels, 31,240; held for postage, 318,604; misdirected, 61,252; with no address, 5,963; ship and steamboat letters, (*i. e.* brought by sea outside the mails,) 2,412; registered, 5,857; foreign origin, 210,377; and 516,493 ordinary and drop-letters from last fiscal year. † Returned unclaimed a second time. ‡ Letters which could not be returned, circulars, &c. § Returned unopened to the countries where they originated.

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 12.—Statement showing the classification and disposition of letters containing valuable inclosures for fiscal year ended June 30, 1875.

	Delivered.	Filed for reclamation.	Outstanding, in hands of postmasters.	Total.
Money	25, 031	10, 506	9, 872	45, 409
Called "Minor":				
Checks, drafts, bills of exchange, letters of credit, certificates of stock	9, 463	326	289	10, 078
Money-orders, foreign and domestic	4, 235	287	109	4, 631
Notes and due-bills	1, 281	135	97	2, 113
Deeds and land-warrants	212	45	40	297
Mortgages and assignments, releases, satisfaction of, &c.	224	33	10	267
Leases and assignments of, &c.	106	25	3	134
Powers of attorney	116	35	27	178
Passage and railroad tickets	133	40	80	253
Called "Sub-Minor":				
Receipts, bills of lading	15, 189	1, 246	.....	16, 435
Legal documents	2, 384	87	.....	2, 471
Sealed foreign letters inclosed	2, 188	194	.....	2, 382
Sealed domestic letters inclosed	883	171	.....	1, 054
Pension-vouchers, registered-letter receipts	465	21	.....	486
Locks of hair	873	1, 329	.....	2, 202
Paid notes, canceled checks, &c.	630	36	.....	666
Photographs	29, 507	9, 613	.....	39, 120
Postage-stamps	43, 584	2, 622	.....	46, 206
Miscellaneous	6, 682	617	.....	7, 299
Called "Property":				
Jewelry and spectacles	921	441	2	1, 364
Dry-goods and clothing	1, 857	1, 070	.....	2, 927
Books, pictures, and music	2, 869	1, 739	4	4, 612
Merchandise and samples	2, 171	940	.....	3, 111
Cutlery and instruments	144	83	.....	227
Manuscripts	227	202	.....	429
Miscellaneous	2, 943	1, 580	3	4, 526
	154, 918	33, 423	10, 536	198, 877

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 13.—Statement showing number, contents, and disposition of registered letters received during the fiscal year ended June 30, 1875.

	Delivered.	Filed.	Outstanding	Total.
Money, including 55 letters from last fiscal year	813	63	56	937
Minor:				
Certificates of stock	2	.....	.....	2
Drafts	226	34	.....	260
Deeds	4	1	.....	5
Powers of attorney	5	2	.....	7
Passage-tickets	31	2	.....	33
Property:				
Jewelry and spectacles	40	9	2	51
Pictures, &c.	49	17	4	70
Miscellaneous	15	5	3	23
Without valuable inclosures	629	183	.....	812
Foreign letters	*3, 742	.....	.....	3, 742
	5, 556	321	65	5, 942

* Returned unopened to country of origin.

EDWARD W. BARBER,
Third Assistant Postmaster-General.

POST-OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, D. C., November 9, 1875.

SIR: For a statement of the mail-service for the contract year ended June 30, 1875, &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, 1875; also the cost per mile in each State and Territory.

Table C exhibits the steamboat-service as in operation on the 30th of June, 1875.

Table D shows the increase and decrease of mail-transportation and cost in the several States and Territories during the year ended June 30, 1875.

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 States in which the contract term expired June 30, 1875, and also in other 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. This table is accompanied with an alphabetical index of the titles of the railroad companies carrying the mails.

Table F shows the re-adjustment of the rates of pay per mile on railroad-routes in States in which the contract term expired June 30, 1875, and also in other States and Territories; 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 for mails and agents, and the number of trips per week, in accordance with the act of March 3, 1873. This table also is accompanied with an alphabetical index of the titles of the railroad companies carrying the mails.

Table G is a statement of the number, description, and cost of mail-bags purchased by contract and put into service during the year ended June 30, 1875; 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, 1875, showing the increase in the service since June 30, 1874.

Very respectfully, your obedient servant,

JAS. N. TYNER,
Second Assistant Postmaster-General.

HON. MARSHALL JEWELL,
Postmaster-General.

A.—Table of mail-service for the year ended June 30, 1875, 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.						
		Miles.	Miles. Dollars.	Miles. Dollars.	Miles. Dollars.							
Maine	4,489	3,476	88,145			1,013	142,456	1,595,568		994,307	2,589,875	230,601
New Hampshire	1,836	1,104	32,546	60	1,850	672	66,911	505,076	18,200	741,677	1,264,953	101,307
Vermont	2,257	1,604	51,926			653	100,991	832,382		656,473	1,488,855	152,917
Massachusetts	3,044	1,152	58,152	30	2,500	1,862	313,953	803,810	18,720	2,845,621	3,668,151	374,605
Rhode Island	584	230	10,871	198	16,000	156	19,256	123,240	133,969	276,153	535,362	46,127
Connecticut	1,673	640	27,377			1,033	160,430	354,864		1,778,694	2,133,558	187,807
New York	12,049	6,281	265,015	213	8,535	5,555	1,280,218	3,154,768	127,175	8,771,640	12,053,583	1,553,768
New Jersey	2,267	898	34,287	68	3,503	1,301	152,129	463,502	69,472	1,972,961	2,505,935	189,919
Pennsylvania	14,169	9,795	293,475	52	3,570	4,322	463,253	4,050,662	27,170	6,079,714	10,111,946	760,298
Delaware	445	178	6,277			267	23,829	86,268		227,523	313,791	30,106
Maryland	3,105	1,814	70,088	190	6,150	1,101	250,368	1,030,199	74,256	1,796,682	2,901,137	326,606
West Virginia	5,382	4,741	60,902	250	11,925	391	55,071	880,154	109,041	330,791	1,219,989	127,898
Virginia	9,975	7,442	132,534	968	45,807	1,565	221,522	1,951,042	381,385	1,593,812	3,926,239	399,863
North Carolina	9,325	7,880	98,967	351	8,585	1,094	88,108	1,430,179	81,952	960,238	2,472,369	195,660
South Carolina	4,019	2,629	31,314	59	1,460	1,331	118,493	341,393	10,608	1,480,890	1,832,891	151,267
Georgia	6,879	4,331	66,243	224	6,019	2,324	200,904	691,678	45,656	2,214,826	2,952,160	273,166
Florida	5,585	2,453	39,277	2,669	47,275	463	31,113	371,256	386,620	316,260	1,074,136	117,665
Alabama	8,567	6,037	105,087	510	10,317	2,020	188,696	1,040,055	105,352	1,653,743	2,799,150	304,100
Mississippi	6,054	4,680	82,660	260	7,500	1,114	150,371	788,476	54,080	1,050,024	1,892,580	210,531
Louisiana	5,251	3,443	142,621	1,288	90,831	520	66,114	840,685	371,800	467,366	1,679,851	299,566
Texas	14,202	11,586	496,574	1,063	82,550	1,553	157,669	2,733,037	201,757	1,167,316	4,102,116	736,793
Arkansas	9,129	7,771	250,460	1,059	66,990	299	20,615	1,921,334	274,560	164,419	2,360,313	338,065
Missouri	13,848	9,658	181,661	450	41,000	3,740	535,226	2,556,654	140,400	3,575,705	6,252,759	757,887
Tennessee	6,233	4,846	72,458	159	6,943	1,228	158,683	1,007,804	53,456	1,337,074	2,398,334	238,084
Kentucky	7,708	5,363	88,234	1,037	49,800	1,308	135,550	1,337,232	443,248	1,185,187	2,965,667	273,584
Ohio	12,352	6,680	157,753	281	13,800	5,391	972,835	2,279,267	103,771	5,677,936	8,060,974	1,144,388
Indiana	7,750	4,735	87,300			3,015	353,775	1,194,040		3,294,109	4,488,149	441,075
Illinois	11,874	5,198	122,483			6,676	852,986	1,720,095		7,274,708	8,994,803	975,469
Michigan	9,353	4,813	130,819	1,155	17,700	3,385	268,040	1,504,600	215,873	3,776,804	5,497,277	416,559
Wisconsin	8,128	5,447	107,866	96	65	2,585	255,106	1,523,028	5,824	2,510,177	4,039,029	363,037
Iowa	10,202	6,837	133,465			3,365	315,573	1,980,505		2,412,364	4,392,669	449,038
Minnesota	7,249	5,051	100,366			2,198	149,643	1,193,816		1,622,804	2,816,620	250,009
Nebraska	6,612	5,189	93,164			1,423	359,133	1,249,045		997,205	2,246,250	443,207

Kansas.....	10,411	8,025	153,562			2,386	258,792	2,114,554		1,867,894	3,982,448	412,354
Nevada.....	2,343	2,291	145,306			52	2,588	796,952		32,292	829,244	147,894
California.....	10,189	7,369	400,082	1,012	35,400	1,808	271,999	2,702,168	247,800	1,437,877	4,387,845	707,481
Oregon.....	4,154	3,667	80,647	240	30,442	247	22,312	578,962	149,760	154,390	883,112	133,401
Washington Territory.....	3,020	1,068	37,978	1,846	67,613	106	6,336	208,988	104,944	65,894	379,826	111,927
Idaho Territory.....	1,188	1,188	78,759					355,742			355,742	78,759
Montana Territory.....	1,564	1,564	91,760					487,510			487,510	91,760
Dakota Territory.....	2,212	2,151	58,668			61	4,918	503,100		38,364	541,464	63,586
Wyoming Territory.....	580	580	21,731					108,680			108,680	21,731
Utah Territory.....	3,156	2,985	280,971			171	9,632	1,423,114		115,585	1,538,699	290,603
Colorado Territory.....	2,927	2,598	131,862			329	19,921	855,900		237,411	1,093,311	151,783
Indian Territory.....	442	442	14,909					95,264			95,264	14,909
New Mexico Territory.....	2,111	2,111	156,096					652,246			652,246	156,096
Arizona Territory.....	1,981	1,981	80,023					355,160			355,160	80,023
Total.....	277,873	192,002	5,452,721	15,788	684,130	70,083	9,216,518	54,708,454	3,958,852	75,154,910	133,822,216	15,353,369
Railway-post-office clerks.....												1,122,640
Route-agents.....												943,800
Mail-route messengers.....												147,470
Local agents.....												96,580
Mail-messengers.....												621,311
Aggregate.....												18,285,170

JAS. N. TYNER,
Second Assistant Postmaster-General.

B.—Railroad service as in operation on the 30th of June, 1875.

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	.....	18	4,610 00	.....	140 00	
			17	.....	6		.....	90 00	
2	Portland to Bangor	do	73.98	.....	6	25,199 00	.....	175 00	
			55	.....	6		.....	225 00	
3	Newport to Dexter	do	14	.....	12	840 00	.....	50 00	\$140 per annum included for mail-messenger service.
4	Calais to Princeton	Saint Croix and Penobscot	21	.....	6	2,100 00	.....	50 00	\$1,050 per annum included for mail-messenger service.
5	{ Portland to Augusta	Maine Central	64	.....	12	14,520 00	.....	210 00	
	{ Branch, Brunswick to Bath		9	.....	12		.....	120 00	
6	Portland to Canada Line	Grand Trunk	92	.....	12	22,770 00	.....	138 00	
			73	.....	6		.....		
7	Portland to Rochester, N. H.	Portland and Rochester	52	.....	12	3,800 00	.....	65 00	\$420 per annum included for mail-messenger service.
9	Bangor to Vanceborough	Consolidated European and North American	118.25	.....	6	20,693 75	.....	175 00	
10	Old Town to Abbot	do	54.2	.....	6	2,981 00	.....	55 00	
11	Belfast to Burnham Village	Maine Central	34.19	.....	12	1,846 20	.....	54 00	
12	Portland to Bartlett, N. H.	Portland and Ogdensburg	72.855	.....	12	10,927 50	.....	150 00	
13	Bath to Rockland	Knox and Lincoln	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	.....	6	150 00	.....	50 00	
34	Farmington to Brunswick	Maine Central	71.5	.....	6	5,412 50	.....	75 00	\$50 per annum included for mail-messenger service.
124	Portland to Portsmouth, N. H.	Eastern	52	.....	18	14,716 00	.....	283 00	
221	Salmon Falls, N. H., to Portland, Me.	Boston and Maine	44.18	.....	12	4,859 80	.....	110 00	
231	West Waterville to Madison	Somerset	20.6	.....	6	1,030 00	.....	50 00	Pay estimated.
				1,013.055			142,455 75		
	NEW HAMPSHIRE.								
251	Concord to Nashua	Concord	36	.....	18	8,100 00	.....	225 00	
252	Concord to Wells River, Vt.	Boston, Concord and Montreal	52	.....	18	13,160 00	.....	125 00	\$1,410 per annum included for mail-messenger service.
			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.
	{ Branch, Franklin to Bristol		13	.....	6		.....	50 00	

254	Concord to Claremont Junction ..	Concord and Claremont ..	54.99	12	6,998 80	120 00	\$400 per annum included for mail-messenger service.
255	Concord to Portsmouth ..	Concord ..	60	12	3,600 00	60 00	
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	1,755 00	65 00	
258	Contoocook Village to Hillsborough Bridge ..	Contoocook River ..	15	6	750 00	50 00	
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 ..	64.11	12	4,256 60	60 00	\$50 per annum included for mail-messenger service.
261	Groveton to Wells River, Vt.	Boston, Concord and Montreal ..	54	12	4,860 00	90 00	
262	Hookset to Pittsfield ..	Concord ..	20		1,000 00	50 00	12 times a week 8 months, 9 times a week 4 months.
351	Wolfborough Junction to Wolfborough ..	Eastern ..	12.11	6	363 30	30 00	
352	Nashua to Acton, Mass.	Nashua, Acton and Boston ..	23.44	6	937 60	40 00	
359	Wing Road to Fabyan House ..	Boston, Concord and Montreal ..	13.85	6	742 50	50 00	\$50 per annum included for mail-messenger service.
360	Portsmouth to Dover ..	Eastern ..	11.64	6	582 00	50 00	
371	Nashua to Rochester ..	Nashua and Rochester ..	49.4	6	2,470 00	50 00	Pay estimated.
VERMONT.					672.04	66,910 80	
401	Burlington to Rouse's Point, N. Y. ..	Central Vermont ..	24.5	15	9,802 50	185 00	
402	White River Junction to Derby Line ..	Connecticut and Passumpsic Rivers and Massawippi Valley ..	114.87	6	20,102 24	170 00	\$1,435 87 per annum included for postal car.
403	Windsor to Burlington ..	Central Vermont ..	93	15	22,577 00	193 00	
405	Bellows Falls to Windsor ..	do ..	26	15	5,125 00	178 00	
406	Bellows Falls to Burlington ..	do ..	25	12	5,125 00	205 00	
407	Brattleborough to Bellows Falls ..	do ..	52	6	20,449 00	157 00	
408	Saint Albans to Canada Line ..	do ..	67.5	18	4,920 00	182 00	
409	Saint Albans to Richford ..	do ..	24	12	1,445 00	205 00	
410	West Concord to Johnson ..	do ..	17	6	2,149 50	85 00	
522	Richford to Newport ..	Portland and Ogdensburgh ..	28.66	6	8,095 00	75 00	
525	Leicester Junction to Ticonderoga Station ..	Missisquoi and Clyde Rivers ..	64.76	6	3,138 00	125 00	
528	Wells River to Montpelier ..	Central Vermont ..	31.38	6	1,450 00	100 00	
528	Wells River to Montpelier ..	Montpelier and Wells River ..	14.5	6	1,737 90	45 00	
MASSACHUSETTS.					652.79	100,991 14	
601	Boston to Portsmouth, N. H.	Eastern ..	56.5	24	16,667 50	295 00	
602	{ Boston to Salmon Falls, N. H. ..	Boston and Maine ..	71.16	12	12,389 52	172 00	
602	{ Branch, Rollingsford to Great Falls ..		3	12		50 00	
603	Boston to Nashua, N. H.	Boston and Lowell and Nashua and Lowell ..	42	18	8,610 00	205 00	

B.—Railroad service as in operation on the 30th of June, 1875—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>	
604	Boston to Fitchburgh	Fitchburgh	52	.....	18	11,440 00	.....	220 00	
605	Boston to Albany, N. Y.	Boston and Albany	101	.....	26	.....	.....	680 00	
606	Boston to Woonsocket Falls, R. I. .	Boston, Hartford and Erie	102	.....	13	109,123 00	.....	396 50	
			39.68	.....	15	2,640 80	.....	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	5,720 00	.....	130 00	
			21	.....	12	.....	.....	150 00	
609	{ Boston to Plymouth	Old Colony	{ 11.28	.....	{ 42	6,767 50	.....	{ 150 00	{ \$95 per annum included for mail-messenger service.
	{ Branch, Atlantic to West Quincy }		{ 26.72	.....	{ 12			{ 150 00	
			3.45	.....	6	.....	.....	50 00	
610	Boston to Medford	Boston and Maine	5.5	.....	12	335 00	.....	50 00	\$60 per annum included for mail-messenger service.
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	
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	24	.....	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	Somerville 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, N. H.	Fitchburgh	23	.....	12	1,437 50	.....	62 50	
629	Auburndale Station to Newton Lower Falls	Boston and Albany	2	.....	6	100 00	.....	50 00	
630	Natick to Saxenville	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.	Old Colony.....	61.75	12	9,575 00	140 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	15	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	New Bedford.....	12	36½	2,100 00	125 00	\$600 per annum included for mail-messenger service.
642	Taunton to New Bedford	do	20.5	27	3,339 00	133 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 } { Branch, Greenfield to Turner's } { Falls. }	{ Fitchburgh	{ 69 18 5 }	{ 6 6 6 }	{ 14,860 00	{ 170 00 160 00 50 00	
647	Palmer to Miller's Falls	Central Vermont.....	35	12	3,500 00	100 00	
648	{ Springfield to South Vernon } { Junction, Vt. }	{ Connecticut River	{ 50	{ 15	{ 11,800 00	{ 230 00	{ \$300 per annum included for mail-messenger service.
649	{ Side-supply to Chickopee Falls. }	{ Cheshire	{ 24	{ 12	{ 1,500 00	{ 62 50	
650	South Vernon Junction to Keene, N. H.	Cheshire	24	12	1,500 00	62 50	
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	12	2,700 00	50 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 7.96 25.54 }	{ 24 18 12 }	{ 2,462 50	{ 50 00	
656	Mansfield to South Framingham	Boston, Clinton and Fitchburgh	23	6	1,320 00	60 00	
657	Winchendon to Peterborough, N. H.	Boston, Barre and Gardner, lessees of Monadnock Railroad.	16.37	6	1,178 64	72 00	
658	Springfield to Athol Depot.....	Springfield, Athol and Northeast- ern.	49.98	6	2,998 86	57 00	\$150 per annum included for mail-messenger service.
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	do	11.68	6	584 00	50 00	

B.—Railroad service as in operation on the 30th of June, 1875—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.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
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	
745	Newton Junction to West Amesbury.	Boston and Maine	5.05		6	252 50		50 00	Pay estimated.
746	Taunton to Attleborough	New Bedford	16.67		25	1,250 25		75 00	
747	Cohasset to Kingston	Duxbury and Cohasset	20.88		6	1,044 00		50 00	
				1,862.52			313,953 26		
	RHODE ISLAND.								
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		23	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, Mass.	Fall River, Warren and Providence	7		12	420 00		66 00	
823	Providence to Pascoag	Providence and Springfield	23.12		6	1,156 00		50 00	Pay estimated.
825	Wickford Landing to Wickford Junction.	Newport and Wickford	3.4		6	170 00		50 00	Do.
				155.87			19,255 75		
	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	770 00		52 00	\$250 per annum included for mail-messenger service.
904	New Haven to New London	do	10		18				\$67 per annum included for mail-messenger service.
			50		23	8,817 00		175 00	
905	{ New Haven to Springfield, Mass. }	{	63.833		31			497 00	
	{ Branch, Windsor Locks to Suffield, }	{ do	4.76		6	31,963 16		50 00	Pay on branch estimated.

4 P	906	New Haven to Williamsburgh, Mass.	New Haven and Northampton	85.48	12		160 00	
		Branch, Farmington to New Hartford.		16.56	12	14,504 80	50 00	
	907	New Haven to New York	New York, New Haven and Hartford.	76.333	31	45,418 33	595 00	
	908	Bridgeport to Winsted.	Naugatuck	62	12		118 00	\$150 per annum included for mail-messenger service.
		Branch, Waterbury to Watertown.		5.75	6	7,753 50	50 00	
	909	Bridgeport to Pittsfield, Mass.	Housatonic	110	12		96 00	
		Branch, Van Deusenville to State Line.		11	6	11,275 00	50 00	
	910	Branch, Danbury to Brookfield Junction.	Danbury and Norwalk	5.5	6		30 00	
		South Norwalk to Danbury		23.5	24½		110 00	
		Branch, Branchville to Ridgefield.		4	12	3,085 00	50 00	
		Branch, Bethel to Hawleyville.		6.01	12		50 00	
	911	Waterbury to Providence, R. I.	Hartford, Providence and Fishkill.	122.5	22½	9,800 00	80 00	
	912	Vernon Depot to Rockville.	do	4.625	18	500 00	50 00	\$268.75 per annum included for mail-messenger service.
		Side supply of Vernon.						
	913	New Haven to Willimantic	New Haven, Middletown and Willimantic.	24	12	2,800 00	50 00	
	914	Hartford to Saybrook Point.	Connecticut Valley	32	6			
	915	New Haven to Ansonia.	New Haven and Derby	43.16	12	2,589 60	60 00	
	916	Hartford to Millerton, N. Y.	New Haven and Derby	13.5	12	742 50	55 00	
		Litchfield to Millerton, N. Y.	Connecticut Western	68.18	9½	3,459 00	50 00	
	917	Litchfield to Hawleyville	Shepaug	32.25	12	1,935 00	60 00	
	975	East Thompson to Willimantic	Boston, Hartford and Erie	33.68	6	2,116 80	60 00	\$96 per annum included for mail-messenger service.
				1,033.303		160,429 69		
		NEW YORK.						
	1201	New York to Dunkirk	Erie	66	25½	323,535 00	705 00	
	1202	Suffern to Piermont	do	393	19½			
	1203	Buffalo to Suspension Bridge	do	18	6	900 00	50 00	
	1204	Buffalo to Suspension Bridge	do	25.94	13	1,686 10	65 00	
		Newburgh to Chester	do	19.75	12		65 00	
		Branch, Vail's Gate to Junction with main stem.	do	12.75	12	1,921 25	50 00	
	1205	Rochester to Avon	do	18	12	1,440 00	80 00	
	1206	Avon to Dausville	do	30.73	12	1,843 80	60 00	
	1207	Attica to Corning	do	111	19½	30,525 00	275 00	
	1208	Buffalo to Hornellsville	do	91	22½	32,987 50	362 50	
	1209	Goshen to Montgomery	do	10.25	6	512 50	50 00	
	1210	Goshen to Pine Island	do	11	6	440 00	40 00	
	1211	New York to Troy	New York Central and Hudson River.	150	54	89,550 00	597 00	
	1212	Troy to Schenectady	do	22	18	1,804 00	82 00	
	1213	Syracuse to Rochester	do	104	21½	15,600 00	150 00	
	1214	Canandaigua to Niagara Falls	do	97	6	7,275 00	75 00	
	1215	Buffalo to Lockport	do	22	12	1,650 00	75 00	

B.—Railroad service as in operation on the 30th of June, 1875—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.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
1216	Buffalo to Lewiston	New York Central and Hudson River.	29	.....	6	2,175 00	.....	75 00	
1217	Albany to Buffalo	do	229	.....	34	177,326 00	.....	602 00	
1218	Rochester to Niagara Falls	do	69	.....	34	.....	.....	572 00	
1219	New York to Chatham Village	do	76	.....	24	16,264 00	.....	214 00	
1220	Saratoga Springs to Castleton, Vt	New York and Harlem	130.5	.....	6	13,050 00	.....	100 00	Old rate of pay.
		Delaware and Hudson Canal Company.	54	.....	12	8,100 00	.....	150 00	Do.
1221	Eagle Bridge to Rutland, Vt	do	62.5	.....	12	9,375 00	.....	150 00	Do.
1222	Troy to Saratoga Springs	do	32.81	.....	12	4,921 50	.....	150 00	Do.
1223	Schenectady to Ballston	do	16	.....	12	800 00	.....	50 00	Do.
1224	Albany to Albany Junction	do	12	.....	12	1,029 00	.....	85 75	Do.
1225	Oswego to Richland	Rome, Watertown and Ogdensburg.	28.5	.....	12	1,852 50	.....	65 00	
1226	Watertown to Cape Vincent	do	26	.....	12	1,025 00	.....	62 50	
1227	{ Rome to Ogdensburg } { Branch, De Kalb Junction to } { Potsdam Junction. }	do	{ 72.62 { 69.38 { 25	.....	{ 18 { 12 { 6	21,158 50	.....	{ 138 00 { 138 00 { 62 50	
1228	Chenango Forks to Norwich	Delaware, Lackawanna and Western.	30.69	.....	12	1,841 40	.....	60 00	
1229	Utica to Norwich	do	54.5	.....	12	4,360 00	.....	80 00	
1230	Oswego to Ithaca	do	35	.....	12	2,800 00	.....	80 00	
1231	Cassville Junction to Richfield Springs.	do	21	.....	12	1,155 00	.....	55 00	
1232	Mineola to Locust Valley	Long Island	12.25	.....	12	612 50	.....	50 00	
1233	{ New York to Greenport } { Branch, Mineola to Hempstead. }	do	{ 32 { 35 { 31	.....	{ 12 { 9 { 6	11,045 00	.....	90 00	{ \$2,000 per annum included for mail-messenger service at New York.
1234	Hicksville to Northport	do	2.5	.....	12	825 00	.....	50.00	
1235	{ Oswego to Middletown } { Branch, Summit Junction to } { Ellenville. }	New York and Oswego Midland ..	{ 250.2 { 8	.....	{ 6 { 6	12,910 00	.....	50 00	Pay estimated.
1236	Sidney Plains to New Berlin	do	24.84	.....	6	1,242 00	.....	50 00	
1239	Clinton to Rome	do	13.75	.....	12	687 50	.....	50 00	
1240	Walton to Delhi	do	16	.....	12	800 00	.....	50 00	

1241	Buffalo to Chicago	Lake Shore and Michigan South- ern.	169 15. 5 135. 2 222. 3	26 28 38 12	299, 818 50	590 00 590 00 615 00 485 00
1242	Rouse's Point to Ogdensburgh	Central Vermont	119	9	14, 875 00	125 00
1243	Plattsburgh to Canada line	New York and Canada	23	12	1, 150 00	50 00
1244	Cobleskill to Cherry Valley	Delaware and Hudson Canal Com- pany.	22. 47	12	1, 123 50	50 00
1245	Albany to Binghamton	do	142	18	14, 200 00	100 00
1246	Schoharie to Middleburgh	Middleburgh and Schoharie	5. 5	12	395 00	50 00
1247	Central Bridge to Schoharie	Schoharie Valley	5	18	400 00	50 00
1248	Utica to Smith's Valley Station	New York and Oswego Midland	31. 4	6	1, 570 00	50 00
1249	Buffalo to Emporium	Buffalo, New York and Philadel- phia.	123. 51	6	7, 410 60	60 00
1250	Fredonia to Dunkirk	Dunkirk and Fredonia	3. 5	27	500 00	142 86
1251	Skaneateles Junction to Skane- ateles.	Skaneateles	5. 5	12	560 00	50 00
1252	Brockton to Corry, Pa.	Oil Creek and Allegheny River and Buffalo, Corry and Pitts- burgh.	45. 3	6	3, 000 90	53 00
1253	Chesterville to Warwick	Warwick Valley	11	12	550 00	50 00
1255	Canandaigua to Elmira	Northern Central	68. 5	12	10, 275 00	150 00
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
1259	{ Troy to North Adams, Mass ... Branch, North Hoosick Junc- tion to State Line. }	Troy and Boston	{ 23. 2 26. 8 5. 5 }	{ 24 18 6 }	6, 937 50	125 00
1260	Stapleton to Tottenville	Staten Island	21	12	1, 800 00	50 00
1261	Hudson to West Stockbridge, Mass	Hudson and Boston	35	12	1, 750 00	50 00
1262	East Gainesville to Perry	Rochester and Pine Creek	6. 55	12	327 50	50 00
1263	Port Henry to Whitehall	New York and Canada	39. 43	6	2, 464 37	62 50
1264	Syracuse to Earlville	Syracuse and Chenango Valley	20 22. 47	{ 12 6 }	2, 123 50	50 00
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	44. 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 Norwich	Utica, Ithaca, and Elmira	23 47. 75	{ 12 12 }	3, 882 50	{ 65 00 50 00 }
1270	Port Jervis to Monticello	Monticello and Port Jervis	24	6	1, 200 00	50 00
1271	Poughkeepsie to State Line, Mass	Poughkeepsie and Eastern	43. 15	6	2, 157 50	50 00
1272	Canastota to Cazenovia	Cazenovia, De Ruyter and Canas- tota.	15	18	750 00	50 00
1273	Fonda to Gloversville	Fonda, Johnstown and Glovers- ville.	10	12	1, 390 00	64 00
1274	Johnsonville to Greenwich	Greenwich and Johnsonville	14	12	600 00	42 86

\$120 per annum included for
side service.

\$285 per annum included for
mail-messenger service.
\$600 per annum included for
side service.

Old rate of pay.
Do.

\$750 per annum included for
side service.
Old rate of pay.

Old rate of pay.

\$750 per annum included for
side service.
Old rate of pay.

B.—Railroad service as in operation on the 30th of June, 1875—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.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
1275	Montgomery to Kingston	Wallkill Valley	33.46	.....	6	1,003 80	.....	30 00	
1276	Athens to Fair Haven	Southern Central	122	.....	6	8,520 00	.....	60 00	\$1,200 per annum included for side service.
1277	{ Newburgh to Millerton	Dutchess and Columbia	{ 56.5	.....	{ 6	3,050 00	.....	{ 50 00	
	{ Branch, Clove Branch Junction to Sylvan Lake.		{ 4.5	.....	{ 6			{ 50 00	
1278	Cooperstown to Cooperstown Junction.	Cooperstown and Susquehanna Valley.	16	.....	12	1,000 00	.....	62 50	
1279	{ Chatham Village to Rutland, Vt.	Central Vermont	{ 111.3	.....	{ 6	14,032 50	.....	{ 125 00	
	{ Branch, North Bennington to State Line.		{ 2	.....	{ 6			{ 60 00	
1280	Plattsburgh to Au Sable Forks.	New York and Canada	23	.....	6	1,150 00	.....	50 00	
1283	Utica to Watertown	Utica and Black River	92.22	.....	12	5,994 30	.....	65 00	
1284	Cayuga to Ithaca	Cayuga	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 Etenville	Utica, Ithaca and Elmira	19.89	.....	6	994 50	.....	50 00	Pay estimated.
1287	Oswego to Charlotte	Rome, Watertown and Ogdensburg.	69.64	.....	6	3,482 00	.....	50 00	Do.
1288	{ Carthage to Clayton	Utica and Black River	{ 18	.....	{ 12	2,142 50	.....	50 00	{ Pay on branch estimated.
	{ Branch, Theresa to Redwood.		{ 18.75	.....	{ 6				
1289	Freeville to Scipio	Utica, Ithaca and Elmira	28.82	.....	6	1,441 00	.....	50 00	
1290	Buffalo to Dayton	Buffalo and Jamestown	39.13	.....	6	1,956 00	.....	50 00	
1291	Golden's Bridge to Mahopac	New York and Harlem	7.5	.....	6	375 00	.....	30 00	Old rate of pay.
1292	Crawford Junction to Pine Bush	New Jersey Midland	10.18	.....	6	509 00	.....	50 00	
1293	Ithaca to Geneva	Geneva, Ithaca and Athens	40.25	.....	6	2,535 75	.....	63 00	
1294	Watertown to Sackett's Harbor	Watertown and Sackett's Harbor	12.5	.....	6	625 50	.....	50 00	Pay estimated.
1295	New York to Babylon	Southern Railroad Company of Long Island.	36.25	.....	12	4,668 75	.....	75 00	\$1,950 per annum included as estimated pay for terminal and side service.
1296	{ New York to Patchogue	Flushing, North Shore and Central	{ 59.21	.....	{ 12	8,502 00	.....	75 00	{ \$3,600 per annum included as estimated pay for terminal and side service.
	{ Branch, Flushing to Whitestone		{ 3.12	.....	{ 12				
	{ Branch, Bayside to Manhasset		{ 3.03	.....	{ 12				
1802	Quaker Street to Schenectady	Delaware and Hudson Canal Company.	15	.....	12	750 00	.....	50 00	Pay estimated.
1803	Nineveh Junction to Jefferson Junction.	do.....	21	.....	6	1,050 00	.....	50 00	Do.

1805	Thirtieth Street to Spuyten Duyvel	New York Central and Hudson River.	10	5,555 62	18	500 00	1 280,218 12	50 00	
	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		42 96	
	{ New York to West Philadelphia, Pa.		90		74			628 00	
2103	Branch, Princeton Junction to Princeton.	Pennsylvania.	3.2		12	56,955 60		55 00	
	Branch, Frankford Junction to Kensington Station.		2.95		24			88 00	
2105	{ Philadelphia to South Amboy.	do	66		83	4,260 00		60 00	
	Branch, Bordentown to Trenton		6		83			50 00	
2106	New York to Easton, Pa.	Morris and Essex	63		12	7,520 00		100 00	
2107	Camden to Atlantic City	Camden and Atlantic.	24.4		6	3,600 00		50 00	
			60					60 00	
2108	New York to Nyack, N. Y.	Northern Railroad Company of New Jersey.	30		6	2,158 00		50 00	
2109	{ Philadelphia to Hightstown.	Pennsylvania.	25		12			75 00	
	Branch, Burlington to Mount Holly.		27.5		6	3,725 00		40 00	
			7		6			50 00	
2110	Philadelphia to Bridgeton.	West Jersey.	18		18	4,824 00		110 00	
			20.4		12				
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	1,000 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 13		66 37½	
2116	Trenton to intersection with Delaware, Lackawanna and Western Railroad.	Pennsylvania.	68.7		20½	5,496 00		80 00	
2117	Lambertville to Flemington	do	12.13		12	606 50		50 00	
2118	Greensburg Station to New Brunswick.	do	29.13		12	1,456 00		50 00	
2119	New York to New Bridge	New Jersey and New York	16.5		6	825 00		50 00	
2120	New Bridge to Nanuet Junction, N. Y.	do	13.25		6	662 50		50 00	
2121	{ Waterloo to Franklin Furnace.	Sussex.	12		12				
	Branch, La Fayette Junction to Branchville.		12.76		6	1,650 00		50 00	
			6.24		6				
2122	New York to Denville	Delaware, Lackawanna and Western.	35.93		12	1,796 50		50 00	
2123	Dover to Chester	Morris and Essex	10		6	500 00		50 00	
2124	Newark to Mont Clair	Newark and Bloomfield	5.67		12	275 00		48 57	
2125	Rocky Hill to Monmouth Junction	Pennsylvania	8		6	400 00		50 00	

Old rate of pay.
18 times a week 4 months, 12 times a week 8 months.
\$658 per annum included for side service.
\$400 per annum included for mail-messenger service at Philadelphia.
\$600 per annum included for mail-messenger service at Philadelphia.
\$100 per annum included for side service.

Pay estimated.

\$100 per annum included for side service.

2409	Honesdale to Lackawaxen	Erie	25	12	1,500 00	60 00	
			29.5	10		120 00	
2410	Allentown to Waverly	Lehigh Valley	55	10	20,890 00	115 00	
			105	10		105 00	
2411	Penn Haven Junction to Mount Carmel	do	50	9½	2,500 00	50 00	
2412	Penn Haven Junction to Audenried	do	17.5	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	Hazel Creek Bridge to Tomhicken	Lehigh Valley	13.8	13	2,028 00	85 00	
			11.4	13		75 00	
2417	Seranton to Northumberland	Lackawanna and Bloomsburgh	80	7½	7,200 00	90 00	
2418	Seranton to Carbondale	Delaware and Hudson Canal and Railroad Company	17.11	12	1,200 00	50 00	\$344.50 per annum included for mail-messenger service.
2419	Binghamton, N. Y., to New Hampton, N. J.	Delaware, Lackawanna and Western	144.5	9½	12,282 50	85 00	
	{ Blossburgh to Corning, N. Y.		39.88	12		75 00	
2420	{ Branch to Fall Brook	Tioga	6.85	12	3,713 00	50 00	Old rate of pay.
	{ Branch to Morris Run		3.8	6		50 00	
	{ Branch to Arnot		3.79	6		50 00	
2421	Williamsport to Elmira, N. Y.	Northern Central	78	12	13,650 00	175 00	Do.
2422	Sunbury to Erie	Pennsylvania	39.8	18	36,010 20	195 00	
			247.8	18		114 00	
2423	Sunbury to Mount Carmel	Northern Central	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 & Company	4.25	6	250 00	58 53	
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, Fort Wayne and Chicago	15	6	750 00	50 00	Old rate of pay.
2430	{ Harrisburgh to Martinsburgh, W. Va.	Cumberland Valley	18.5	18		52 miles at \$100.	
			44.75	12	7,300 00	22 miles at \$50.	
			30.75	6		20 miles estimated at \$50.	
2431	{ Columbia to Sinking Spring ...	Reading and Columbia	39.7	8½	3,145 00	50 00	Pay on 15.4 miles of branch estimated.
	{ Branch Junction to Quarryville ..		23.2	12		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	do	17.5	12	1,050 00	60 00	
	{ Huntingdon to Mount Dallas } Station		44	6		60 00	
2435	{ Branch, Saxton to Dudley	Huntingdon and Broad Top	6	6	3,000 00	60 00	
2436	Tyrone to Clearfield	Pennsylvania	40.6	12	2,639 00	65 00	
	{ Altoona to Martinsburgh		22.3	10½			
	{ Branch, Duncansville to Newry ..		3	6			
2437	{ Branch, Martinsburgh Junction to Henrietta	do	6.7	6	1,600 00	50 00	
2438	Cresson to Ebensburg	do	11	12	550 00	50 00	

B.—Railroad service as in operation on the 30th of June, 1875—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.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
	PENNSYLVANIA—Continued.								
2439	{ Tyrone to Lock Haven..... Branch, Milesburgh to Bellefonte.	Pennsylvania.....	{ 55.1 2.7		{ 12 12	3,605 75		{ 62 50 60 00	
2440	Blairsville to Allegheny.....	do.....	63.7		94	4,140 50		65 00	
2441	Washington to Wheeling, W. Va.....	Hempfield.....	32		12	2,137 00		55 00	\$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 New Castle.....	Eric 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	
2447	Bethlehem to Chapman 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, Pennsylvania Railroad.	West Chester.....	9		6	250 00		27 77	
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		00 00	
2453	Carlisle to Mountain Creek.....	South Mountain Iron Company.....	18		6	450 00		25 00	
2454	Freeport to Butler.....	Pennsylvania.....	21.3		12	1,065 00		50 00	
2455	Wilmington, Del., to Reading, Pa.....	Wilmington and Reading.....	72.6		6	3,630 00		50 00	
2456	Pittsburgh to Washington.....	Pittsburgh, Cincinnati and Saint Louis.....	22.8		12	1,482 00		65 00	
2457	Perkiomen Junction to Pittsburgh.....	Philadelphia and Reading.....	23.72		6½	1,067 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	1,724 00		40 00	
2461	Towanda to Bernice.....	Sullivan and Erie Coal and Railroad Company.....	29.32		6	1,172 80		40 00	Old rate of pay.
2462	Schuylkill to Glen Carbon.....	Philadelphia and Reading.....	13.2		12	528 00		40 00	
2463	Topton to Kutztown.....	do.....	4.36		9	218 00		50 00	
	{ Pittsburgh to Cumberland, Md. Branch, Broad Top to Mount Pleasant.		{ 147.8 9		{ 12 12			{ 85 00 50 00	
2464	Branch, Connellsville to Uniontown.	Pittsburgh and Connellsville.....	12		12	13,661 00		54 00	

2465	Carbondale to Susquehanna Depot.	Erie	38.25	6	1,912 50	50 00	
2466	Lawrenceville to Antrim	Fall Brook Coal Company	37.1	12	2,442 50	65 83	Old rate of pay.
2467	Phoenixville to Eagle	Philadelphia and Reading	11.12	6	556 00	50 00	
2468	Lewisburgh to Laureton	Pennsylvania	20.73	12	1,350 80	60 00	\$107 per annum included for mail-messenger service.
2469	Lewistown 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.	Cumberland Valley	19.13	6	1,072 00	50 00	
	Branch, Mercersburgh Junction to Mercersburgh.		2.31	6			
2475	Mount Dallas Station to New Bridgeport.	Pennsylvania	32	7	1,600 00	50 00	
2476	Allentown to Harrisburgh	Philadelphia and Reading	90	21	20,880 00	232 00	\$145 per annum included for mail-messenger service.
2477	Conshohocken to Flourtown	do	7.25	6	362 50	30 00	
2479	Easton to Allentown	Lehigh Valley	16.58	36	4,078 68	246 00	
2482	Red Bank Furnace to Driftwood	Allegheny Valley	109.95	6	5,497 50	50 00	
2483	Chambersburgh to Mount Alto	Mount Alto	14.75	6	590 00	40 00	
2484	Tunkhannock to Montrose	Montrose	25.24	6	1,009 60	40 00	
2485	Lawrenceville to Elkland	Fall Brook Coal Company	13.08	12	654 00	50 00	
2486	Mechanicsburgh to Dillsburgh	Dillsburgh and Mechanicsburgh	8.85	6	442 50	50 00	Pay estimated.
	Pittsburgh to Monongahela City	Pittsburgh, Virginia and Charleston	31.84	9	2,133 28	67 00	
2487	Valley Junction to Ebbvale, Md.	Bachman Valley	13.3	6	399 00	30 00	
2488	Pomeroy to Delaware City, Del.	Pennsylvania and Delaware	38.58	6	1,543 20	40 00	
2489	Holidaysburgh to Royer	Pennsylvania	21.35	6	1,067 50	50 00	Pay estimated.
2490	Mount Union to Broad Top	East Broad Top Railroad and Coal Company.	32.23	6	1,611 50	50 00	Do.
2491	Pollock to Karnes City	Parker and Karnes City	10	12	600 00	60 00	
2492	Antestown to Lloydville	Bell's Gap	8.82	6	441 10	50 00	Pay estimated.
2493	Phillipsburgh to Morrisdale Mines	Pennsylvania	4	6	200 00	50 00	Do.
2494	Reading to Slatington	Berks County	42.32	6	2,116 00	50 00	Do.
2495	Berlin to Garrett	Buffalo Valley	8.62	12	431 00	50 00	
2496	York to Muddy Creek Forks	Peach Bottom	22.09	6	1,104 50	50 00	Pay estimated.
2497	Lawsonham to Sligo	Allegheny Valley	10.47	6	418 80	40 00	
2498	Oxford to Goshen	Peach Bottom	16.75	6	837 50	50 00	Pay estimated.
2499	Pittsburgh to Castle Shannon	Pittsburgh and Castle Shannon	7	6	350 00	50 00	Do.
DELAWARE.					4,322.43	463,253.83	
3401	Wilmington to Delmar	Philadelphia, Wilmington and Baltimore.	84	12	14,815 50	157 00	
3402	Delmar to Crisfield, Md.	Eastern Shore Railroad Company of Maryland.	13.02	12		125 00	
			38	6	2,470 00	65 00	
3403	Clayton to Oxford, Md.	Maryland and Delaware	44	6	2,797 50	52 50	Pay estimated.
3404	Harrington to Lewes	Junction and Breakwater	9.75	6		50 00	
			40	6	2,000 00	50 00	

B.—Railroad service as in operation on the 30th of June, 1875—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.
	DELAWARE—Continued.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
3405	Wilmington to Landenburgh, Pa.	Wilmington and Western	19.53		6	781 20		40 00	Pay estimated.
3406	Georgetown to Selbyville	Brekwater and Frankford	19.3		6	965 00		50 00	
				267.6			23,829 20		
	MARYLAND.								
3501	{ Baltimore to Philadelphia. } { Branch, Perryville to Port Deposit. }	Philadelphia, Wilmington and Baltimore.	{ 96 4 }		{ 28 3/4 6 }	51,848 00		{ 538 00 50 00 }	Pay estimated.
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	
3504	{ Washington, D. C., to Wheeling, } { W. Va. }	do	{ 254 99 }		{ 18 18 }	123,120 00		{ 360 00 320 00 }	
3505	Araby to Frederick.	do	3		12	300 00		100 00	
3506	Weverton to Hagerstown	do	24.25		12	1,285 25		53 00	
3507	Baltimore to Williamsport.	Western Maryland	{ 85.5 6.12 }		{ 12 12 }	6,657 30		{ 75 00 40 00 }	
3508	Annapolis to Annapolis Junction.	Annapolis and Elk Ridge	20.5		12	1,537 50		75 00	
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	
3511	Townsend, Del., to Centreville, Md.	Queen Anne and Kent	36		6	1,800 00		50 00	
3512	Cumberland to Piedmont, W. Va.	Cumberland and Pennsylvania	34		6	1,700 00		50 00	
3513	Massey's Cross-Roads to Chestertown.	Kent County	19.55		6	1,466 25		75 00	
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	
3517	Berlin to Snow Hill	Worcester	14		6	700 00		50 00	
3518	Saint Denis to Point of Rocks.	Baltimore and Ohio	60		6	6,000 00		100 00	Pay estimated.
3519	Lake Roland to Western Maryland Railroad Junction.	Northern Central	8.5		6	425 00		50 00	
				1,101.2			250,368 30		
	WEST VIRGINIA.								
4101	Harper's Ferry to Staunton, Va.	Baltimore and Ohio	128.36		6	10,653 88		83 00	
4102	Grafton to Parkersburgh	do	104		14	34,320 00		330 00	

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
				390.78			55,071 18	
VIRGINIA.								
4401	Game Point to Richmond	Richmond, Fredericksburgh and Potomac.	75.5	.....	13	20,007 50	.....	265 00
4403	{ Alexandria to Lynchburgh }	{ Orange, Alexandria and Manassas. }	178	.....	14	44,950 00	.....	250 00
	{ Branch, Warrenton Junction to Warrenton. }		9	.....	14		.....	50 00
4404	Alexandria to Round Hill	Washington and Ohio	52.74	.....	6	2,637 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 Greensborough, N. C.	Richmond and Danville	190.5	.....	14	32,385 00	.....	170 00
4408	Richmond to West Point	Richmond and York River	40	.....	6	2,000 00	.....	50 00
4409	Richmond to Petersburg	Richmond and Petersburg	24.5	.....	14	5,050 00	.....	200 00
4410	Petersburgh to Weldon, N. C.	Petersburgh and Weldon	65.51	.....	14	13,102 00	.....	200 00
4411	Petersburgh to City Point	Atlantic, Mississippi and Ohio	12	.....	6	600 00	.....	50 00
4412	Petersburgh to Norfolk	do	81.5	.....	6	4,890 00	.....	60 00
4413	Petersburgh to Lynchburgh	do	123	.....	6	7,795 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
4782	Lynchburgh to Danville	Orange, Alexandria and Manassas.	67.28	.....	6	3,364 00	.....	50 00
4785	Chester to Winterpock	Richmond and Petersburg	18.5	.....	6	925 00	.....	50 00
				1,565.11			221,522 50	
NORTH CAROLINA.								
5001	Raleigh to Weldon	Raleigh and Gaston	97	.....	7	7,275 00	.....	75 00
5002	{ Weldon to Wilmington	{ Wilmington and Weldon	163	.....	13	28,886 00	.....	172 00
	{ Branch, Rocky Mount to Tarborough. }		17	.....	7		.....	50 00
5003	Wilmington to Monroe	Carolina Central	164	.....	6	9,020 00	.....	55 00
5004	{ Goldsborough to Charlotte	{ Richmond and Danville	93	.....	12	21,494 25	.....	126 00
	{ Goldsborough to Morehead City ..		130.35	.....	12		.....	75 00
5005	Salisbury to Old Fort	Atlantic and North Carolina	95	.....	7	5,225 00	.....	55 00
5006	Charlotte to Buffalo Paper Mills ..	Western North Carolina	114	.....	6	5,700 00	.....	50 00
5007	Charlotte to Statesville	Carolina Central	52.5	.....	6	2,625 00	.....	50 00
5213	Charlotte to Sanford	Atlantic, Tennessee and Ohio	48.4	.....	6	1,936 00	.....	40 00
5216	Raleigh to Sanford	Raleigh and Augusta Air-Line	45.78	.....	6	2,426 34	.....	53 00
5216	Sanford to Fayetteville	Western	38.15	.....	6	1,907 50	.....	50 00
5216	Sanford to Egypt Depot	do	7	.....	2	147 00	.....	21 00
5220	Greensborough to Salem	Northwestern	29.31	.....	6	1,465 50	.....	50 00
				1,094.49			88,107 50	

\$150 per annum included for
mail-messenger service.

Pay estimated.
Do.

B.—Railroad service as in operation on the 30th of June, 1875—Continued.

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REPORT OF THE POSTMASTER-GENERAL.

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.
	SOUTH CAROLINA.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
5601	Charlotte, N. C., to Augusta, Ga.	Charlotte, Columbia and Augusta.	195	.....	13	24,375 00	.....	125 00	
5602	{ Columbia to Greenville C. H.	{ Greenville and Columbia.	{ 143.5	.....	{ 6	{ 11,400 00	.....	{ 75 00	
	{ Branch, Hodges to Abbeville C. H.		{ 11.5	.....	{ 6		.....	{ 30 00	
	{ Branch, Belton to Anderson C. H.		{ 9.75	.....	{ 6		.....	{ 30 00	
5604	Columbia to Wilmington, N. C.	Wilmington, Columbia and Augusta.	82.08	.....	14	25,211 50	.....	100 00	
			109.7	.....	14		.....	155 00	
5605	{ Kingsville to Augusta, Ga.	{ South Carolina.	{ 129.28	.....	{ 13	{ 18,176 10	.....	{ 70 00	
	{ Branch, Kingsville to Camden		{ 37.95	.....	{ 13		.....	{ 50 00	
	{ Branch, Kingsville to Columbia		{ 30.7	.....	{ 13		.....	{ 70 00	
	{ Branch, Branchville to Charleston		{ 63.5	.....	{ 13		.....	{ 80 00	
5606	Charleston to Savannah, Ga.	Savannah and Charleston.	104	.....	13	11,544 00	.....	111 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	1,360 00	.....	40 00	
5707	Port Royal to Augusta, Ga.	Port Royal.	112.28	.....	7	5,614 00	.....	50 00	
				1,331.01			118,493 10		
	GEORGIA.								
6001	Augusta to Atlanta.	Georgia.	171.666	.....	13	21,458 33	.....	125 00	
6002	Atlanta to Chattanooga, Tenn.	Western and Atlantic.	138.75	.....	7	28,443 75	.....	205 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 Company.	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	.....	75 00	\$240 per annum included for mail-messenger service.
6007	Kingston to Rome.	Rome.	20.5	.....	7	1,025 00	.....	50 00	
6008	{ Savannah to Live Oak, Fla.	{ Atlantic and Gulf.	{ 180.75	.....	{ 7	{ 23,350 00	.....	{ 100 00	
	{ Branch, Du Pont to Bainbridge.		{ 105.5	.....	{ 7		.....	{ 50 00	
6009	Savannah to Macon.	Central Railroad and Banking Company.	192.125	.....	21	21,133 75	.....	110 00	
6010	Macon to Columbus.	Southwestern.	100.94	.....	13	7,570 50	.....	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 Company.	18.25	6	912 50	50 00	
6014	Eatonton to Milledgeville.....	do	22.125	6	1,106 00	50 00	
	{ Fort Valley to Eufaula, Ala. }		115.34	11		70 00	
6015	{ Branch, Smithville to Albany... }	Southwestern	23.78	10	10,169 60	50 00	
	{ Branch, Cuthbert to Fort Gaines }		22.67	6		40 00	
6016	Thomasville to Albany.....	Atlantic and Gulf.....	58.333	7	2,916 00	50 00	
6017	Atlanta to Charlotte.....	Atlanta and Richmond Air-Line..	266.5	7	26,650 00	100 00	
6088	Fort Valley to Perry.....	Southwestern	13.32	6	666 00	50 00	Pay estimated.
6143	Barnesville to Thomaston.....	Central Railroad and Banking Company.	17.25	6	690 00	40 00	
6144	Cartersville to Rock Mart.....	Cherokee	22	6	660 00	30 00	
6145	Camak to Macon.....	Macon and Augusta	79	6	4,266 00	54 00	
6146	Griffin to Carrollton.....	Savannah, Griffin and North Alabama.	61	6	1,830 00	30 00	
6191	Brunswick to Albany.....	Brunswick and Albany	171.25	3	5,137 50	30 00	
6231	Columbus to Hamilton.....	North and South.....	23.51	6	1,057 95	45 00	
			2,324.435		200,904 75		
FLORIDA.							
6401	Fernandina to Cedar Keys.....	Atlantic, Gulf and West India Transit Company.	47.4	12	7,740 00	50 00	Old rate of pay.
	{ Jacksonville to Chattahoochee River. }		107.4	6		90 00	
6402	{ Branch, Tallahassee to Saint Mark's. }	Jacksonville, Pensacola and Mobile.	215.75	6		30 00	
6404	Pensacola to Whiting Junction, Ala.		21.75	3	20,070 00	50 00	
6405	Tocoi to Saint Augustine.....	Pensacola and Louisville.....	44	7	2,200 00	50 00	
6406	Pensacola to Millview.....	Saint John's	15.69	6	784 50	50 00	
		Pensacola and Perdido.....	10.62	6	318 75	30 00	
			462.61		31,113 25		
ALABAMA.							
6601	Montgomery to West Point, Ga...	Western Railroad Company of Alabama.	85.5	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	7	16,425 25	117 50	
	{ Memphis, Tenn., to Stevenson, Ala. }		119.05	7		75 00	
	{ Branch, Moscow, Tenn., to Somerville. }		271.5	13		170 00	
6605	{ Branch, Tusculumbia to Florence }	Memphis and Charleston.....	14.5	6	46,915 00	30 00	
6606	Marion Junction to Greensborough		6.5	7		50 00	
6607	Opelika to Columbus, Ga.....	Selma, Marion and Memphis.....	37.25	6	1,862 50	50 00	
		Western Railroad Company of Alabama.	28	6	2,100 00	75 00	
6608	Columbus, Ga., to Troy, Ala.....	Mobile and Girard.....	90	6	4,500 00	50 00	

B.—Railroad service as in operation on the 30th of June, 1875—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.
	ALABAMA—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
6609	Selma to York Station.....	Alabama Central	81.7	.....	7	4,575 20	.....	56 00	
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	22	.....	6	1,100 00	.....	50 00	Old rate of pay.
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	Old rate of pay.
6615	Chattanooga, Tenn., to Meridian, Miss.	Alabama and Chattanooga.....	290	.....	7	15,370 00	.....	53 00	
6616	Opelika to Good Water	Savannah and Memphis.....	47.28	.....	6 }	2,863 60	.....	50 00	
6617	Selma to Pine Apple	Selma and Gulf	12.49	.....	6 }	2,159 50	.....	40 00	
6618	Mobile to Bigbee Bridge.....	Mobile and Alabama Grand Trunk ..	43.19	.....	6	2,001 00	.....	50 00	
			59.7	.....	6	2,001 00	.....	30 00	Old rate of pay. \$210 per annum included for mail-messenger service.
6619	Cheshaw to Tuskegee.....	Tuskegee	6	.....	6	300 00	.....	50 00	
6620	Atalla to Gadsden	East Alabama and Cincinnati.....	6	.....	6	300 00	.....	50 00	Old rate of pay.
6621	Eufaula to Clayton	Vicksburgh and Brunswick.....	22.5	.....	6	1,125 00	.....	50 00	
				2,020.20			188,696 55		
	MISSISSIPPI.								
7001	Canton to Cairo, Ill	New Orleans, Saint Louis and Chicago.	342.98	.....	13	68,596 00	.....	200 00	Old rate of pay.
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.	{ Mobile and Ohio	95.2	.....	7 }	59,927 50	.....	75 00	
	{ Branch, Artesia to Columbus, Miss.	{	472.7	.....	7 }		.....	125 00	
7006	Grand Gulf to Port Gibson	Grand Gulf and Port Gibson	14	.....	6	600 00	.....	60 00	Old rate of pay.
7007	Muldon to Aberdeen.....	Mobile and Ohio	8	.....	6	450 00	.....	50 00	Old rate of pay.
7008	Middleton Station, Tenn., to Ripley, Miss.	Southern Railway Security Company.	24.3	.....	6	972 00	.....	40 00	
				1,113.38			150,371 50		

LOUISIANA.								
8001	New Orleans to Brashear	Morgan's Louisiana and Texas Railroad.	83	.....	7	12, 850 00	.....	150 00
8002	New Orleans to Canton, Miss	New Orleans, Saint Louis and Chicago.	206	.....	13	41, 200 00	.....	200 00
8003	Baton Rouge to Livonia	Baton Rouge, Grosse Tête and Opelousas.	98	.....	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
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. 28	.....	6	764 00	.....	50 00
				520. 01			66, 114 45	
TEXAS.								
8502	Houston to Galveston	Galveston, Houston and Henderson	50	.....	12	7, 600 00	.....	152 00
8503	Houston to Denison City.....	Houston and Texas Central.....	211	.....	13	51, 645 15	.....	153 00
8504	Harrisburgh to Luling.....	Galveston, Harrisburgh and San Antonio.	126. 55	.....	7			
8505	Hempstead to Austin	Houston and Texas Central.....	84	.....	6	8, 400 00	.....	100 00
8506	Shreveport, La., to Dallas, Tex	Texas and Pacific	71. 2	.....	6	3, 560 00	.....	50 00
8514	Houston to Columbia	International and Great Northern.	118. 7	.....	6	11, 870 00	.....	100 00
8577a	Bremand to Waco	Houston and Texas Central	189. 2	.....	6	15, 136 00	.....	80 00
8666	Palestine to Rockdale	International and Great Northern.	50	.....	6	1, 250 00	.....	25 00
	{ Longview to Houston.....	{	44. 56	.....	6	3, 342 00	.....	75 00
8683	{ Branch, Mineola to Zavala	{	121	.....	6	6, 050 00	.....	50 00
	{ Branch, Phelps to Huntsville	{	236	.....	6			125 00
8684	Indianola to Cuere	Gulf, Western Texas and Pacific..	44. 125	.....	6	32, 131 25	.....	50 00
8749	Marshall to Texarkana, Ark	Texas and Pacific	8. 5	.....	6			50 00
8770	Sherman to Brookston	do	67. 2	.....	6	3, 360 00	.....	50 00
			74	.....	6	9, 620 00	.....	130 00
			57	.....	6	3, 705 00	.....	65 00
				1, 553. 035			157, 669 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	.....	3	1, 771 20	.....	40 00
				299. 26			20, 615 30	

\$400 per annum included for side supply.

\$500 per annum included for ferriage and mail-messenger service.

Pay estimated.

28018	Keokuk, Iowa, to Hannibal, Mo.	Mississippi Valley and Western	60. 72	6	4, 554 00	75 00
28019	Quincy, Ill., to Kirksville, Mo.	Quincy, Missouri and Pacific	71. 28	6	4, 276 80	60 00
28020	Pierce City to Brownsville, Kans.	Memphis, Carthage and North-western.	48. 31	6	2, 415 50	50 00
28021	Mexico to Cedar City	Chicago and Alton	50. 62	6	2, 531 00	50 00
28022	Roodhouse, Ill., to Mexico, Mo.	do	90	6	12, 600 00	140 00
28023	Cuba to Salem	Saint Louis, Salem and Little Rock	40. 88	6	2, 044 00	50 00
28024	Holden to Paola, Kans.	Missouri, Kansas and Texas	55	6	2, 750 00	50 00
28025	Salisbury to Glasgow	Keokuk and Kansas City	15. 66	12	783 00	50 00
			3, 740. 42		535, 225 95	
TENNESSEE.						
19002	{ Bristol to Chattanooga	{ East Tennessee, Virginia and	{ 242. 7	14 }	62, 068 80	{ 244 00
	{ Branch, Cleveland to Dalton, Ga.	{ Georgia.	{ 28. 5	7 }		{ 100 00
19003	Rogersville to Bull's Gap	Rogersville and Jefferson	15	6	790 00	52 66
19004	{ Nashville to Chattanooga	{ Nashville and Chattanooga	{ 114	13 }	24, 925 00	{ 145 00
	{ Branch, Wartrace Depot to Shel-	{	{ 39	20 }		{ 205 00
	byville.	{	{ 8	7 }		{ 50 00
19005	Fayetteville to Decherd	Memphis and Charleston	40	6	2, 000 00	50 00
19006	Nashville to Decatur, Ala.	Louisville and Nashville	122. 333	12	10, 765 33	88 00
19007	Nashville to Hickman, Ky.	Nashville and Chattanooga	170. 82	6	13, 323 96	78 00
19008	Nashville to Guthrie, Ky.	Saint Louis and Southeastern	48	7	5, 376 00	112 00
19009	Guthrie, Ky., to Paris, Tenn.	Louisville and Nashville	82. 5	13	12, 622 50	153 00
19010	Memphis to Paris	do	132. 5	12	19, 212 50	145 00
19011	Knoxville to Careyville	Knoxville and Ohio	38. 94	6	1, 557 60	40 00
19012	Morristown to River Side	Cincinnati, Cumberland Gap and Charleston.	39. 8	6	1, 592 00	40 00
19013	Tracy City to Cowan	Tennessee Coal and Railroad Com-pany.	23	6	920 00	40 00
19014	Memphis to Covington	Paducah and Memphis	38. 31	6	1, 532 40	40 00
19015	Jasper to Bridgeport, Ala.	Nashville and Chattanooga	12	6	360 00	30 00
19016	Nashville to Lebanon	Tennessee and Pacific	32. 75	6	1, 637 50	50 00
			1, 228. 153		158, 683 59	
KENTUCKY.						
20001	Ashland to Coalton	Lexington and Big Sandy	11	6	325 00	29 54
20002	Covington to Nicholasville	Kentucky Central	{ 99	12 }		{ 109 00
20003	La Grange to Lexington	Louisville, Cincinnati and Lex-ington.	{ 13	6 }	11, 766 00	{ 75 00
		do	67	12	6, 164 00	92 00
20004	Cincinnati, Ohio, to Louisville, Ky.	do	110. 375	12	22, 075 00	200 00
20005	Louisville to Nashville, Tenn.	Louisville and Nashville	186. 6	12	38, 719 50	207 50
20006	Bardstown Junction to Bardstown	do	17. 3	6	692 00	40 00
20007	{ Lebanon Junction to Fish Point	{	{ 109. 9	6 }	7, 624 60	{ 54 00
	{ Branch, Richmond Junction to Richmond.	{ do	{ 33. 8	6 }		{ 50 00

Pay estimated.

Old rate of pay.

B.—Railroad service as in operation on the 30th of June, 1875—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.
	KENTUCKY—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
20008	Bowling Green to Guthrie.....	Louisville and Nashville.....	51	.....	13	7,956 00	.....	156 00	
20009	Paducah to Trimble, Tenn.....	Paducah and Memphis.....	76.64	.....	6	3,832 00	.....	50 00	
20010	Evansville, Ind., to Guthrie, Ky..	Saint Louis and Southeastern....	110.66	.....	7	11,951 28	.....	108 00	
20011	{ Louisville to Paducah.....	{ Louisville, Paducah and South-	{ 226	.....	{ 6	{ 14,860 16	.....	{ 64 00	
	{ Branch, Cecilian to Elizabethtown	{ western.	{ 6.19	.....	{ 6				
20012	Glasgow Junction to Glasgow.....	Louisville and Nashville.....	12	.....	6	600 00	.....	50 00	
20013	Anchorage to Shelbyville.....	Louisville, Cincinnati and Lexington.	19	.....	6	950 00	.....	50 00	Pay estimated.
20014	Willard to Greenup C. H.....	Eastern Kentucky.....	34.5	.....	6	1,380 00	.....	40 00	
20015	Owensborough to Owensborough Junction.	Evansville, Owensborough and Nashville.	36.13	.....	6	1,806 50	.....	50 00	
20016	Maysville to Paris.....	Maysville and Lexington.....	50	.....	12	2,950 00	.....	59 00	
20017	Lexington to Mount Sterling.....	Louisville, Cincinnati and Lexington.	33.84	.....	6	1,692 00	.....	50 00	
20018	Cincinnati Junction to Louisville and Nashville Junction.	do.....	4.13	.....	6	206 50	.....	50 00	Pay estimated.
				1,308.065			135,550 54		
	OHIO.								
9001	Bellaire to Columbus.....	Central Ohio.....	137.875	.....	12	36,812 62	.....	267 00	
9002	Pittsburgh, Pa., to Chicago, Ill....	Pittsburgh, Fort Wayne and Chicago.	469.5	.....	12	140,850 00	.....	300 00	
9003	Rochester to Bellaire.....	Cleveland and Pittsburgh.....	68.75	.....	18	6,875 00	.....	100 00	
9005	Hudson to Columbus.....	Cleveland, Mount Vernon and Delaware.	145.88	.....	6	17,067 96	.....	117 00	
9006	Cleveland to Sharon, Pa.....	Atlantic and Great Western.....	{ 49.75	.....	{ 6	{ 6,555 50	.....	{ 100 00	
			{ 31.61	.....	{ 6			{ 50 00	
9007	Cleveland to Wellsville.....	Cleveland and Pittsburgh.....	{ 56.5	.....	{ 18	{ 15,558 72	.....	{ 152 00	
			{ 45.86	.....	{ 12				
9008	Elyria to Millbury.....	Lake Shore and Michigan Southern	74.98	.....	12	56,609 90	.....	705 00	\$50 per mile per annum included for additional daily line of postal cars.
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	Sandusky, Mansfield and Newark, (Baltimore and Ohio, lessees.)	116	6	17,632 00	152 00
9012	Xenia to Dayton	Pittsburgh, Cincinnati and Saint Louis.	17	12	1,598 00	94 00
9013	Springfield to Sandusky	Cincinnati, Sandusky and Cleve- land.	131.35	12	13,135 00	100 00
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	1,701 00	81 00
9020	Portsmouth to Reed's Mills	do	56	6	8,848 00	158 00
9022	Toledo to Keokuk, Iowa	Toledo, Wabash and Western	256	12	123,466 00	273 00
			198	12		225 00
			44	6		62 00
			4	6		90 00
			22	6		
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 Cleve- land.	16	12	800 00	50 00
9026	Dayton to Union City	Dayton and Union	48.17	6	2,890 20	60 00
9027	Dayton to Toledo	Dayton and Michigan	71.43	18	21,444 00	150 00
			71.53	12		
9028	Hamilton to Indianapolis, Ind	Cincinnati, Hamilton and Dayton	99.49	6	4,974 50	50 00
9029	Hamilton to Richmond	Cincinnati, Richmond and Chi- cago.	45.1	6	5,321 80	118 00
9030	Cincinnati to Dayton	Cincinnati, Hamilton and Dayton	26.53	43	10062 37	187 50
			33.92	31		150 00
9031	Cincinnati to Springfield	Pittsburgh, Cincinnati and Saint Louis.	65.96	13	14,801 60	210 00
9032	Cincinnati to Parkersburgh, W. Va	Marietta and Cincinnati	19	6		50 00
9033	Morrow to Dresden	Pittsburgh, Cincinnati and Saint Louis, lessees.	206	6	76,838 00	373 00
			149.4	6	11,205 00	75 00
9034	Dayton to Richmond	do	42	6	2,730 00	65 00
9035	North Bend to Hagerstown, Ind ..	White Water Valley	72.58	6	4,536 24	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 Cleve- land.	45.86	6	2,293 00	50 00
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 Chi- cago.	22.8	6	1,140 00	50 00
9040	Columbus to Athens	Columbus and Hocking Valley....	77.4	12	7,293 30	87 50
			13.02	12		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	44.045	12	3,303 37	75 00
9043	Clinton to Massillon	Cleveland, Mount Vernon and Delaware.	13.7	6	548 00	40 00

Covered by other service.

B.—Railroad service as in operation on the 30th of June, 1875—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.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
9044	Marietta to Canal Dover	Marietta and Pittsburgh	99.96	.....	6	4,998 00	.....	50 00	
9045	Lorain to Uhricksville	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	60,124 25	.....	237 00	\$50 per mile per annum, included for additional daily line of postal-cars.
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	.....	12	83,500 00	.....	575 00	\$50 per mile per annum included for additional daily line of postal-cars.
9050	Painesville to Niles	Painesville and Youngstown	50.74	.....	6	2,029 60	.....	40 00	
9051	Centreton to Chicago, Ill.	Baltimore, Pittsburgh and Chicago	273.72	.....	6	27,372 00	.....	100 00	Pay estimated.
9052	Dyson's to Cumberland	Eastern Ohio	7.8	.....	6	390 00	.....	50 00	Do.
				5,390.8			972,835 43		
	INDIANA.								
22001	Indianapolis to Vincennes	Indianapolis and Vincennes	116.32	.....	6	5,816 00	.....	50 00	
22002	Indianapolis to Terre Haute	Terre Haute and Indianapolis	73	.....	21	15,184 00	.....	208 00	
22003	Indianapolis to Cincinnati, Ohio	Indianapolis, Cincinnati and La Fayette	113.5	.....	18	30,418 00	.....	268 00	
22004	Indianapolis to Peru	Indianapolis, Peru and Chicago	54	.....	18	8,400 00	.....	100 00	{ \$600 per annum included for side service.
22005	Indianapolis to La Fayette	Indianapolis, Cincinnati and La Fayette	65.625	.....	18	17,193 75	.....	262 00	
22006	Columbus to Madison	Jeffersonville, Madison and Indianapolis	46	.....	6	2,300 00	.....	50 00	
22007	New Albany to Indianapolis	do	114	.....	18	15,276 00	.....	134 00	
22008	New Albany to Michigan City	Louisville, New Albany and Chicago	61	.....	12	14,400 00	.....	50 00	Old rate of pay.
22009	Richmond to Chicago, Ill.	Pittsburgh, Cincinnati and Saint Louis	227	.....	6	16,912 50	.....	75 00	
22010	{ Cincinnati, Ohio, to East Saint Louis, Ill. }	Ohio and Mississippi	72.4	.....	19	88,424 00	.....	279 00	
22011	Cambridge City to Columbus	Jeffersonville, Madison and Indianapolis	268.6	.....	6	2,720 00	.....	254 00	
			68	.....				40 00	

22012	Evansville to Terre Haute.....	Evansville and Crawfordsville....	110	12	11,000 00	100 00	
22012a	Terre Haute to Rockville.....	Logansport, Crawfordsville and Southwestern.	23	6	1,150 00	50 00	
22013	State Line to Logansport.....	Pittsburgh, Cincinnati and Saint Louis.	61	6	4,575 00	75 00	
22014	Peru to La Porte.....	Chicago, Cincinnati and Louisville	73	6	4,015 00	55 00	
22015	Fairland to Martinsville.....	Cincinnati and Martinsville.....	38.5	6	1,925 00	50 00	
22016	Bradford, Ohio, to Logansport, Ind.	Pittsburgh, Cincinnati and Saint Louis.	114.6	6	5,730 00	50 00	
22017	Indianapolis to Peoria, Ill.....	Indianapolis, Bloomington and Western.	212.2	6	37,135 00	175 00	
22018	Jeffersonville to North Vernon...	Ohio and Mississippi.....	53.5	18	9,362 50	175 00	
22019	Fort Wayne to Connersville.....	Fort Wayne, Muncie and Cincinnati.	109	6	6,322 00	58 00	
22020	Richmond to Fort Wayne.....	Grand Rapids and Indiana.....	91.5	6	4,575 00	50 00	
22021	Marion to Goshen.....	Cincinnati, Wabash and Michigan	82	6	4,100 00	50 00	
22022	Princeton to Albion, Ill.....	Louisville, New Albany and Saint Louis Air Line.	31.03	6	1,086 05	35 00	
22023	Terre Haute to Danville, Ill.....	Evansville, Terre Haute and Chicago.	56.6	6	2,830 00	50 00	
22024	Indianapolis to Terre Haute.....	Indianapolis and Saint Louis.....	72	18	14,112 00	196 00	
22025	La Porte to Michigan City.....	Indianapolis, Peru and Chicago...	12.36	6	618 00	50 00	
22026	Butler to Logansport.....	Detroit, Bel River and Illinois...	94.5	6	4,914 00	52 00	
22027	Rockville to Logansport.....	Logansport, Crawfordsville and Southwestern.	92.1	6	4,605 00	50 00	
22028	La Fayette to Kankakee, Ill.....	Cincinnati, La Fayette and Chicago	75.75	6	15,025 70	262 00	18 miles covered by route No. 11916, (Illinois.)
22029	Terre Haute to Martz.....	Cincinnati and Terre Haute.....	26.15	6	915 25	35 00	
22030	Attica to Veedersburgh.....	Indiana North and South.....	14	6	560 00	40 00	
22031	Evansville to Boonville.....	Lake Erie, Evansville and Southwestern.	18	6	900 00	50 00	
22032	Frankfort to Kokomo.....	Frankfort and Kokomo.....	25.5	6	1,275 00	50 00	Pay estimated.
			3,015.235		353,774 75		
ILLINOIS.							
23001	Chicago to Milwaukee, Wis.....	Chicago and Northwestern.....	87	18	19,140 00	220 00	
23002	Chicago to Freeport.....	do.....	92.5	18	25,410 00	210 00	
			28.5	12			
23003	Chicago to Council Bluffs, Iowa...	do.....	98	24	127,730 00	255 00	For 351 miles.
			392	18		275 00	For 139 miles.
23004	Elgin to Geneva.....	do.....	44	6	1,760 00	40 00	
23005	Sterling to Alton Junction.....	Rockford, Rock Island and Saint Louis.	170	12	21,664 00	80 00	
			100.8	18			
23006	Sagetown to Keithsburg.....	do.....	18	6	540 00	30 00	
	{ Chicago to Burlington, Iowa... }		207.7	18		273 00	
23007	{ Branch, Aurora to Galena Junction. }	Chicago, Burlington and Quincy..	13	6	85,317 10	50 00	\$25,000 per annum included for Sunday service.
	{ Branch, Galva to Keithsburg... }		59.3	6		50 00	
	{ Rushville to Yates City..... }		63.75	6			
23008	{ Branch, Elmwood to Buda..... }	do.....	45	6	6,525 00	60 00	
23009	Peoria to Galesburg.....	do.....	54	6	8,370 00	155 00	

B.—Railroad service as in operation on the 30th of June, 1875—Continued.

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REPORT OF THE POSTMASTER-GENERAL.

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.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
23010	Galesburgh to Quincy.....	Chicago, Burlington and Quincy..	100	.....	18	19,000 00	.....	190 00	
23011	Burlington, Iowa, to Quincy, Ill.	do	71.85	.....	6	5,388 75	.....	75 00	
23012	{ Streator to Aurora	do	60.79	.....	6 }	4,187 40	.....	60 00	
	{ Branch, Aurora to Batavia..... }	do	9	.....	6 }		.....		
23013	Mendota to Clinton.....	do	64.19	.....	6	3,209 50	.....	50 00	
23014	Rock Falls to Cornton	do	47.23	.....	6	1,889 20	.....	40 00	
23015	Chicago to Davenport, Iowa.....	Chicago, Rock Island and Pacific..	159 }	.....	12	51,840 00	.....	280 00	
	do	do	24 }	.....	6	4,230 00	.....	90 00	
23016	Bureau Junction to Peoria	do	47	.....	6	4,230 00	.....	90 00	
23017	Chicago to East Saint Louis	Chicago and Alton	283	.....	12	55,185 00	.....	195 00	
23018	Bloomington to Godfrey	do	111.4	.....	12 }	18,948 00	.....	130 00	
	do	do	40.6	.....	12 }		.....	110 00	
23019	{ Washington to Dwight..... }	do	70.08	.....	12 }	4,031 50	.....	50 00	
	{ Branch, Varna to Lacon..... }	do	10.55	.....	12 }		.....		
23020	Chicago to Cairo	Illinois Central	55 }	.....	12 }	73,375 00	.....	235 00	
	do	do	310 }	.....	12 }		.....	195 00	
23021	Dubuque, Iowa, to Centralia, Ill.	do	344	.....	12	48,160 00	.....	140 00	
23022	Joliet to Lake Station, Ind.	Michigan Central	45	.....	6	1,800 00	.....	40 00	
23023	Decatur to East Saint Louis	Toledo, Wabash and Western	112	.....	12	17,696 00	.....	158 00	
23024	Pekin to Decatur	do	68.46	.....	6	3,423 00	.....	50 00	
23025	{ Hannibal, Mo., to Naples, Ill. }	do	45.5	.....	6 }	4,281 25	.....	87 50	
	{ Branch, Maysville to Pittsfield. }	do	6	.....	6 }		.....	50 00	
23026	La Fayette, Ind., to Bloomington, Ill.	do	116.43	.....	6	5,821 50	.....	50 00	
23027	State Line, Ind., to Warsaw, Ill.	Toledo, Peoria and Warsaw	228.75	.....	6	15,240 00	.....	64 00	\$60 per annum included for ferriage.
23028	Terre Haute, Ind., to East Saint Louis, Ill.	Indianapolis and Saint Louis.....	189	.....	12	34,965 00	.....	185 00	
23029	{ Urbana to Havana	Indianapolis, Bloomington and Western.....	102.7	.....	6 }	5,402 00	.....	40 00	
	{ Branch, White Heath to Decatur }	do	32.35	.....	6 }		.....		
23030	East Saint Louis to Du Quoin.....	Saint Louis, Alton and Terre Haute	71.8	.....	12	7,180 00	.....	100 00	
23031	East Saint Louis to Terre Haute, Ind.	Terre Haute and Indianapolis, lessees.	165.4	.....	22	30,433 60	.....	184 00	
	{ Saint Louis, Mo., to Evansville, Ind. }	do	164.75	.....	6 }		.....	110 00	
23032	{ Branch, McLeansborough to Shawneetown..... }	Saint Louis and Southeastern.....	41.25	.....	6 }	20,185 00	.....	50 00	

23033	Beardstown to Shawneetown.....	Springfield and Illinois Southeastern.	229.7	6	17,227 50	75 00	
23034	Springfield to Gilman.....	Gilman, Clinton and Springfield	111.6	6	5,580 00	50 00	
23035	Chicago to Milwaukee, Wis.....	Chicago, Milwaukee and Saint Paul	88.85	12	15,548 75	175 00	
23036	Aurora to Foreston.....	Chicago and Iowa.....	81.64	6	3,265 60	40 00	
23037	Vincennes, Ind., to Cairo, Ill.....	Cairo and Vincennes.....	158	6	11,060 00	70 00	
23038	Peoria to Jacksonville.....	Peoria, Pekin and Jacksonville.....	87.4	6	6,555 00	75 00	
23039	Carbondale to Grand Tower.....	Grand Tower Mining, Manufacturing and Transportation Company.	25	9	1,000 00	40 00	
23040	Peoria to Rock Island.....	Peoria and Rock Island.....	92	12	5,520 00	60 00	
23041	{ Quincy to Hannibal, Mo.....	Quincy, Alton and Saint Louis.....	{ 19.4	{ 6	5,823 25	{ 165 00	Pay for 108 miles; 19 miles covered by other service.
	{ Branch, Fall Creek to Louisiana, Mo.....		{ 30.85	{ 6		{ 85 00	
	{ Chicago to Danville.....		{ 127	{ 6		{ 54 00	
23042	{ Branch, Bismarck to Youngstown.....	Chicago, Danville and Vincennes.....	{ 25.9	{ 6	6,868 00	40 00	
23043	Streator to Altamont.....	Chicago and Paducah.....	156.8	6	6,431 00	50 00	Pay for 128.62 miles.
23044	Mattoon to Hervey City.....	Chicago and Illinois Southern.....	31.66	6	1,266 40	40 00	
23045	Carbondale to Marion.....	Carbondale and Shawneetown.....	18	6	720 00	40 00	
23046	Jacksonville to Virden.....	Jacksonville, Northwestern and Southeastern.....	31.39	6	1,255 60	40 00	
23047	Chester to Tamaroa.....	Iron Mountain, Chester and Eastern.....	42	6	2,100 00	50 00	
23048	Terre Haute, Ind., to Peoria, Ill.....	Illinois Midland.....	{ 98.53	{ 6	7,197 20	40 00	
23049	Springfield to Havana.....	Thompson, Griggs & Co., operating Springfield and Northwestern.....	{ 81.4	{ 6		45 00	
			48.2	6	2,169 00		
23050	Hutsonville to Danville.....	Paris and Danville.....	72.1	6	3,605 00	50 00	
23051	Streator to Pekin.....	Chicago, Pekin and Southwestern.....	65.28	6	3,590 40	55 00	
23052	Courtland Station to Sycamore.....	Sycamore and Courtland.....	5	12	400 00	50 00	\$150 per annum included for mail-messenger service.
23053	East Saint Louis to Cairo.....	Cairo and Saint Louis.....	148.5	6	7,425 00	50 00	
23054	Chicago to Elgin.....	Chicago and Pacific.....	39	6	1,560 00	40 00	
23055	Decatur to Montezuma.....	Indiana and Illinois Central.....	87	6	4,350 00	50 00	
23056	Geneva to Batavia.....	Chicago and Northwestern.....	3.51	6	140 40	40 00	
			6,676.34		852,985 90		
MICHIGAN.							
24001	Toledo, Ohio, to Detroit, Mich.....	Lake Shore and Michigan Southern.....	65.27	6	8,158 75	125 00	
24002	Monroe to Adrian.....	do.....	35.23	6	2,642 25	75 00	
24003	Adrian to Jackson.....	do.....	47.25	6	2,362 50	50 00	
24004	White Pigeon to Grand Rapids.....	do.....	{ 36.77	{ 12	6,880 75	{ 75 00	
			{ 58.9	{ 6		{ 70 00	
24005	Detroit to Chicago, Ill.....	Michigan Central.....	284	33½	60,350 00	212 50	
24006	Detroit to Grand Haven.....	Detroit and Milwaukee.....	189.67	15	19,915 35	105 00	
24007	Detroit to Port Huron.....	Grand Trunk.....	64.5	12	5,353 50	83 00	
24008	Jackson to Fort Wayne, Ind.....	Fort Wayne, Jackson and Saginaw.....	96.82	6	5,518 74	57 00	
24009	Jackson to Otsego Lake.....	Michigan Central.....	228.4	9½	11,420 00	50 00	
24010	Jackson to Grand Rapids.....	do.....	94.86	6	7,114 50	75 00	

B.—Railroad service as in operation on the 30th of June, 1875—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>	
24012	Lenox to Romeo	Saint Clair and Chicago Air Line	16.13	.....	6	806 50	.....	50 00	
24013	Detroit to Bay City	Detroit and Bay City	108.97	.....	12	7,409 96	.....	68 00	
	{ Monroe to Ludington	Flint and Pere Marquette.....	254.29	.....	14½	25,924 04	.....	96 00	{
	{ Branch, Otter Lake Junction to Otter Lake.		14.53	.....	14½			40 00	
24015	{ Branch, East Saginaw to Bay City.		12.75	.....	14½			60 00	
	{ Branch, Saint Clair Junction to South Saginaw.		4.15	.....	14½			40 00	
24017	Detroit to Howard City	Detroit, Lansing and Lake Michigan.	164.67	.....	6	10,763 55	.....	65 00	
24018	Fort Wayne, Ind., to Walton, Mich.	Grand Rapids and Indiana.....	260.55	.....	7	13,027 50	.....	50 00	
24019	Kalamazoo to South Haven	Michigan Central	39.74	.....	6	1,987 00	.....	50 00	
24020	Lansing to Fort Wayne Junction, Ind.	Chicago and Lake Huron	166.2	.....	8½	8,310 00	.....	50 00	
24021	{ New Buffalo to Pent Water.... } { Branch, Holland to Grand Rapids.	Chicago and Michigan Lake Shore.	170.56	.....	13½	16,000 66	.....	86 00	{
			26.65	.....	6			50 00	
24022	Port Huron to Flint	Chicago and Lake Huron	66.59	.....	6	3,329 50	.....	50 00	
24023	Allegan to Muskegon	Michigan Lake Shore	58.37	.....	6	2,918 50	.....	50 00	
24024	Ypsilanti to Banker's	Detroit, Hillsdale and Indiana ..	65.54	.....	6	2,949 30	.....	45 00	
24025	Jackson to Niles	Michigan Central	104.57	.....	6	5,228 50	.....	50 00	
24026	Grand Rapids to Newaygo	Grand Rapids, Newaygo and Lake Shore.	36.27	.....	6	1,813 50	.....	50 00	
24027	Niles to South Bend	Michigan Central	12.2	.....	6	610 00	.....	50 00	
24028	Jonesville to Lansing	Lake Shore and Michigan Southern	60.87	.....	6	3,043 50	.....	50 00	
24030	East Saginaw to Saint Louis ..	Saginaw Valley and Saint Louis ..	35.19	.....	9	1,407 60	.....	40 00	
24031	Fort Howard to Ishpeming	Chicago and Northwestern	181.2	.....	6	15,402 00	.....	85 00	
24032	Muskegon to Big Rapids	Chicago and Michigan Lake Shore ..	56.64	.....	6	1,699 20	.....	30 00	
24033	Ionia to Stanton	Detroit, Lansing & Lake Michigan	25.31	.....	6	1,012 40	.....	40 00	
24034	Walton to Traverse City	Continental Improvement Comp'y.	26.26	.....	6	1,444 30	.....	55 00	
24035	Toledo, Ohio, to Detroit Mich.	Toledo, Canada Southern and Detroit.	56.37	.....	6	4,847 82	.....	86 00	
24036	Grosse Isle to Fayette	Chicago and Canada Southern	70.3	.....	6	3,515 00	.....	50 00	Pay estimated.
24037	Saint Clair to Richmond	Michigan, Midland and Canada	16.76	.....	6	838 00	.....	50 00	

24038	Walton to Potoskey.....	Grand Rapids and Indiana.....	71.86	3,385.16	6	4,096 02	268,040 69	57 00	
	WISCONSIN.								
25001	Milwaukee to North McGregor, Iowa.....	Chicago, Milwaukee and Saint Paul.....	197.2		12	24,650 00		125 00	
25002	Milwaukee to La Crosse.....	do.....	198		12	45,540 00		230 00	
25003	Milwaukee to Berlin.....	do.....	94.8		12	8,532 00		90 00	
25004	Milton Junction to Monroe.....	do.....	42.8		6	2,140 00		50 00	
25005	Watertown to Madison.....	do.....	38.45		12	3,845 00		100 00	Old rate of pay.
25006	Horicon to Portage City.....	do.....	45.25		6	2,262 50		50 00	
25007	Nepeuskun to Winneconne.....	do.....	16.25		6	650 00		40 00	
25008	Oshkosh to Ripon.....	do.....	21		6	1,050 00		50 00	
25009	Chicago, Ill., to Green Bay, Wis.	Chicago and Northwestern.....	245		14½	51,450 00		210 00	
25010	{ Caledonia Station, Ill., to Win- ona Junction, Wis. }	{ do..... }	{ 135.45 54.9 }	{ 6 6 }	{ 14,001 75 5,520 00 }	{ 75 00 70 00 }			
25011	Kenosha to Rockford, Ill.....	do.....	73.6	6	5,520 00	75 00			
25012	Winona, Minn., to Winona Junction, Wis.	do.....	28	12	5,852 00	209 00			
25013	Racine to Rock Island Junction, Ill.	Western Union.....	189.4	12	13,258 00	70 00			
25014	{ Elroy to Saint Paul, Minn. Branch, Stillwater Junction to Stillwater. }	{ West Wisconsin..... }	{ 198.4 3.25 }	{ 12 6 }	{ 19,937 50 10,820 50 }	{ 100 00 30 00 }			
25015	Green Bay to Winona, Minn.....	Green Bay and Lake Pepin.....	216.51	6	10,820 50	50 00			
25016	{ Milwaukee to Green Bay..... Branch, Hilbert to Menasha.... }	{ Wisconsin Central, operated by the Phillips and Colby Construc- tion Company. }	{ 111.54 16 }	{ 12 12 }	{ 10,585 82 8,023 10 }	{ 83 00 70 00 40 00 30 00 67 00 40 00 }			
25017	Menasha to Worcester.....	do.....	{ 65.27 48.93 49.9 }	{ 6 6 6 }	{ 8,023 10 7,475 00 4,012 50 }	{ 50 00 50 00 50 00 50 00 68 00 50 00 50 00 }			
25018	{ Milwaukee to Two Rivers..... Branch, Manitowoc to Appleton }	{ Milwaukee, Lake Shore and West- ern..... }	{ 85 44.5 }	{ 6 6 }	{ 7,475 00 4,012 50 }	{ 40 00 30 00 67 00 40 00 }			
25019	Sheboygan to Princeton.....	Sheboygan and Fond du Lac.....	79.05	6½	4,012 50	50 00			\$60 per annum included for mail-messenger service.
25020	Warren to Mineral Point.....	Mineral Point.....	33	6	1,650 00	50 00			
25021	Calamine to Platteville.....	do.....	18.7	6	935 00	50 00			
25022	Tomah to Wausau.....	Wisconsin Valley.....	90.04	6	4,502 00	50 00			
25023	Madison to Portage City.....	Chicago and Superior.....	39.5	6	1,975 00	50 00			
25024	Milwaukee to Fond du Lac.....	Chicago and Northwestern.....	63.53	6	4,320 04	68 00			
25025	Galena, Ill., to Platteville, Wis.....	Galena and Southern Wisconsin.....	30.69	6	1,534 50	50 00			Pay estimated.
25026	Chippewa Falls to Eau Claire.....	Chippewa Falls and Western.....	11.67	6	583 50	50 00			Do.
	IOWA.			2,585.48		255,105 71			
27001	Burlington to Plymouth.....	Burlington, Cedar Rapids and Minnesota.....	228	6	17,100 00	75 00			
27002	Cedar Rapids to Postville.....	do.....	99.8	6	4,990 00	50 00			
27003	Cedar Rapids to Tracer.....	do.....	24.77	6	990 80	40 00			
27004	Muscataine to Riverside.....	do.....	32.23	6	1,289 20	40 00			

B.—Railroad service as in operation on the 30th of June, 1875—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.
	IOWA—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
27005	{ Burlington to East Plattsburgh } { Branch, Red Oak to Eastport .. }	Burlington and Missouri River ...	{ 279.14 50	{	{ 12 } 6 }	{ 58,828 00	{	{ 200 00 60 00	
27006	Chariton to Leon	do	37.44	.....	6	1,872 00	.....	50 00	
27007	Creston to Hopkins, Mo.	do	44.4	.....	6	2,664 00	.....	60 00	
27008	Viele Junction to Unionville, Mo.	Burlington and Southwestern	104.75	.....	6	5,447 00	.....	52 00	
27009	Villisca to Clarinda	Burlington and Missouri River ...	16	.....	6	800 00	.....	50 00	
27010	Albia to Northwood	Central Railroad Company of Iowa	189.2	.....	6	9,460 00	.....	50 00	
27011	Keokuk to Burlington	Chicago, Burlington and Quincy ..	42.75	.....	6	3,420 00	.....	80 00	
27012	Clinton to La Crescent Junction, Minn.	Chicago, Dubuque and Minnesota.	179.77	.....	6	10,786 20	.....	60 00	
27013	Stanwood to Tipton	Chicago and Northwestern	8.81	.....	6	440 50	.....	50 00	
27014	Davenport to Missouri River	Chicago, Rock Island Pacific	{ 54 264	{	{ 6 } 6 }	{ 80,850 00	{	{ 275 00 250 00	
27015	{ Des Moines to Indianola	do	{ 21.4 27.1	{	{ 6 } 6 }	{ 2,425 00	{	{ 50 00	
	{ Branch, Summer set Junction } { to Winterset. }								
27016	Washington to Sigourney	do	29	.....	6	1,160 00	.....	40 00	
27017	Wilton Junction to Leavenworth, Kans.	do	322.77	.....	6	19,366 20	.....	60 00	
27018	Davenport to Maquoketa	Davenport and Saint Paul	42.76	.....	6	2,138 00	.....	50 00	
27019	Keokuk to Des Moines	Keokuk and Des Moines	162	.....	12	13,608 00	.....	84 00	
27020	Farley to Cedar Rapids	Dubuque and Southwestern	55.37	.....	6	2,768 50	.....	50 00	
27021	Dubuque to Sioux City	Illinois Central	327.12	.....	12	35,001 84	.....	107 00	
27022	Waterloo to Mousa	do	80	.....	6	5,040 00	.....	63 00	
27023	Beulah to Elkader	Iowa Eastern	17.75	.....	6	887 50	.....	50 00	
27024	Clinton to Anamosa	Iowa Midland	74.1	.....	6	2,964 00	.....	40 00	
27025	Calmar to Algona	Chicago, Milwaukee and Saint Paul.	127.8	.....	6	7,284 60	.....	57 00	
27026	Conover to Decorah	do	9.5	.....	12	522 50	.....	55 00	
27027	Davenport to Fayette	Davenport and Saint Paul	129.33	.....	6	6,595 83	.....	51 00	
27028	Sabula to Marion	Chicago, Milwaukee and Saint Paul.	87.75	.....	6	4,387 50	.....	50 00	
27029	{ 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	
27030	Des Moines to Ames	Des Moines and Minnesota	37.12	.....	6	1,856 00	.....	50 00	
				3,365.33			315,573 17		

MINNESOTA.								
26001	Saint Paul to Breckinridge	Saint Paul and Pacific	219.25	7	10,962 50	50 00		
26002	Saint Paul to Sauk Rapids	do	78	11½	5,304 00	68 00		
26003	East Saint Cloud Station to Melrose	do	35	6	1,750 00	50 00		
26004	Saint Paul to Sioux City, Iowa	Saint Paul and Sioux City	271	8½	18,926 25	77 25		Pay for 245 miles.
			229	6½		63 00		
26005	Du Luth to Bismarck, Dak	Northern Pacific	195.12	6	22,231 80	40 00		
			23					
26006	Saint Paul to Du Luth	Lake Superior and Mississippi	156	7½	11,700 00	75 00		Covered by route No. 26006.
26007	White Bear Lake to Sioux City Junction	Minneapolis and Saint Louis	41	6	2,050 00	50 00		
26008	Saint Paul to Stillwater	Lake Superior and Mississippi	24.95	18	660 00	50 00		Pay for 13.2 miles.
26009	Minneapolis to North McGregor, Iowa	Chicago, Milwaukee and Saint Paul	215.7	6½	19,413 00	90 00		
26010	Hastings to Glencoe	do	74.59	6	3,729 50	50 00		
26011	Winona to La Crosse	do	25	6	1,250 00	50 00		
26012	Austin to Mason City, Iowa	do	41.38	6	2,069 00	50 00		
26013	Saint Paul to Winona	do	103.84	12	21,494 88	207 00		
26014	Saint Peter to Marshall	Chicago and Northwestern	30	6	4,339 80	65 00		
			79.66	3		30 00		
26015	{ Winona to Saint Peter	{ Winona and Saint Peter	{ 141.35	{ 6		{ 80 00		
	{ Branch, Mankato Junction to Mankato		{ 4.25	{ 12	11,563 00	{ 60 00		
26016	La Crosse, Wis., to Winnebago City, Minn.	Southern Minnesota	170.5	6	10,230 00	60 00		
26017	Mankato to Wells	Central Railroad Company of Minnesota	39.38	6	1,969 00	50 00		Pay estimated.
			2,197.97		149,642 73			
NEBRASKA.								
34001	Omaha to Ogden City, Utah	Union Pacific	1,032.4	7	325,206 00	315 00		
34002	Plattsmouth to Kearney Junction	Burlington and Missouri River Railroad Company in Nebraska	191	6	13,370 00	70 00		
34003	Omaha to Herman	Omaha and Northwestern	40.2	6	2,010 00	50 00		
34004	Omaha to Concord	Burlington and Missouri River Railroad Company in Nebraska	21.5	6	1,925 50	75 00		\$313 per annum included for ferriage.
34005	Brownville to Seward	Midland Pacific	105.85	6	6,033 45	57 00		
34006	Crete to Beatrice	Burlington and Missouri River Railroad Company in Nebraska	31.76	6	1,588 00	50 00		
			1,422.71		350,132 95			
KANSAS.								
33001	{ Kansas City, Mo., to Cheyenne City, Wyo.	{ Kansas Pacific	{ 745	{ 9		{ 190 00		
	{ Branch, Lawrence to Leavenworth		{ 33	{ 7	144,520 00	{ 90 00		
33002	Atchison to Waterville	Central Branch Union Pacific	100	7	10,000 00	100 00		

B.—Railroad service as in operation on the 30th of June, 1875—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>	
33003	{ Lawrence to Coffeyville..... }	Leavenworth, Lawrence and Galveston.	142.9		6	11,859 10		79 00	19.7 miles covered by other service.
	{ Branch, Cherry Vale to Independence. }		10	.....	6			57 00	
33004	Elwood to Hastings, Nebr.....	Saint Joseph and Denver City	227.2	.....	6	13,177 60	.....	58 00	
33005	Kansas City, Mo., to Baxter Springs, Kans.....	Missouri River, Fort Scott and Gulf.	160.2	.....	13	15,379 20	.....	96 00	
33006	Junction City to Parsons.....	Missouri, Kansas and Texas	156.5	.....	6	9,077 00	.....	58 00	
33007	{ Atchison to Granada..... }	Atchison, Topeka and Santa Fé.	481.24	.....	6	37,989 30	.....	75 00	
	{ Branch, Newton to Wichita..... }		27.09	.....	6			70 00	
33008	Kansas City, Mo., to Ottawa, Kans.....	Leavenworth, Lawrence and Galveston.	33.3	.....	6	2,797 20	.....	84 00	
33009	Atchison to Lincoln, Nebr.....	Atchison and Nebraska	152.28	.....	7	9,136 80	.....	60 00	
33010	Leavenworth to Holton.....	Kansas Central	56.5	.....	6	2,825 00	.....	50 00	
33012	Junction City to Clay Centre.....	Junction City and Fort Kearney	33.85	.....	6	2,031 00	.....	60 00	
33013	Topeka to Kansas City, Mo.....	Kansas Midland	26.5	.....	6	1,325 00	.....	50 00	
				2,385.56			260,117 20		38.5 miles covered by other service; pay estimated.
	NEVADA.								
45001	Virginia City to Reno.....	Virginia and Truckee.....	51.75		6	2,587 50		50 00	Pay estimated.
				51.75			2,587 50		
	CALIFORNIA.								
46001	San Francisco to Ogden City, Utah	Central Pacific.....	877.5		7	204,457 50		233 00	Old rate of pay. Pay estimated. Old rate of pay.
46002	{ San Francisco to Soledad..... }	Southern Pacific.....	143.3	.....	14	12,474 00	.....	80 00	
	{ Branch, Gilroy to Tres Pinos..... }		20.2	.....	7			50 00	
46003	Roseville to Redding.....	Central Pacific, (Oregon division).	105	.....	7	15,475 00	.....	125 00	
46004	Folsom City to Shingle Springs...	Placerville and Sacramento Valley	47	.....	7	1,300 00	.....	50 00	
46005	Sacramento City to Folsom City...	Sacramento Valley	26	.....	7	1,450 00	.....	62 50	
46006	Sacramento City to San Francisco.	California Pacific	23.2	.....	14	7,553 00	.....	91 00	
46007	Davisville to Grafton.....	do	83	.....	6	910 00	.....	50 00	
46008	Napa Junction to Calistoga.....	do	18.2	.....	6	1,800 00	.....	50 00	
46009	Marysville to Oroville.....	California Northern	36	.....	6	1,500 00	.....	50 00	
46010	Lathrop to Goshen.....	Central Pacific	30	.....	6	11,592 80	.....	80 00	
46011	San Francisco to Cloverdale.....	San Francisco and North Pacific.	144.91	.....	6	4,400 00	.....	50 00	
			88		6				Old rate of pay.

46012	{ Stockton to Milton..... }	Stockton and Copperopolis.....	{ 30	6 }	2,450 00	{ 50 00	
	{ Branch, Peter's to Oakdale..... }	Los Angeles and San Pedro.....	{ 19	6 }	880 00	{ 50 00	
46013	Wilmington to Los Angeles.....	Southern Pacific.....	22	6	3,097 50	40 00	
46014	Goshen to Delano.....	Vaca Valley.....	41.3	7	200 00	75 00	
46015	Elmira to Vacaville.....	North Pacific Coast.....	4	12	2,459 00	50 00	
46016	Saucelito to Tomales.....		49.18	6		50 00	Pay estimated.
					1,807.79	271,998 80	
	OREGON.						
44001	Portland to Roseburgh.....	Oregon and California.....	198.81	6	19,881 00	100 00	
44002	Portland to Saint Joseph.....	Oregon Central.....	48.61	6	2,430 50	50 00	Pay estimated.
					247.42	22,311 50	
	WASHINGTON TERRITORY.						
43001	Kalama to New Tacoma.....	Northern Pacific.....	105.6	6	6,336 00	60 00	
					105.6	6,336 00	
	DAKOTA TERRITORY.						
35001	Sioux City, Iowa, to Yankton, Dak	Dakota Southern.....	61.48	6	4,918 40	80 00	
					61.48	4,918 40	
	UTAH TERRITORY.						
41001	Ogden City to Wood's Crossing...	Utah Central.....	36.5	6	2,920 00	80 00	
41002	Salt Lake City to Provo City.....	Utah Southern.....	49	6	2,450 00	50 00	Pay estimated.
41003	Ogden City to Franklin.....	Utah Northern.....	85.25	7	4,262 50	50 00	
					170.75	9,632 50	
	COLORADO TERRITORY.						
38001	{ Denver to Pueblo..... }	Denver and Rio Grande.....	{ 119	7 }	10,580 00	{ 70 00	
	{ Branch, Pueblo to Cañon City.. }	Denver and Boulder Valley.....	{ 45	7 }		{ 50 00	
38003	Hughes' Station to Boulder.....		27.75	6	2,081 25	75 00	
	{ Denver to Black Hawk..... }		{ 38.5	7 }		{ 60 00	
38004	{ Branch, Golden Junction to Longmont..... }	Colorado Central.....	{ 39	7 }	4,460 00	{ 50 00	
	{ Branch, Forks of Clear Creek to Floyd's Hill..... }		{ 4	7 }		{ 50 00	
38005	Kit Carson to West Las Animas..	Arkansas Valley.....	56	7	2,800 00	50 00	Pay estimated.
					329.25	19,921 25	

JAS. N. TYNER,
Second Assistant Postmaster-General.

C.—Steamboat service as in operation on the 30th of June, 1875.

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 }	1,200 00		During navigation, say 7 months. Do.
	{ Centre Harbor to Meredith Village	20		3 }			
321	Weir's Bridge to Wolfborough	30		6 }	650 00		
			60			1,850 00	
	MASSACHUSETTS.						
688	Wood's Hole to Nantucket	30		6	2,500 00		
			30			2,500 00	
	RHODE ISLAND.						
811	Fall River, Mass., to New York, N. Y	186			10,000 00		Six times a week 9 months; seven times a week 3 months.
826	Newport to Wickford	12		12	6,000 00		
			198			16,000 00	
	NEW YORK.						
1389	Ticonderoga to Rouse's Point	108		11	4,984 62		Includes all side-service. June 15 to September 30.
1694	Geneva to Watkins	65		6	3,200 00		
1790	Lake George to Ticonderoga	40		6	350 00		
			213			8,534 62	
	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	1,306 50		
2253	New York to Keyport	22			576 28		
			68½			3,502 78	
	PENNSYLVANIA.						
2501	Monongahela City to Greensborough	52½			3,369 94		Six times a week 8 months; three times a week 4 months.
			52½			3,369 94	
	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
3966	Baltimore to Pitt's Wharf	150			5,400 00		
			190			6,150 00	

WEST VIRGINIA.			
4104	Wheeling to Parkersburgh	99	6
4136	Kanawha Court-House to Gallipolis, Ohio	65	3
4323	Parkersburgh to Gallipolis, Ohio	86½	3
		250½	
VIRGINIA.			
4401	Washington City, D. C., to Game Point, Va	55½	13
4417	Norfolk to Baltimore, Md	200	6
4418	Norfolk to Eastville	57	3
4419	Norfolk to Matthews Court-House	60	2
4420	Norfolk to Richmond	151	3
4755	Fredericksburgh to Baltimore, Md	250	2
4789	Baltimore, Md., to West Point, Va	195	3
		968½	
			45,807 50
NORTH CAROLINA.			
5025	Wilmington to Fayetteville	120	2
5037	Plymouth to Franklin Depot	106	3
5237	Ocracoke to Hatteras	20	1
5276	Wilmington to Smithville	30	2
5284	Norfolk, Va., to Poplar Branch, N. C.	75	2
		351	
			8,585 00
SOUTH CAROLINA.			
5699	Beaufort to Hilton Head	16	1
5714	Charleston to Edisto Island	43	2
		59	
			1,460 00
GEORGIA.			
6119	Traders Hill to Fernandina, Fla.	69	
			2,419 20
6189	Rome to Gadsden, Ala	155	
		224	
			3,600 00
			6,019 20
FLORIDA.			
6410	New York, N. Y., to Cedar Keys, Fla	1,589	1
6412	New Troy to Cedar Keys	165	1
6413	Cedar Keys to Key West	400	1
6414	Eufaula, Ala., to Apalachicola, Fla	291	
			11,500 00
6420	Pilatka to Jacksonville	83	6
6421	Pilatka to Sanford	141	
		2,669	
			5,700 00
			4,375 00
			47,275 00
ALABAMA.			
6630	Mobile to Selma	369	2
6631	Decatur to Bridgeport	201	
		510	
			5,200 00
			5,116 68
			10,316 68
MISSISSIPPI.			
7024	Vicksburgh to Greenwood	260	2
		260	
			7,500 00
			7,500 00

Ten months in the year.

Once a week to Saint Mary's, 57 miles; six times a week, residue, 12 miles.

Twice a week to Chattahoochee, 140 miles; once a week, residue, 151 miles.

Three times a week from October 1 to March 31; twice a week residue of year.

Three times a week to Guntersville, 97 miles; once a week, residue, 104 miles.

C.—Steamboat service as in operation on the 30th of June, 1875—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		
8007	Brashear to New Iberia	70		6	12,500 00		
8010	New Orleans to Pilot Town	117		3	10,896 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		Twice a week 4 months; once a week 8 months.
8117	New Orleans to Red River Landing	210		3	5,775 00		
8128	New Orleans to Hope Villa	119		2	2,000 00		
			1,288			90,831 00	
	TEXAS.						
8507	Galveston to Brashear, La	220			50,000 00		Three times a week 6 months; six times a week 6 months.
8508	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 Weiss Bluff	150		2	9,750 00		
8771	Brashear, La., to Brazos Santiago, Tex	465			4,800 00		Twice a month.
			1,063			82,550 00	
	ARKANSAS.						
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	10,900 00		
7509	White River to Jacksonport	356		2	5,000 00		
7648	Memphis, Tenn., to Friar's Point, Ark	112		3	2,500 00		
			1,059½			66,990 00	
	MISSOURI.						
28100	Saint Louis to Memphis, Tenn	450		3	41,000 00		
			450			41,000 00	
	TENNESSEE.						
19098	Loudon Court-House to King's Creek	49		6	3,950 00		
19099	Chattanooga to King's Creek	110		2	2,993 34		
			159			6,943 34	

KENTUCKY.					
20096	Louisville to Cincinnati, Ohio	143	6	9,000 00	
20097	Louisville to Evansville, Ind	202	6	15,000 00	
20098	Evansville, Ind., to Cairo, Ill	202	6	15,000 00	
20099	Bowling Green to Evansville, Ind	225	2	4,800 00	
20100	Paducah to Eastport, Miss	265	2	6,000 00	
		1,037			49,800 00
OHIO.					
9061	Portsmouth to Cincinnati	127½	3	4,500 00	
9062	Cincinnati to Marysville, Ky	65½	3	2,000 00	
9 63	{ Ports south to Huntington	51.35	6 }	7,300 00	
	{ Huntington to Gallipolis	36.65	3 }		
		281½			13,800 00
MICHIGAN.					
24094	Manistee to Milwaukee, Wis	160	6	4,160 00	May 1 to December 1.
24095	Detroit to Mackinaw	317	3	610 00	July 1 to close of navigation, 61 trips, at \$10 per round trip.
24096	Detroit to Sault de Sainte Marie	350	3	1,000 00	May, June, and November.
24097	Bay City to Alpena	143	6	9,000 00	April 16 to November 14.
24098	Cheboygan to Alpena	100	1	500 00	May 1 to November 14.
24099	Grand Haven to Milwaukee, Wis	85	6	2,340 00	May 1 to October 31.
		1,155			17,700 00
WISCONSIN.					
25365	Washington Harbor to Green Bay	96	1	65 00	May 1 to November 30.
		96			65 00
CALIFORNIA.					
46101	San Francisco to Portland, Oreg	670		25,000 00	Four times a month.
46102	San Francisco to Sacramento City	230	6	8,000 00	
46273	San Francisco to San Quentin	12	7	1,200 00	
46275	Tahoe City to Tahoe City	100	6	1,200 00	May 1 to October 31.
		1,012			35,400 00
OREGON.					
44101	Portland to Astoria	120	6	14,906 83	
44102	Portland to The Dalles	120	6	15,535 00	
		240			30,441 83
WASHINGTON TERRITORY.					
43101	Olympia to Victoria	174		24,313 00	Three times a week to Seattle, 66 miles; twice a week, residue, 108 miles.
43108	Seattle to Sehome	143	1	3,600 00	
43115	Port Townsend to Semiahmoo	129	1	4,900 00	
43132	Portland, Oreg., to Sitka, Alaska Territory	1,400		34,800 00	Once a month.
		1,846			67,613 00

JAS. N TYNER,
Second Assistant Postmaster General.

D.—Table showing the increase and decrease in mail-transportation and cost during the year ended June 30, 1875.

States and Territories.	CELERITY, CERTAINTY, AND SECURITY.				STEAMBOAT.				RAILROAD.				Total annual transportation.		Total annual cost.	
	Length of routes.		Cost.		Length of routes.		Cost.		Length of routes.		Cost.		Increase.	Decrease.	Increase.	Decrease.
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.				
	<i>Miles.</i>	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>		
Maine		33	\$6, 177							14	\$6, 010				\$12, 187	
New Hampshire	92		3, 679			29	\$828		54		2, 504		76, 706		5, 355	
Vermont	27		1, 966						5		536		7, 015		2, 502	
Massachusetts	269		10, 897						40		7, 075		395, 050		17, 972	
Rhode Island	6		423		198		\$16, 000		4		170		151, 818		16, 593	
Connecticut	22		192						5		30, 457		3, 365		30, 649	
New York	26		5, 205		18		665		96		121, 704		250, 367		125, 244	
New Jersey		28		\$1, 333		4	233		38		7, 308		12, 305		5, 742	
Pennsylvania		226	863		36		2, 441		450		23, 728		268, 868		92, 150	
Delaware		*17							29		5, 122		12, 532		5, 122	
Maryland	35		3, 404						4		33, 600			7, 271	37, 004	
West Virginia	136		2, 857				1, 395		26		21, 643		48, 665		24, 105	
Virginia	89		6, 946			23	5, 500		101		14, 427		173, 116		15, 873	
North Carolina	684		11, 074			55	600		24		6, 075		119, 394		16, 549	
South Carolina	111		1, 613		*8				16		557		253, 564		2, 170	
Georgia	426		6, 989				11, 125		*1		19, 562		14, 889		27, 676	
Florida	95		3, 020			2, 709	129, 248		19		7, 942			98, 458	\$18, 286	
Alabama	260		4, 844		201		5, 117		10		4, 882		96, 775		14, 843	
Mississippi	225		2, 988						1		243		41, 398		3, 231	
Louisiana	327		6, 292		119		5, 632						60, 840		11, 924	
Texas	451		6, 354		1405				113		48, 821		353, 509		54, 975	
Arkansas	403		12, 969			255	17, 770						36, 122			4, 801
Missouri		352		50, 883			14, 680		90		46, 160		298, 438		9, 957	
Tennessee	96		1, 735		4		7, 557				9, 224		19, 012		3, 402	
Kentucky	155			8, 182		*1	2, 400		61		949		50, 252			4, 833
Ohio	250		6, 667						335		126, 873		483, 873		133, 540	
Indiana	13		7, 233		*1				55		30, 188		157, 155		37, 421	
Illinois		34	15, 889						235		9, 151		\$700		25, 040	
Michigan		41	16, 920		158		9, 065		14		5, 104		949, 083		12, 959	
Wisconsin		568		1, 298		88	2, 105		197		13, 791			40, 036	10, 388	
Iowa	553		9, 205						51		\$1, 232			54, 051	7, 973	
Minnesota		419		15, 256					40		1, 343			100, 491		16, 599
Nebraska	2, 224		27, 516						22		1, 052		\$271, 235		26, 464	
Kansas	1, 738			7, 208					7		2, 274		631, 295			9, 482

Nevada	136			42,489							1,153		6,066		43,642
California		913		163,940		469		26,600	131		335		107,723		190,205
Oregon	1,233		9,905			2		558	247		22,312		357,352	31,659	
Washington Territory		341		70,700		*22	4,937			*1	1,006			101,764	64,757
Idaho Territory		115		30,980										6,432	30,980
Montana Territory	164			31,912										31,050	31,912
Dakota Territory	756		28,219								307		218,985		28,526
Wyoming Territory	397		9,826										67,184	9,826	
Utah Territory	17			88,046					54		2,687			3,140	85,359
Colorado Territory	227			52,043					83		4,456		132,847		47,587
Indian Territory	442		14,909										95,264	14,909	
New Mexico Territory	59			173,721									65,062		173,721
Arizona Territory		49		29,454									46,072		29,454
Total	12,144	3,136	246,776	767,445	1,112	3,693	49,891	204,765	2,511	162	633,909	7,054	5,991,533	796,793	851,618
	3,136			246,776		1,112		49,891	162		7,054		796,793	802,930	802,930
Increase	9,008								2,349		626,855		5,194,740		
Decrease				520,669		2,581		154,874							48,688

* Corrected distance.

† Increased number of trips.

‡ Steamboat route from Galveston to Sabine Pass, 60 miles, at \$5,000 per annum, transferred to "celerity, certainty, and security," and that from Brashear, La., to Brazos Santiago, Tex., 465 miles, twice a month, put in operation at \$4,800 per annum.

§ Close of the first year of the new contract term.

§ Decreased number of trips.

JAS. N. TYNER,
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 States in which the contract-term expired June 30, 1875, and also in other
pay in accordance with the act of March 3, 1873.

ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture complete; m. c., mail-
line; r. a., route-agents; m. m., mail-messenger. A number followed by an asterisk (*) shows the
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. J.	2103	.....	New York, New Brunswick	Penusylvania	Miles. 36	30
2	N. J.	{ 2103 2104 }	{ }	{ New York, West Philadel- phia. }	{ do	90	30
3	N. J.	2104	.....	New Brunswick, Philadel- phia.	do	54	30
4	Conn.	907	.....	New Haven, New York	New York, New Haven and Hart- ford.	76½	30
5	Md.	3501	.....	Baltimore, Philadelphia	Philadelphia, Wilmington and Baltimore.	100	33
6	Conn.	905	.....	New Haven, Springfield ..	New York, New Haven and Hart- ford.	63 5-6	30
7	Conn.	907	.....	New Haven, New York	do	76½	30
8	Conn.	905	.....	New Haven, Springfield ..	do	63 5-6	30
9	Ill.	23015	23015	Chicago, Davenport	Chicago, Rock Island and Pacific	153	24
10	Ill.	23007	23007	Chicago, Burlington	Chicago, Burlington and Quincy ..	207 70	20
11	Mo.	28011	28001	Saint Louis, Atchison	Atlantic and Pacific	329.75	24
12	Ill.	23003	23003	Chicago, Union Pacific Transfer.	Chicago and Northwestern	491	23
13	Iowa.	27014	27014	Davenport, Missouri River ..	Chicago, Rock Island and Pacific.	318	23
14	Mo.	28005	28005	Quincy, Saint Joseph	Hannibal and Saint Joseph	203½	22
15	Mo.	28010	28010	Kansas City, Cameron	do	54	22
16	Wis.	25002	25002	Milwaukee, La Crosse	Chicago, Milwaukee & Saint Paul	198	21
17	Ill.	23001	23001	Chicago, Milwaukee	Chicago and Northwestern	87	28
18	Mo.	10501	28001	Saint Louis, Atchison	Atlantic and Pacific, (lessees Pa- cific, of Missouri.)	329½	24

modations for mails and agents, the trips per week, and the rates of pay per mile per annum, States and Territories, the returns having been obtained with a view to the re-adjustment of the

catchers; r. p. o., railway post-office; apt., apartment; b. c., baggage-car; s. l., single line; d. l., double equivalent in round trips. The figures in parentheses in the "Remarks" column refer to the order of

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.				
1918428	1224225	3142653	2989719	33, 219	See below	74*	\$567 00	90 days, from Nov. 2, 1874. Extra trips on local trains. (See 2.)	1
			2956660	32, 852	{ r. p. o., 49.4 by 8.4, 49.3 by 8.4, 47.3 by 8.4, 46 by 8.8 f. f. c. d. l.; r. a. apts., 15.6 by 6.5½, (average,) f. f. c. d. l., and extra s. l. on local trains, 24.3 m. }	74*	567 00	{ 90 days, from Nov. 2, 1874. Extra trips on local trains. 54 m. at \$558, route 2104. Main route; branches \$55, (193,) and \$88, (102) Consolidated. }	2
1873305	1206463	3079768	2938421	32, 649	See above	74*	558 00	90 days, from Nov. 2, 1874. Extra trips on local trains. (See 2.)	3
1409032	1267600	2676632	2511548	32, 617	r. p. o., 48 by 8.7, 25 by 8.10, f. f. c. and m. c., d. l.; r. a. apts., 15 by 6.8, 13.6 by 6.9, f. f. c. and m. c., 1½ l.; and r. a. in b. c., s. l.	40½*	479 00	77 days, from Jan. 1, 1875.	4
1033320	1724247	2757567	2263746	25, 152	r. p. o., 50 by 9. f. f. c. d. l.; r. a. apt., 24 by 9. f. f. c., s. l. to Wilmington, 69.7 m.; 3½ l. residue, 26.3 m.; and extra, in apt. 9 by 3.6, f. f. c. d. l., beyond Lamokin, 13.9 m.	31*	440 00	90 days, from Nov. 2, 1874. Main route; branch \$50, (292.)	5
978, 985	1336259	2315244	1940962	25, 207	r. p. o., 48 by 8.7, 25 by 8.10, f. f. c. and m. c., d. l.; r. a. apt., 9.3 by 6.4, f. f. c. and m. c., s. l.; and r. a. in b. c., s. l.	34*	416 00	77 days, from Jan. 1, 1875.	6
• 323, 874	435, 977	759, 851	700, 775	23, 359	r. p. o., 48 by 8.7, 25 by 8.10, f. f. c. and m. c., d. l.; r. a. apts., 15 by 6.8, 13.6 by 6.9, f. f. c. and m. c., 1½ lines; and r. a. in b. c., s. l.	37	375 00	In June, 1874.....	7
336, 614	293, 367	629, 981	560, 842	18, 694	r. p. o., 48 by 8.7, 25 by 8.10, f. f. c. and m. c., d. l.; r. a. apt., 9.3 by 6.4, f. f. c. and m. c., s. l.; and r. a. in b. c., s. l.	34*	325 00	do	8
353, 566	105, 470	459, 036	375, 775	12, 525	r. p. o., (say) 40 by 10.2, f. f. c. and m. c., s. l. to Geneeseo, 159 m.; d. l. residue, 24 m.	15½*	280 00	24 miles at \$305; r. p. o., with platforms, 48.6 by 10.2.	9
366, 990	112, 066	479, 056	338, 001	11, 266	r. p. o., 55.6 by 9.6, f. f. c. and m. c., s. l.	21¼*	273 00	Main route; branches \$50, (217,300;) special train every 3d Sunday.	10
229, 730	91, 596	321, 326	157, 418	5, 247	r. p. o., 43.6 by 9.6, f. f. c. and m. c., s. l.	13½	262 00	In April, 1875	11
273, 524	145, 301	418, 825	253, 868	8, 462	r. p. o., 50 by 9.5, 35 by 9.4, (average 42.6 by 9.4½) f. f. c., s. l.	13*	255 00	139 miles at \$275; 1 mile increase.	12
295, 975	96, 101	392, 076	262, 419	8, 747	r. p. o., (say) 40 by 10, f. f. c. and m. c., d. l. to Iowa City, 54 m., s. l. res., 264 m.	12	250 00	54 miles at \$275; r. p. o., with platforms, 49.7 by 10.	13
194, 731	72, 795	267, 526	186, 421	6, 214	r. p. o., 40 by 10, f. f. c., s. l. to Cameron, 171 m., b. c. res.	11½*	237 50	Main route; branch \$75, (151.)	14
49, 915	143, 834	193, 749	184, 936	6, 164	r. p. o., 40 by 10, f. f. c., s. l.	13	232 00		15
188, 178	63, 503	251, 681	197, 440	6, 581	r. p. o., (say) 40 by 10.3, f. f. c., s. l.	12	230 00	r. p. o., with platforms, 46.6 by 10.3	16
105, 841	55, 578	161, 419	128, 804	4, 293	r. p. o., 36 by 10, f. f. c., d. l.	25	220 00		17
357, 025	140, 750	497, 775	240, 319	8, 010	r. p. o., 43.6 by 9.6, f. f. c. and m. c., s. l.	13½*	215 00	In October, 1874; 44½ miles at \$100.	18

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>	
19	Ill . . .	11419	23028	Terre Haute, East Saint Louis.	Indianapolis and Saint Louis . . .	189	26
20	Mich . .	24005	24005	Detroit, Chicago	Michigan Central	284	28½
21	Wis . . .	25009	25009	Chicago, Green Bay	Chicago and Northwestern	245	22
22	Ill . . .	23002	23002	Chicago, Freeport	do	121	22
23	Wis . . .	25012	25012	Winona, Winona Junction	do	30.45	20
24	Ind. . . .	23002	.....	Indianapolis, Terre Haute	Terre Haute and Indianapolis	73	34
25	Minn . .	26013	26013	Saint Paul, Winona	Chicago, Milwaukee & Saint Paul	103.84	20
26	Ind . . .	12010	22010	Cincinnati, East Saint Louis	Ohio and Mississippi	341	25
27	Iowa . .	27005	27005	Burlington, East Platts-mouth.	Burlington and Missouri River	279.14	21
28	Ind . . .	12002	22002	Indianapolis, Terre Haute	Terre Haute and Indianapolis	73	28
29	Va . . .	4409	11008	Richmond, Petersburg	Richmond and Petersburg	24.50	27
30	Miss . .	7001	18001	Canton, Jackson	New Orleans, Saint Louis and Chicago.	237	20
31	La . . .	8002	30001	New Orleans, Canton	do	206	20
32	Miss . .	7001	18001	Canton, Cairo	do	342.98	20
33	Va . . .	4410	11009	Petersburgh, Weldon	Petersburgh	65.51	20
34	Mass . .	608	.....	Boston, Providence	Boston and Providence	44	26
35	Miss . .	7001	18001	Jackson, Cairo	New Orleans, Saint Louis and Chicago.	105.98	20
36	Ill . . .	23017	23017	Chicago, East Saint Louis	Chicago and Alton	283	25
37	Ill . . .	23020	23020	Chicago, Cairo	Illinois Central	365	21
38	Ill . . .	23010	23010	Camp Point, Quincy	Chicago, Burlington and Quincy	22	25
39	Ill . . .	23010	23010	Galesburgh, Quincy	do	100	25
40	Ill . . .	23010	23010	Galesburgh, Camp Point	do	78	25
41	Ill . . .	23010	23010	Galesburgh, Quincy	do	100	25
42	Ill . . .	23031	23031	East Saint Louis, Terre Haute.	Terre Haute and Indianapolis	165.4	34
43	Mo . . .	28004	28004	Saint Louis, Kansas City	Saint Louis, Kansas City and Northern.	271.75	22
44	Ohio . .	9032	.....	Cincinnati, Parkersburgh	Marietta and Cincinnati	206	25
45	Ohio . .	9001	.....	Bellaire, Columbus	Central Ohio	137½	23½
46	Ill . . .	23035	23035	Chicago, Milwaukee	Chicago, Milwaukee and Saint Paul.	88.85	27
47	Ill . . .	11425	23031	East Saint Louis, Terre Haute.	Terre Haute and Indianapolis	165.40	28
48	Pa . . .	2421	.....	Williamsport, Elmira	Northern Central	78	20
49	Tex . .	8502	.....	Houston, Galveston	Galveston, Houston and Henderson.	50	20
50	Ill . . .	23023	23023	Decatur, East Saint Louis	Toledo, Wabash, and Western	112	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.					
<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Feet and inches.</i>				
81,770	42,215	123,985	79,150	2,638	r. p. o., 39.4 by 9, f. f., s. l.	18	\$215 00	In October, 1873.	19
151,944	130,813	282,757	138,717	4,623	r. p. o., 45 by 10, f. f., s. l.	32½*	212 50		20
188,935	82,172	271,107	135,231	4,507	r. p. o., 50 by 10, f. f. c., s. l.	14½*	210 00		21
112,486	46,227	158,713	125,536	4,184	r. p. o., 35.8 by 9.5, f. f., s. l.	14*	210 00		22
28,352	72,490	100,842	98,415	3,280	r. p. o., 40 by 10, f. f., s. l.; r. a. apt., 12 by 9.6, f. f., s. l.	12	209 00	2.45 miles increase	23
127,596	71,330	198,926	181,624	6,054	45 by 10, 19 by 7.6, f. f. c., d. l.	32*	208 00	Weighing voluntary; in March, 1875.	24
39,804	104,680	144,484	110,566	3,685	r. p. o., (say) 40 by 10.3, f. f. c., s. l.	12	207 00	r. p. o., with platforms, 46.6 by 10.3.	25
204,077	122,291	326,368	184,091	6,136	r. p. o., 50 by 9, f. f. and m. c., s. l., from Jan. 1, 1874; old style and size previously; r. p. o. add'l., 41 by 11, f. f., s. l., to North Vernon, 72.4 m., from Sept. 16, 1874.	16½*	200 00	In July, 1874	26
186,761	67,935	254,696	176,758	5,891	r. p. o., 52.1 by 9.6, f. f. c., s. l.	12	200 00	Special train every 3d Sunday. Main route; branch \$60, (120.)	27
95,534	65,686	161,220	147,400	4,913	22 by 7.6, 11 by 7.6, f. f. c., d. l.	22*	200 00	In July, 1874	28
62,541	23,291	85,832	84,460	2,815	r. p. o., 42 by —, f. f. c., d. l.	13	200 00	In June, 1875; \$150 m. m.	29
128,248	235,919	364,167	250,688	2,785	r. p. o., 42 by 9, f. f. c., s. l.	13	200 00	90 days from Nov. 1, 1874. Part; see residue, (35.)	30
177,336	166,814	344,150	213,640	2,373	r. p. o., 42 by 9, f. f. c., s. l.	13	200 00	90 days, from Nov. 1, 1874.	31
51,381	21,189	72,570	203,270	2,313	r. p. o., 42 by 9, f. f. c., s. l.	13	200 00	do	32
45,264	38,674	83,938	68,160	2,272	r. p. o., 43 by —, f. f. c., d. l.	13	200 00	In June, 1875	33
114,763	90,806	205,569	53,905	1,796	No apt.; no r. a.	20½*	200 00	Returns corrected, for Oct. 1873.	34
153,842	100,820	254,662	115,111	1,279	r. p. o., 42 by 9, f. f. c., s. l.	13	200 00	90 days, from Nov. 1, 1874. Part; see residue, (30.) Pay on 21 miles, residue to be fixed.	35
225,692	205,979	431,671	122,759	4,091	r. p. o., 45 by 9.10, f. f. c. and m. c., s. l.; r. a. apt., 18.6 by 10, f. f. c. and m. c., s. l., 28.8 miles.	18½*	195 00		36
225,692	205,979	431,671	108,148	3,604	r. p. o., 44.6 by 8.9, f. f. c. and m. c., d. l., to Kankakee, 55 m.; s. l., residue; r. a. apt., 12 by 8, s. l., to Kankakee.	15*	195 00	55 miles at \$235	37
200,217	58,746	258,963	236,840	7,894	r. p. o., 44.11 by 9.6, f. f. c. and m. c., s. l.	12	190 00	Part, lap; see residue, (40.)	38
85,499	30,550	116,049	125,224	4,174	r. p. o., 44.11 by 9.6, f. f. c. and m. c., s. l.	12	190 00	With lap	39
69,603	119,788	189,391	95,174	3,172	r. p. o., 44.11 by 9.6, f. f. c. and m. c., s. l.	12	190 00	Part; see residue, (38.)	40
97,663	46,321	143,984	95,041	3,168	r. p. o., 44.11 by 9.6, f. f. c. and m. c., s. l.	12	190 00	Without lap	41
222,899	309,913	532,812	161,896	5,396	45 by 10, f. f., s. l.; local mail-room, 19 by 7.6.	16*	184 00		42
178,134	210,784	388,918	69,207	2,306	24 by 7.6, f. f., s. l.	14½*	180 00		43
148,191	38,868	187,059	13,512	7,178	r. p. o., 52.4 by 9.6, f. f., d. l.	16½*	175 00	In August, 1874.	44
69,335	82,488	151,823	7,178	5,778	r. p. o., 51.6 by 8.9, f. f., s. l.	18	175 00	do	45
41,782	39,307	81,089	63,417	2,115	No r. a.	19	175 00		46
35,971	32,159	68,130	132,419	4,080	22 by 7.6, 11 by 7.6, f. f. c., s. l.	22*	175 00	In July, 1874	47
105,695	33,715	139,410	63,417	2,115	r. p. o., 51 by 10, f. f. c., s. l.; r. a. apt., (average,) 14.6 by 8.6, s. l.	12	175 00	Weight in Oct., 1873; reported in July, 1875.	48
			64,725	2,157	15.10 by 6.9, f. f., s. l.	18	160 00	In October, 1874	49
			123,247	4,274	20 by 9.4, f. f., s. l.	12	158 00		50

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.
51	Ill ...	23009	23009	Peoria, Galesburgh.....	Chicago, Burlington and Quincy	<i>Miles.</i> 54	26
52	Tex ..	8502	31001	Houston, Galveston.....	Galveston, Houston and Henderson.	50	19
53	N. C ..	5002	13002	Weldon, Wilmington	Wilmington and Weldon	163	22
54	S. C...	5604	14002	Florence, Wilmington.....	Wilmington, Columbia and Augusta.	109.7	25
55	La	8001	30003	New Orleans, Brashear	Morgan's Louisiana and Texas...	83	21
56	Mo	28006	28006	Kansas City, Union Pacific Transfer.	Kansas City, Saint Joseph and Council Bluffs.	203½	...
57	Ill	23021	23021	Dubuque, Centralia	Illinois Central	344	20
58	Mo	28022	28022	Roadhouse, Mexico	Chicago and Alton	90	24
59	Mo	28003	28003	Pacific, Vinita	Atlantic and Pacific	327½	22
60	Tex	8749	31010	Marshall, Texarkana.....	Texas and Pacific	74	18½
61	Mass ..	608	11006	Boston, Providence	Boston and Providence	44	26
62	Mo	10502	28002	Argenta, Texarkana	Saint Louis and Iron Mountain and Cairo and Fulton.	144.41	21
63	Ill	23018	23018	Bloomington, Godfrey	Chicago and Alton	152	24
64	N. C ..	5004	13004	Greensborough, Charlotte ..	Richmond and Danville	93	19
65	Ga	6002	15002	Atlanta, Chattanooga	Western and Atlantic	138.75	25
66	Va	4407	11006	Richmond, Greensborough ..	Richmond and Danville	190½	19
67	Mich ..	24001	24001	Toledo, Detroit	Lake Shore and Michigan Southern.	65.27	25
68	Tex ..	8623	31006	Longview, Houston	International and Great Northern	236	21
69	S. C...	5601	13007	Charlotte, Augusta	Charlotte, Columbia and Augusta	195	18
70	Wis	25001	25001	Milwaukee, North McGregor	Chicago, Milwaukee and Saint Paul.	197.20	17
71	Ind	12024	22024	Indianapolis, Terre Haute ..	Indianapolis and Saint Louis.....	72	26
72	Del	3401	.....	Wilmington, Delmar.....	Philadelphia, Wilmington and Baltimore.	97.02	22
73	Iowa ..	27021	27021	Dubuque, Sioux City	Illinois Central	327.12	20
74	Mich ..	24006	24006	Detroit, Grand Haven	Detroit and Milwaukee.....	189.67	25
75	Ohio ..	9020	.....	Portsmouth, Reed's Mills ..	Marietta and Cincinnati	56	20
76	Tex	8503	.....	Houston, Denison City	Houston and Texas Central.....	337.55	25
77	Ohio ..	9011	.....	Newark, Sandusky	Baltimore and Ohio	116	25
78	Mo	10503	28003	Pacific, Vinita	Atlantic and Pacific, (lessees South Pacific.)	327½	22
79	Ind	12018	22018	Jeffersonville, North Vernon	Ohio and Mississippi.....	53.5	27
80	Mo	28002	28002	Saint Louis, Columbus.....	Saint Louis, Iron Mountain and Southern, (late Saint Louis and Iron Mountain and Cairo and Fulton.)	197	21
81	Mass ..	654	634	South Braintree Junction, Newport.	Old Colony, (late Old Colony and Newport.)	61.75	30
82	Mass ..	641	.....	Taunton, Mansfield.....	New Bedford	12	28
83	Ill	23030	23030	East Saint Louis, Du Quoin.	Saint Louis, Alton and Terre Haute.	71.80	23

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.				
44,173	37,864	82,037	59,746	1,991	r. p. o., 44 11 by 9.6, f. f. c. and m. c., s. l. and r. a. in b. c. 3 miles.	12½*	\$155 00	.....	51
41,712	29,217	70,929	57,561	1,918	16.4 by 6 9, fixtures, s. l.	19	152 00	In April, 1875.....	52
159,839	54,674	214,513	165,353	2,755	16.8½ by 7.10½, f. f., d. l.	13	150 00	60 days, in March and April, 1875; speed at night, 15 miles per hour; main route; branch \$35.76, (372.)	53
37,761	108,035	145,796	138,691	2,311	18.1½ by 8.9, f. f., s. l.	13	150 00	60 days, in March and April, 1875; speed, 21 miles in day time. Part; residue \$100, (88.)	54
25,219	18,235	43,454	38,945	1,298	14.7 by 6.5, f. f., s. l.	7	150 00	\$400 side supply.....	55
61,023	49,666	110,689	59,403	1,980	r. p. o., 40 by 10, f. f. c., s. l.	14*	143 00	Main route; branch \$80, (176.)	56
109,237	155,134	264,371	73,534	2,451	r. p. o., 27.6 by 9, f. f. c., s. l.	12	140 00	.....	57
46,751	27,648	74,399	45,160	1,505	r. p. o., 28 by 10, f. f. c. and m. c., s. l.; r. a. apt., 18.6 by 10, f. f. c., s. l., to Louisiana, 39 miles.	12	140 00	.....	58
52,931	30,070	83,001	42,023	1,400	21 by 9.6, f. f., s. l.	6	140 00	.....	59
22,155	61,535	83,690	79,001	2,633	14.1 by 7.9, f. f., s. l.	6	130 00	.....	60
56,562	42,269	98,831	67,769	2,252	No apt.; no r. a.	27½*	130 00	In May, 1875.....	61
47,400	16,522	63,922	50,041	1,662	10 by 7, s. l.	7	130 00	Branch, part; residue \$80; weight in December, 1874.	62
53,859	49,466	103,325	37,876	1,262	r. p. o., 28 by 10, f. f. c. and m. c., s. l., 111.4 miles; r. a. apt., 18.6 by 10, f. f. c., s. l., 40.6 miles.	9½*	130 00	40.6 miles at \$110.....	63
66,728	32,328	99,056	85,812	2,860	18 by 9, f. f., s. l.	14	126 00	Part; residue \$75; in April, 1875.	64
50,656	96,970	147,626	114,786	3,826	r. p. o., 42 by 8.7, f. f., s. l.	14	125 00	In October, 1874.....	65
20,651	40,584	121,235	96,581	3,219	18 by 9, f. f., s. l.	15½*	125 00	In April, 1875.....	66
50,025	32,874	82,89	69,919	2,330	15.6 by 8.9½, f. f., s. l., 25 miles; b. c., residue.	50½*	125 00	.....	67
47,166	24,038	71,204	54,735	1,824	14 by 8.7, f. f. and m. c., s. l.	6	125 00	Main route; branches \$50, (281, 301.)	68
52,711	22,778	75,489	48,199	1,606	21 by 9, f. f., s. l.	9½*	125 00	In April, 1875; transferred to N. C. section, No. 13007.	69
61,851	28,235	90,086	47,704	1,590	23 by 10, s. l.	6, 12	125 00	Trips, 6 in March, 12 in June, 1875.	70
77,878	31,743	109,621	99,564	3,318	r. p. o., 39.4 by 9, f. f., s. l.	12	115 00	In October, 1873.....	71
185,294	135,004	320,298	175,826	1,953	24 by 9, 19 by 8, f. f., d. l., 84 miles; s. l. residue, 13.02 miles.	11½*	115 00	0.1 mile increase. 90 days, from November 2, 1874.	72
97,997	51,599	149,596	46,041	1,534	16 by 9, (average,) f. f., s. l.	9½*	107 00	.....	73
65,978	35,110	101,088	41,339	1,377	25.4 by 9.6, f. f., s. l.	15*	105 00	.....	74
35,428	55,661	91,089	75,218	2,506	17 by 8.7½, f. f., s. l.	12	100 00	In August, 1874.....	75
51,663	81,410	133,073	65,443	2,181	21 by 7.3, f. f. c., s. l.	10½	100 00	In October, 1874. 2.8 miles decrease.	76
67,522	56,746	124,268	64,731	2,157	16.6 by 6.6, f. f., s. l.	18	100 00	In August, 1874.....	77
81,330	32,511	113,841	64,282	2,142	21 by 9.6, f. f., s. l.	6	100 00	In October, 1874.....	78
21,010	46,705	67,715	61,848	2,061	r. p. o., 41 by 11, f. f., s. l., from Sept. 16, 1874; r. a. apt., 20.6 by 11, f. f., s. l., from Jan. 15, 1874.	18	100 00	In July, 1874.....	79
106,313	29,200	135,513	56,925	1,897	19.6 by 9.3, s. l.	13	100 00	Main route; branches \$50, (319,) \$80, (113,) \$130, (62,) and \$30, (376,) in March, 1875.	80
86,039	60,075	146,114	54,529	1,817	12.6 by 9, f. f. and m. c., d. l., to Middleborough, 22.82 miles; no r. a. residue, 38.93 miles.	12	100 00	Corrected returns. \$930 m. m.	81
23,675	24,818	48,493	47,532	1,584	11.10 by 7, f. f., s. l.	27*	100 00	In October, 1874. \$600 m. m.	82
35,755	15,239	50,994	41,859	1,395	24 by 8, f. f., s. l.	14½*	100 00	.....	83

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>	
84	Tex ..	8505	31004	Hempstead, Austin	Houston and Texas Central	118.7	20
85	Ark ..	7501	29001	Memphis, Argenta	Memphis and Little Rock	134	15
86	Md ..	3505	.....	Araby, Frederick	Baltimore and Ohio	3	20
87	Oreg ..	44001	.....	Portland, Roseburg	Oregon and California	198.81	18
88	S. C. ..	5604	14002	Columbia, Florence	Wilmington, Columbia and Augusta.	82.08	25
89	Kans ..	14005	33005	Kansas City, Baxter Springs	Missouri River, Fort Scott and Gulf.	160.2	20
90	Kans ..	14211	33008	Kansas City, Ottawa	Leavenworth, Lawrence and Galveston.	33.3	20
91	Tex ..	8504	31002	Harrisburgh, Luling	Galveston, Harrisburgh and San Antonio.	155.2	14
92	Ohio ..	9013	.....	Sandusky, Springfield	Cincinnati, Sandusky and Cleveland.	131.35	.....
93	Kans ..	14003	33003	Lawrence, Coffeyville	Leavenworth, Lawrence and Galveston.	142.9	20
94	Pa	2430	.....	Harrisburgh, Martinsburgh.	Cumberland Valley	94	24
95	Wis ..	25005	25005	Watertown, Madison	Chicago, Milwaukee and Saint Paul.	38.45	15
96	Mich ..	24015	24015	Monroe, Ludington	Flint and Pere Marquette	254.29	21
97	Conn ..	908	.....	Bridgeport, Winsted	Naugatuck	62	20
98	Mass ..	642	.....	Taunton, New Bedford	New Bedford	20½	28
99	Ill	23016	23016	Bureau Junction, Peoria	Chicago, Rock Island and Pacific	47	22
100	Minn ..	26009	26009	Minneapolis, North McGregor.	Chicago, Milwaukee and Saint Paul.	215.70	20
101	Wis ..	25003	25003	Milwaukee, Berlin	do	94.80	20
102	N. J. ..	2103	.....	Frankford Junction, Kensington.	Pennsylvania	2.95	15
103	Ill	23025	23025	Hannibal, Naples	Toledo, Wabash and Western	45.50	20
104	Mich ..	12956	24035	Toledo, Detroit	Toledo, Canada Southern and Detroit.	56.37	25
105	Mich ..	24021	24021	New Buffalo, Pentwater	Chicago and Michigan Lake Shore	170.56	25
106	Iowa ..	27029	27029	Missouri Valley, Sioux City.	Sioux City and Pacific	76	25
107	Mich ..	24031	24031	Port Howard, Ishpeming	Chicago and Northwestern	181.20	20
108	Ky	9738	20011	Louisville, Paducah, Elizabethtown.	Louisville, Paducah and Southwestern, (late Elizabethtown and Paducah.)	232.19	25
109	Iowa ..	27019	27019	Keokuk, Des Moines	Keokuk and Des Moines	162	20
110	Mich ..	24007	24007	Detroit, Port Hudson	Grand Trunk	64.50	25
111	Wis ..	25016	25016	Milwaukee, Green Bay	Wisconsin Central, (operated by Phillips & Colby Construction Company.)	111.54	22
112	Wis ..	25016	25016	Hilbert, Menasha	do	16	22
113	Mo	28002	28026	Bismarck, Texarkana	Saint Louis, Iron Mountain and Southern, (late Saint Louis and Iron Mountain and Cairo and Fulton.)	406.41	20½
114	Ill	23041	23041	Quincy, Hannibal	Quincy, Alton and Saint Louis	19.4	20
115	Ill	23041	23041	Quincy, Louisiana	do	43	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.					
<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Feet and inches.</i>				
31,315	13,427	44,742	34,996	1,166	21 by 7.3, f. f. c., s. l.	6	\$100 00	In October, 1874.	84
29,684	12,746	42,430	34,902	1,163	10.4 by 8.2, 9.4 by 6.4, f. f., s. l.	7	100 00	In April, 1875.	85
14,512	18,712	33,224	33,224	1,107	17 by 8.7, f. f.; no r. a.	12	100 00	In October, 1874.	86
19,806	30,595	50,401	31,142	1,038	9.9 by 6.6, f. f., s. l.	6	100 00	In November, 1874.	87
20,722	51,512	72,234	62,218	1,036	18.1 by 8.9, f. f., s. l.	7	100 00	60 days, in March and April, 1875; speed, 21 miles in day-time. Part; residue \$150, (54.)	88
36,978	29,554	66,532	27,907	930	23 by 8.6, f. f. c., s. l.	13½*	100 00	In October, 1874. 3.8 miles decrease.	89
12,984	10,897	23,881	20,948	698	23 by 8.6, f. f., s. l.	6	100 00	In October, 1874; pay from Olathe. 1.3 miles increase.	90
21,130	8,152	29,282	20,916	697	12 by 7, f. f., s. l.	12	100 00	Pay not fixed on 71.2 miles.	91
20,004	23,350	43,354	18,077	602	.....	.....	100 00	Incomplete; new weighing to be had.	92
19,793	12,202	31,995	17,700	589	23 by 8.6, f. f., s. l.	6	100 00	In October, 1874. 2.6 miles increase. Main route; branch \$50, (221.)	93
35,103	25,204	60,307	16,376	545	9.1 by 8.4, f. f., s. l.	11½*	100 00	22 miles at \$50. and pay to be fixed on 20 miles from December 1, 1873; weight in September, 1874.	94
4,391	3,854	8,245	4,992	166	12 by 6.10, f. f., s. l.	6	100 00	.....	95
70,775	33,766	104,541	27,749	924	21 by 8.10, f. f., s. l.	14½*	96 00	Main route; branches \$60, (184.) \$40, (336.) \$40, (368.)	96
38,287	25,297	63,584	35,213	1,173	16 by 6, f. f., d. l.	14*	95 00	In February, 1875. Main route; branch \$50, (278.)	97
30,222	23,542	53,764	50,176	1,672	11.10 by 7, f. f., s. l.	35	90 00	In October, 1874. \$612.50 m. m.	98
22,432	12,711	35,143	31,652	1,055	24 by 10, f. f. c., s. l.	12	90 00	.....	99
40,716	43,259	83,975	31,155	1,038	27 by 10.3, s. l.	6	90 00	.....	100
26,153	10,450	36,603	18,537	617	23 by 10, f. f., s. l.	12	90 00	.....	101
22,776	46,513	69,289	69,289	770	15.6 by 6.5, f. f., s. l.	24	88 00	90 days, from November 2, 1874. Branch main route \$567, (2.)	102
12,413	45,623	58,036	49,157	1,638	12 by 9, f. f., s. l.	12	87 50	Main route; branch \$50, (280.)	103
11,471	14,862	26,333	21,683	722	16 by 9.2, f. f., s. l.	12	86 00	In August, 1874.	104
34,970	20,877	55,847	19,719	657	12 by 9, f. f., s. l.	14½*	86 00	Main route; branch \$50, (211.)	105
27,501	11,225	38,726	33,685	1,122	20 by 9, f. f., s. l.	12	85 00	Main route; branch \$50, (254.)	106
25,828	12,310	38,138	27,312	910	19.2 by 7, 16 by 7.3, 12 by 6.6, f. f., s. l.	7	85 00	.....	107
25,914	21,185	47,099	11,294	376	12 by 9.6, 9 by 7.6, f. f., s. l.	6	85 00	In May, 1874.	108
23,005	22,312	45,317	15,699	523	13 by 9, s. l.	12	84 00	.....	109
23,890	7,996	31,886	24,406	813	22.5 by 7.7, f. f., s. l.	15*	83 00	.....	110
18,494	11,618	30,112	13,497	449	13.7 by 7.7, f. f., s. l.	6	83 00	Main route; branch \$83, (112.)	111
6,924	3,992	10,916	10,369	345	13.7 by 7.7, f. f., s. l.	6	83 00	Branch; main route \$83, (111.)	112
104,070	33,415	137,485	85,533	2,851	24.8 by 8.11, s. l.	7	80 00	Branch; main route \$100, (80.) 144.41 mls. at \$130. In March, 1875.	113
.....	.....	45,954	1,531	.....	r. p. o., (say) 51.2 by 9.10, f. f., s. l.; r. a. apt., 15.6 by 8.10, f. f., s. l.	19	80 00	r. p. o. size "over all," 57.6. Part; residue \$80, (117.)	114
29,427	25,159	54,586	33,669	1,122	r. p. o., (say) 51.2 by 9.10, f. f., s. l., 19.40 m.; r. a. apt., 15.6 by 8.10, f. f., s. l.	11½	80 00	r. p. o. size "over all," 57.6.	115

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

Order.	State.	Number of route.	Now number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
116	Tex...	8506	.....	Shreveport, Dallas	Texas and Pacific	<i>Miles.</i> 189. 2	24
117	Ill...	23041	23041	Fall Creek, Louisiana	Quincy, Alton and Saint Louis...	30. 85	20
118	Tex...	8506	31009	Shreveport, Dallas	Texas and Pacific	189. 2	18½
119	Iowa...	27011	27011	Viele Junction, Burlington...	Chicago, Burlington and Quincy..	25. 75	21
120	Minn...	26015	26015	Winona, Saint Peter	Chicago and Northwestern	144. 26	20
121	Iowa...	27011	27011	Keokuk, Burlington	Chicago, Burlington and Quincy..	42. 75	21
122	Iowa...	27011	27011	Keokuk, Viele Junction	do	17	21
123	Iowa...	27011	27011	Keokuk, Burlington	do	42. 75	21
124	Ill...	23005	23005	Sterling, Alton Junction	Rockford, Rock Island and Saint Louis.	270. 80	20
125	Minn...	26004	26005	Saint Paul, Saint James	Saint Paul and Sioux City	122	20
126	Minn...	26004	26018	Saint James, Le Mars	Sioux City and Saint Paul	123	20
127	Wis...	25010	25010	Caledonia Station, Elroy	Chicago and Northwestern	135. 45	20
128	Wis...	25010	25010	Caledonia Station, Wixona Junction.	do	190. 35	20
129	Kans...	14002	33002	Atchison, Waterville	Central Branch Union Pacific	100	20
130	Fla...	6402	.....	Jacksonville, Chattahoochee.	Jacksonville, Pensacola and Mobile.	215½	15
131	Iowa...	27001	27001	Burlington, Plymouth	Burlington, Cedar Rapids and Minnesota.	228	25
132	Mich...	24004	24004	White Pigeon, Grand Rapids.	Lake Shore and Michigan Southern.	95. 67	25
133	Mich...	24010	24010	Jackson, Grand Rapids	Michigan Central	94. 86	22
134	Minn...	26006	26007	Saint Paul, Du Luth	Lake Superior and Mississippi ..	155. 73	22
135	Mo...	28007	28007	Moberly, Ottumwa	Saint Louis, Kansas City and Northern.	131	22
136	Mich...	24002	24002	Monroe, Adrian	Lake Shore and Michigan Southern.	35. 23	25
137	Mass...	746	.....	Taunton, Attleborough	New Bedford, (operating Boston, Clinton and Fitchburgh.)	16. 67	28
138	Wis...	25011	25011	Kenosha, Rockford	Chicago and Northwestern	73. 60	15
139	Mo...	28018	28018	Keokuk, Hannibal	Mississippi Valley and Western..	60. 72	20
140	{ Mo... { Kans...	28016 33011	{	Pleasant Hill, Carbondale...	Saint Louis, Lawrence and Western.	94	18
141	Ill...	23033	23033	Beardstown, Shawneetown..	Springfield and Illinois Southern.	229. 70	16
142	N. J...	2126	.....	New York, Pemberton Junction.	New Jersey Southern	84. 6	25
143	Md...	3508	.....	Annapolis, Annapolis Junction.	Annapolis and Elk Ridge	20½	20
144	Ill...	23011	23011	Burlington, Quincy	Chicago, Burlington and Quincy.	71. 85	22
145	Dak...	13929	.....	Sioux City, Yankton	Dakota Southern	61. 48	18
146	Ill...	23038	23038	Peoria, Jacksonville	Peoria, Pekin and Jacksonville ..	87. 40	19
147	Mo...	28016	28016	Pleasant Hill, Carbondale...	Saint Louis, Lawrence and Western.	94	12
148	Ala...	6609	17009	Selma, York Station	Alabama Central	81. 70	16
149	Iowa...	27031	27031	Des Moines, Fort Dodge	Des Moines and Fort Dodge	88. 32	20
150	La...	8005	30008	Vicksburgh, Monroe	North Louisiana and Texas	75. 5	15
151	Mo...	28005	28005	Palmyra, Hannibal	Hannibal and Saint Joseph	15	20
152	Ga...	6017	15001	Atlanta, Charlotte	Atlanta and Richmond Air-Line ..	266. 5	20½
153	Wis...	25013	25024	Racine, Rock Island	Western Union	189. 40	22
154	Ill...	23037	23037	Vincennes, Cairo	Cairo and Vincennes	158	25
155	Wis...	25010	25010	Elroy, Winona Junction	Chicago and Northwestern	54. 90	20
156	Wis...	25017	25017	Menasha, Colby	Wisconsin Central, (operated by Phillips & Colby Construction Company.)	114. 20	18
157	Wis...	25017	25017	Menasha, Worcester	do	164. 10	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.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
44,624	31,599	76,223	31,506	1,05	14.1 by 7.10, s. l.	7	\$80 00	In November, 1874.	116
			26,537	824	15.6 by 2.10, f. f., s. l.	6	80 00	Weighing voluntary.	
			95,973	865	14.1 by 7.9, f. f., s. l.	74*	80 00	Part; residue \$80, (114.)	117
61,132	32,689	93,821	22,145	738	15.3 by 8.9, f. f., s. l.; lap	18	80 00	In March, 1875	118
					12.6 by 7.7, fixtures, s. l.			Part; lap 6 trips, (122)	119
23,052	13,794	36,846	22,041	734	13.5 by 9.6, f. f., s. l.	6	80 00	Main route; branch \$60, (187.) 2.91 miles increase.	120
9,700	19,501	29,201	20,195	673	15.3 by 8.9, f. f., s. l.	12	80 00		121
			17,213	574	15.3 by 8.9, f. f., s. l.	12	80 00	Part; residue lap, (119)	122
7,883	14,483	22,366	17,149	571	15.3 by 8.9, f. f., s. l.	12	80 00	Without lap	123
25,300	27,610	52,910	11,117	370	11.6 by 9.4, f. f., s. l.	8*	80 00		124
72,367	38,196	110,563	67,726	1,128	22 by 9.3, f. f., s. l.	12	77 25	60 days. Part of 26004; residue \$77.25, (126)	125
34,035	27,225	61,260	41,861	697	22 by 9.3, f. f., s. l.	6	77 25	60 days. Part of 26004; residue \$77.25, (125.)	126
			49,280	1,642	34 by 9.7, f. f., s. l.	12	75 00	Part; residue \$70, (155)	127
61,251	26,309	87,560	38,756	1,291	34 by 9.7, 12 by 9.6, f. f., s. l.	10½	75 00		128
20,291	18,648	38,939	29,930	997	18 by 8.9, f. f., s. l.	7	75 00	In May, 1874	129
29,487	33,793	63,281	25,882	862	16 by 9, 12 by 7, f. f., s. l.	7	75 00	Main route; branch \$30. In March, 1874.	130
34,159	29,276	63,435	24,788	826	12 by 9.6, f. f., s. l.	6	75 00		131
29,151	18,030	47,181	24,625	820	16.5 by 9, f. f., s. l.	9*	75 00	58.90 miles at \$70.	132
21,651	14,205	35,856	24,115	803	10.7½ by 8.6, f. f., s. l.	12	75 00		133
48,642	20,470	69,112	46,938	782	22 by 9, f. f., s. l.	12	75 00	60 days, in March and June, 1875; 0.27 mile decrease.	134
29,585	12,757	42,342	19,440	648	22 by 7.6, f. f., s. l.	6	75 00		135
10,082	11,698	21,780	19,036	634	15.6 by 8.9½, f. f., s. l.	12	75 00		136
6,480	10,448	16,928	16,786	559	No apt.	28	75 00	In October, 1874.	137
51,302	18,474	69,776	16,607	553	9 by 9, f. f., s. l.	6	75 00		138
14,118	15,798	29,906	15,812	527	12 by 7, f. f., s. l.	6	75 00	In March, 1875	139
36,446	25,712	62,158	30,763	512	15.6 by 7.7, f. f., s. l.	6	75 00	60 days, in May and June, 1874.	140
24,127	19,818	43,945	13,839	461	14 by 11, s. l.	6	75 00		141
15,526	15,203	30,729	12,335	411	8 by 6, f. f., s. l.	10½*	75 00	In October, 1874. Main route; branches \$50, (299. 314.) 19.5 miles steamboat.	142
5,767	7,637	13,404	11,290	376	8 by 8, fixtures, d. l.	12	75 00	In October, 1874.	143
9,655	8,877	18,532	10,905	363	10.3 by 6.11, f. f., s. l.	6	75 00		144
10,951	5,484	16,435	10,714	357	24 by 9.6, f. f., s. l.	6	75 00	In August, 1874.	145
10,504	9,880	20,384	9,686	322	13.4 by 8, f. f., s. l.	6½*	75 00		146
12,392	6,268	18,660	8,942	298	14 by 7, 10 by 8, f. f., s. l.	6	75 00	In March, 1875	147
10,348	6,762	17,110	8,201	273	12 by 7, f. f.	7	75 00	In October, 1874	148
8,595	6,405	15,000	7,235	241	1,128 cubic feet, f. f., s. l.	6	75 00	Pay to June 30, 1874, under old No. 11001; to be fixed from July 1, 1874, on these returns.	149
7,111	2,928	10,039	6,808	227	8.9 by 8.9, f. f., s. l.	7	75 00	\$500 m. m. and ferriage.	150
1,837	3,492	5,329	5,329	177	b. c.; no r. a.	13	75 00	Branch: main route \$237.50, (14.)	151
25,898	23,817	49,715	33,478	1,115	20 by 9, fixtures, s. l.	7	70 00	In April, 1875.	152
30,339	34,577	64,916	18,865	629	17 by 9, f. f., s. l.	12	70 00		153
17,826	15,059	32,885	17,143	571	15 by 6.6, f. f., s. l.	6	70 00		154
			14,934	497	12 by 9.6, f. f., s. l.	6	70 00	Part; residue \$75, (127)	155
			6,212	206	13.7 by 7.7, f. f., s. l.	6	70 00	Part; residue \$40, (157) rem.; 48.93 miles at \$40.	156
11,446	6,695	18,141	4,717	157	13.7 by 7.7, f. f., s. l.	6	70 00	48.93 miles at \$40, and pay not fixed on 49.90 miles.	157

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.
158	Mich.	24013	24013	Detroit, Bay City	Detroit and Bay City	<i>Miles.</i> 108.97	25
159	Minn.	26002	26003	Saint Paul, Sauk Rapids	Saint Paul and Pacific	78	18
160	Wis.	25024	25013	Milwaukee, Fond du Lac	Chicago and Northwestern	63.53	22
161	Wis.	25018	25018	Milwaukee, Two Rivers	Milwaukee, Lake Shore and Western	85	20
162	Mich.	24017	24017	Detroit, Howard City	Detroit, Lansing and Lake Michigan	164.67	25
163	Tex.	8577a	.....	Bremond, Waco	Houston and Texas Central, (operating Waco and Northwestern.)	44.56	20
164	Tex.	8770	.....	Sherman, Brookston	Texas and Pacific	57	15
165	Minn.	26014	26014	Saint Peter, New Ulm	Chicago and Northwestern	30	20
166	Tex.	8770	31011	Sherman, Brookston	Texas and Pacific	57	11
167	Ill.	23027	23027	State Line, Warsaw	Toledo, Peoria and Warsaw	222.75	20
168	Dak.	35001	.....	Sionx City, Yankton	Dakota Southern	61.48	20
169	Iowa.	27022	27022	Waterloo, Mona	Illinois Central	80	12
170	Minn.	26005	26001	Du Luth, Fargo	Northern Pacific	229	22
171	Utah.	41002	.....	Salt Lake City, Provo City ..	Utah Southern	49	.....
172	N. Y.	1293	.....	Ithaca, Geneva	Geneva, Ithaca and Athens	40½	25
173	Me.	202	12	Portland, Bartlett	Portland and Ogdensburg	72.85	22
174	N. J.	2105	.....	Camden, Monmouth Junction	Pennsylvania	53.56	22
175	Iowa.	27017	27017	Wilton Junction, Leavenworth City.	Chicago, Rock Island and Pacific	322.77	24
176	Mo.	28006	28028	Saint Joseph, Hopkins	Kansas City, Saint Joseph and Council Bluffs	61½	24
177	Minn.	26016	26016	La Crosse, Winnebago City ..	Southern Minnesota	170.50	18
178	Ill.	23008	23008	Elmwood, Buda	Chicago, Burlington and Quincy	45	20
179	Iowa.	27012	27012	Clinton, La Crescent Junction.	Chicago, Dubuque and Minnesota	179.77	20
180	Iowa.	27005	27005	Red Oak, Eastport	Burlington and Missouri River ..	50	17
181	Iowa.	27007	27007	Creston, Hopkins	do	44.4	22
182	Ill.	23040	23040	Peoria, Rock Island	Peoria and Rock Island	92	20
183	Ill.	23012	23012	Streator, Aurora, Batavia ..	Chicago, Burlington and Quincy ..	69.79	22
184	Mich.	24015	24015	East Saginaw, Bay City	Flint and Pere Marquette	12.75	25
185	Mo.	28019	28019	Quincy, Kirksville	Quincy, Missouri and Pacific	71.28	20
186	Ill.	23028	23008	Rushville, Yates City	Chicago, Burlington and Quincy ..	63.75	19
187	Minn.	26015	26015	Mankato Junction, Mankato ..	Chicago and Northwestern	4.25	20
188	Pa.	2491	.....	Pollock, Karris City	Parker and Karns City	10	10
189	N. J.	2105	.....	Jamesburgh, South Amboy ..	Pennsylvania	14.95	26.3
190	Nebr.	34005	.....	Brownville, Seward	Midland Pacific	105.85	15
191	Mich.	24038	24038	Walton, Petoskey	Grand Rapids and Indiana	71.86	20
192	Mo.	28008	28008	Tipton, Boonville	Atlantic and Pacific	25	20
193	N. J.	2103	.....	Princeton Junction, Princeton.	Pennsylvania	3	12
194	Mich.	24034	24034	Walton, Traverse City	Continental Improvement Co	26.26	20
195	Iowa.	27026	27026	Conover, Decorah	Chicago, Milwaukee & Saint Paul.	9.5	12
196	Ill.	23042	23042	Chicago, Danville	Chicago, Danville and Vincennes.	108	22
197	Mo.	28009	28009	Centralia, Columbia	Saint Louis, Kansas City and Northern.	22	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.					
<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Feet and inches.</i>				
21,564	10,558	32,122	21,103	703	14 by 7.6, f. f., s. l.	12	\$68 00		158
14,786	6,256	21,042	14,533	484	12.8 by 9, f. f., s. l.	9½	68 00		159
10,904	7,553	18,456	13,395	446	12.2½ by 7.4½, f. f., s. l.	6	68 00		160
14,731	7,132	21,863	15,045	501	14 by 7.10, f. f., s. l.	12	67 00	Main route; branch \$40, (352.)	161
26,202	12,934	39,136	16,835	561	10.6 by 9, fixtures, s. l.	11½	65 00		162
11,575	6,111	17,686	16,474	548	14 by 7, f. f., s. l.	6	65 00	In January, 1875	163
9,083	6,584	15,667	13,141	438	14.1 by 7.10, s. l.	6	65 00	In November, 1874	164
7,887	4,484	12,371	11,694	389	13.5 by 9.6, f. f., s. l.	6	65 00	Part; residue \$30, (379.)	165
6,716	2,849	9,565	6,456	215	14.1 by 7.9, f. f., s. l.	6	65 00	In March, 1875	166
34,971	25,841	60,812	13,730	457	23 by 8.9, f. f., s. l.	6	64 00	Main route; branch \$50, (276;) \$600 for ferriage.	167
19,240	7,598	26,838	19,320	643	21.6 by 9, (193½ square ft.), f. f., s. l.	6	63 00	In March, 1875	168
17,481	10,382	27,863	14,616	487	19.1 by 8.11, 17.10 by 9, f. f., s. l.	12	63 00		169
14,648	7,021	21,669	13,526	450	20 by 8.6, 20 by 8.8, 13 by 7.4, f. f. c., s. l.	6	63 00	Part; residue \$40, (344.) 23 miles lap.	170
8,442	5,271	13,713	10,851	361			63 00	In July, 1875. Incomplete.	171
8,439	8,475	16,914	10,642	355	12 by 7, f. f., s. l.	6	63 00	In July, 1874	172
34,642	30,263	64,905	54,033	1,801	10 by 6.7½, f. f., d. l.	12	60 00	In June, 1874	173
64,112	102,392	166,504	75,510	839	8 by 6.6, d. l., to Bordentown, 27 m., s. l. residue, 26.56 m.	10½*	60 00	90 days; from Oct. 1, 1874. Main route; branches \$60, (189,) \$50, (204.)	174
54,136	30,245	84,381	21,507	716	22 by 10, f. f., s. l.	10*	60 00		175
10,036	11,272	21,308	14,299	476	13.4 by 7.5, f. f. c., s. l.	6	60 00	Branch of 28006; main route \$143, (56.)	176
22,017	11,842	33,859	13,557	451	21 by 9.2, f. f., s. l.	6	60 00	Speed, 11½ miles per hour beyond Wells, 23 miles.	177
5,164	12,683	17,847	13,119	437	6.2 by 6.9, f. f., s. l.	6	60 00	Branch; main route \$60, (186.)	178
52,392	35,462	87,854	25,863	431	18.6 by 8.10, f. f., s. l.	8*	60 00	60 days, in March and April, 1875.	179
13,047	4,849	17,896	12,776	425	13.6 by 6.9, f. f., s. l.	9*	60 00	Branch; main route \$200, (27.)	180
10,837	3,930	14,767	12,079	402	15.3 by 7.3, f. f., s. l.	6	60 00		181
12,319	11,450	23,769	11,146	371	12 by 7, f. f., s. l.	6	60 00		182
8,073	12,471	20,544	9,680	322	22.5 by 9.6, f. f. c. and m. c., s. l.	11½*	60 00	Main route and branch.	183
6,476	3,951	10,427	9,683	322	b. c.; no r. a.	27*	60 00	Branch; main route \$96, (96.)	184
8,597	5,984	14,581	9,084	303	11.4 by 7, f. f., s. l.	12	60 00		185
7,162	12,947	20,109	8,772	292	24.8 by 8.10, f. f. c. and m. c., s. l., and r. a. in b. c. from Lewistown, 30 miles.	8½*	60 00	Main route; branch \$60, (178.)	186
3,524	2,735	6,259	6,259	208	13.5 by 9.6, f. f., d. l.	12	60 00	Branch; main route \$80, (120.)	187
6,411	4,730	11,141	6,173	205	8 by 5, f. f., d. l.; r. a. not appointed by Department.	12	60 00	In December, 1874	188
2,136	5,346	7,482	5,566	61	b. c.; no r. a.	6	60 00	Branch; main route \$60, (174.) 90 days, from Oct. 1, 1874.	189
12,503	7,186	19,689	8,596	286	12 by 7, f. f., s. l.	9½*	57 00	In May, 1875	190
6,417	4,239	10,656	8,593	286	10.6 by 6.11, s. l.	7	57 00		191
4,775	3,123	7,898	6,445	214	14 by 9.3, f. f.; no r. a.	12	56 00	In April, 1875	192
13,639	10,220	23,859	23,859	265	No apt.; no r. a.	12	55 00	90 days, from Nov. 2, 1874. Branch; main route \$567, (2.)	193
5,066	2,137	7,203	6,270	209	10.6 by 6.11; no r. a.	6	55 00		194
3,134	2,950	6,084	6,084	202	No r. a.	12	55 00		195
16,197	11,307	27,504	15,544	518	14 by 6.8, f. f., s. l.	12	54 00	Main route; branch \$40, (370.)	196
2,553	2,625	5,178	4,199	139	No apt.; no r. a.	6	54 00		197

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.
198	Tenn.	10003	19003	Rogersville, Bull's Gap	Rogersville and Jefferson R. R., (W. P. Elliott, owner.)	Miles. 15	15
199	Utah..	41002	.....	Provo City, York	Utah Southern	27	.....
200	Iowa..	27008	27008	Viele Junction, Unionville..	Burlington and Southwestern...	104.75	18
201	Minn.	26011	26011	Winona, La Crescent	Chicago, Milwaukee and Saint Paul	25	17
202	Tex ..	8749	.....	Marshall, Texarkana	Texas and Pacific	74	24
203	Tex ..	8683 8666	8683	Houston, Longview	International and Great Northern	236	24
204	N. J ..	2105	.....	Bordentown, Trenton	Pennsylvania	7	22.8
205	W. Va.	4101	12001	Harper's Ferry, Staunton ..	Baltimore and Ohio	128.72	25
206	Ohio ..	9019	.....	Blanchester, Hillsborough ..	Marietta and Cincinnati	21	20
207	Mich..	24018	24018	Fort Wayne, Walton	Grand Rapids and Indiana	260.55	20
208	Mo ..	10517a	.....	Pleasant Hill, Lawrence	Saint Louis, Lawrence & Western	62	18
209	Mass..	738	657	Winchendon, Peterborough	Boston, Barre and Gardner, (late Monadnock.)	16.37	24
210	Iowa..	27010	27010	Albia, Northwood	Central of Iowa	189.2	20
211	Mich..	24021	24021	Holland, Grand Rapids	Chicago and Michigan Lake Shore	26.65	25
212	Pa	2486	.....	Pittsburgh, Monongahela City	Pittsburgh, Virginia & Charleston	31.84	20
213	Mich..	24003	24003	Adrian, Jackson	Lake Shore & Michigan Southern	47.25	25
214	N. J ..	2107	.....	Camden, Atlantic City	Camden and Atlantic	60	28
215	Mich..	24009	24009	Jackson, Otsego Lake	Michigan Central	228.4	21½
216	Mich..	24028	24028	Jonesville, Lansing	Lake Shore & Michigan Southern	60.87	22
217	Ill ..	23007	23007	Galva, Keithsburg	Chicago, Burlington and Quincy	59.30	20
218	Wis ..	25004	25004	Milton Junction, Monroe ..	Chicago, Milwaukee & Saint Paul	42.80	15
219	Iowa..	27025	27025	Calmar, Algona	do	127.8	15
220	Mass..	658	741	Springfield, Athol Depot ..	Springfield, Athol and Northeast- ern, (late Athol and Enfield.)	49.98	20
221	Kans.	14003	33003	Cherryvale, Independence ..	Leavenworth, Lawrence and Gal- veston.	10	20
222	Iowa..	27015	27015	Des Moines, Indianola	Chicago, Rock Island and Pacific.	21.4	17
223	Mo ..	10508	28008	Tipton, Boonville	Atlantic and Pacific, (lessees Pa- cific, of Missouri.)	25	20
224	Minn.	26001	26002	Saint Paul, Breckinridge ..	Saint Paul and Pacific	219.25	18
225	N. C ..	5003	13003	Wilmington, Monroe	Carolina Central	164	20
226	Pa	2441	.....	Washington, Wheeling	Hempfield	32	20
227	Minn.	26003	26004	East Saint Cloud Station, Melrose	Saint Paul and Pacific	35	12
228	Ga	6145	15021	Camac, Macon	Macon and Augusta	79	20
229	Ill ..	23052	23052	Courtland Station, Sycamore	Sycamore and Courtland	5	25
230	Md	3506	.....	Weaverton, Hagerstown ..	Baltimore and Ohio	24½	25
231	Va	4404	11004	Alexandria, Round Hill	Washington and Ohio	52.74	23
232	Mich..	24025	24025	Jackson, Niles	Michigan Central	104.57	26
233	Wis ..	25015	25015	Green Bay, Winona	Green Bay and Minnesota, (late Green Bay and Lake Pepin.)	216.41	20
234	Iowa..	27020	27020	Farley, Cedar Rapids	Dubuque Southwestern	55.37	13
235	Iowa..	27002	27002	Cedar Rapids, Postville	Burlington, Cedar Rapids and Minnesota	99.80	16
236	Iowa..	27027	27027	Davenport, Fayette	Davenport and Saint Paul	129.33	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.				
1,815	2,413	4,228	3,416	113	r a. in baggage apt.; s. l.; no distribution.	6	\$52 66	In December, 1874....	198
5,704	3,239	8,943	7,008	235	.....	.....	52 00	Extension. In July, 1875. Incomplete.	199
10,280	4,508	14,788	5,647	188	12.6 by 7.7, fixtures, s. l.	6	52 00	.....	200
15,617	66,305	81,922	80,378	2,679	No r a	12	50 00	.....	201
18,572	37,854	56,426	52,898	1,763	14.1 by 7.10, s. l.	7	53 00	In November, 1874	202
24,531	41,212	65,743	46,923	1,564	11 by 9, f. f. c., s. l.	7	50 00	{ In December, 1874. Patts. Consolida- ted as \$683.	203
25,220	62,902	88,122	83,122	979	8 by 6.6, s. l.	12	50 00	90 days, from Oct. 1, 1874. Branch: main route \$60, (174.)	204
38,264	24,691	62,955	20,387	679	17 by 8.7½, f. f., s. l.	6	50 00	In August, 1874. Weight for 113 miles.	205
11,712	9,898	21,610	18,860	628	17 by 9.6, f. f.; in charge of baggage-master.	12	50 00	In August, 1874	206
45,310	25,493	70,803	17,004	566	10.6 by 6.11, s. l.	94	50 00	.....	207
.....	.....	34,014	566	566	15.6 by 7.7, f. f., s. l.	6	50 00	60 days, in May and June, 1874.	208
8,436	7,168	15,604	13,936	464	10 by —, fixtures, s. l.	12	50 00	In November, 1874. 0.37 mile increase.	209
26,468	16,512	42,980	12,836	427	12 by 9.5, f. f., s. l.	6	50 00	.....	210
7,961	7,072	15,033	12,809	426	12 by 9, f. f., s. l.	12	50 00	Branch: main route \$36, (105.)	211
10,654	4,954	15,608	12,206	406	10 by 8, fixtures, s. l.	12	50 00	In July, 1875	212
14,393	6,214	20,607	12,070	402	11.9½ by 8.8, f. f., s. l.	6	50 00	.....	213
12,304	7,301	19,605	10,097	336	8.6 by 6, fixtures, s. l.	14	50 00	In May, 1875	214
29,646	22,194	51,840	9,731	321	13.10 by 6, f. f., s. l., to Saginaw, 101 miles; ½ line residue, 127.4 miles.	8½	50 00	Speed 15 miles beyond Saginaw, 127.4 miles. Mails weighed to Gaylord, 8 miles beyond Otsego Lake.	215
8,394	7,573	15,967	9,430	314	22 by 9, f. f., s. l.	6	50 00	.....	216
9,670	5,263	14,933	9,137	304	10.4 by 8.10, f. f., s. l.	6	50 00	Branch: main route \$273, (10.)	217
8,197	4,651	12,848	8,924	237	14 by 10.3, s. l.	6	50 00	.....	218
13,136	8,529	21,665	8,758	291	23 by 10, f. f., s. l.	6	50 00	.....	219
8,035	6,094	14,129	8,743	291	12 by 6.6, f. f., s. l.	6	50 00	.....	220
4,976	3,740	8,716	8,716	29	No r a	6	50 00	Branch: main route \$100, (93.) In October, 1874.	221
8,161	3,704	11,865	8,579	285	r a. in b. c	6	50 00	Main route; branch \$50, (252.)	222
6,340	4,422	10,762	8,433	281	14 by 9.3, f. f., no r a	12	50 00	In October, 1874	223
17,424	10,693	28,117	8,278	275	21.3 by 9, f. f., s. l.	8	50 00	.....	224
13,342	9,021	22,363	8,061	268	14.2 by 9, f. f., s. l.	6	50 00	In October, 1874. Pay on 141 miles.	225
7,263	9,651	16,914	7,801	260	17 by 8.7½, f. f., s. l.	12	50 00	In October, 1874	226
9,516	3,748	13,268	7,697	256	12.8 by 9, f. f., s. l.	6½	50 00	.....	227
6,678	6,183	12,861	7,641	255	12.4 by 6.8, furniture, s. l.	6	50 00	In October, 1874	228
3,733	3,804	7,537	7,537	251	13.9 by 9.9, in passenger-car; no r a.	12½	50 00	\$150 m. m	229
6,354	4,343	10,697	7,342	244	17 by 8.7½, f. f., d. l. (See remark.)	12	50 00	In October, 1874. 2d line in apt. used jointly by baggage-master and r a.	230
8,324	5,269	13,593	7,257	241	12 by 6, f. f., s. l.	6	50 00	In May, 1875	231
9,079	8,679	17,758	7,059	235	11.9 by 7.2, 10.8 by 8.11, f. f., s. l.	6	50 00	.....	232
13,665	9,236	22,901	6,994	233	11.11 by 7.6½, f. f., s. l.	6	50 00	.....	233
11,289	8,062	19,351	6,833	228	10 by 8.6, f. f., s. l.	6	50 00	.....	234
8,513	7,609	16,122	6,644	221	10.6 by 7.8, f. f., s. l.	6	50 00	.....	235
10,964	8,372	19,336	6,531	217	10.6 by 7, 10.3 by 7, f. f., s. l.	6	50 00	Pay to be fixed on 39.3 miles from Jan. 1, 1874.	236

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.				
6,370	8,648	15,018	6,456	215	19 by 7.6, f. f., s. l.	7	\$50 00		237
12,930	5,506	18,436	6,430	214	9 by 6, fixtures, s. l.	6	50 00		238
10,328	8,694	18,422	6,307	210	12 by 9.10, s. l.	6	50 00		239
3,816	3,928	7,744	6,185	206	No apt.	13½*	50 00	In October, 1874.	240
4,991	5,040	10,631	6,172	205	9 by 7 f. f., s. l.	6	50 00	\$281.25 m. m.	241
7,758	8,043	15,801	6,083	202	9.6 by 7, f. f., s. l.	6	50 00	\$60 m. m. Additional through mails occasionally.	242
25,090	23,593	48,683	5,962	199	18 by 7.3. 13.1 by 6.8. f. f. c. and m. c., s. l.	6	50 00	In September, 1874. Main route; branch \$30. (258.)	243
4,910	5,196	10,106	5,987	199	15.2 by 10. s. l.	6	50 00		244
4,719	1,752	6,471	5,701	199	No r. a.	12	50 00		246
3,848	5,597	9,445	5,673	189	10 by 7, f. f., s. l.	6	50 00		247
6,517	7,800	14,317	5,642	188	16.11 by 7.2, f. f., s. l.	6	50 00	In March, 1875.	248
6,542	4,286	10,828	5,630	187	14 by 9.3, f. f., s. l.	6	50 00	In October, 1874.	249
8,937	7,333	16,270	5,543	184	13.4 by 8, f. f., s. l.	6	50 00	In March, 1875.	250
6,912	5,793	12,705	5,544	184	14 by 7.6, fixtures, s. l.	6	50 00		251
4,898	2,398	7,296	5,483	182	9 by 6.6, f. f., s. l.	6	50 00	Branch; main route \$50. (222.)	252
7,047	4,653	11,700	5,488	182	8 by 7, f. f., s. l.	6	50 00		253
7,239	4,293	11,532	5,426	180	12 by 7, f. f., s. l.	6	50 00	Branch; main route \$85. (106.)	254
7,566	8,273	15,839	5,313	177	19.6 by 7.6, f. f., s. l.	6	50 00	In November, 1874.	255
3,942	4,837	8,779	5,230	174	15.6 by 7.9, fixtures, s. l.	6	50 00	In May, 1875.	256
6,584	4,306	10,890	5,221	174	9 by 7, f. f., s. l.	6	50 00		257
3,041	3,007	6,048	5,215	173	No apt.	12	50 00	Branch; main route \$50. (243.) In July, 1874.	258
5,228	3,292	8,520	5,147	171	19 by 9, f. f., s. l.	6	50 00		259
7,737	3,550	11,287	5,139	171	23 by 10, f. f., s. l.	6	50 00		260
4,480	2,783	7,263	5,059	168	10 by 8, f. f., s. l.	9*	50 00	In November, 1874.	261
1,561	3,479	5,040	5,040	167	12 by 8; no r. a.	6	50 00	In June, 1874.	262
7,987	9,589	17,576	5,004	166	12.4 by 7.4. 9.10 by 6.2, fixtures, s. l.	6	50 00		263
8,371	5,883	14,254	4,926	164	12 by 5.6, f. f., s. l.	6	50 00	In February, 1875.	264
10,299	4,123	14,422	4,840	161	8.9 by 6, f. f., s. l.	6	50 00	In September, 1874.	265
6,113	3,521	9,634	4,788	159	11 by 9.1, f. f., s. l.	6	50 00		266
6,749	3,460	10,209	4,756	158	10 by 6.10, f. f., s. l.	10½*	50 00		267
3,330	1,677	5,007	4,668	155	No r. a.	12	50 00		268
4,343	2,705	7,048	4,633	154	12.6 by 6.6, f. f., s. l.	6	50 00	In April, 1875.	269
7,347	4,449	12,196	4,603	153	9 by 8.8, f. f., s. l.	6	50 00		270
3,758	2,482	6,240	4,566	152	8.3 by 5.6, f. f.; no r. a.	6	50 00	In March, 1875.	271
5,028	3,139	8,167	4,573	152	b. c.; no r. a.	12	50 00		272
5,217	4,124	9,341	4,448	148	10.4 by 9.6, f. f. c., s. l.	6	50 00		273
6,834	5,494	12,328	4,386	146	b. c. to Minneapolis, 15 m.; 9.6 by 7, f. f., d. l., residue, 26 m.	9½*	50 00		274
4,774	2,818	7,592	4,319	143	No apt.; no r. a.	12	50 00	In March, 1875.	275
2,076	2,496	4,572	4,253	141	23 by 8.9, f. f., s. l.	6	50 00	Branch; main route \$64. (167.)	276
5,684	2,729	8,413	8,413	140	b. c.; no r. a.	12	50 00	Paid from Stillwater. 60 days, in April and June, 1875.	277
2,929	1,698	4,627	4,226	140	No r. a.	12	50 00	Branch; main route \$95. (97.) In February, 1875.	278
2,717	1,927	4,644	4,216	140	No r. a.	12	50 00		279
1,419	2,741	4,160	4,160	138	In b. c.; no r. a.	6	50 00	Branch; main route \$27.50. (103.)	280

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>	
281	Tex ..	8683	31006	Mineola, Zavala	International and Great Northern	44½	10
282	Mich	24037	24037	Saint Clair, Richmond	Michigan Midland and Canada...	16.76	20
283	Ill	23024	23024	Pekin, Decatur	Toledo, Wabash and Western...	68.46	25
284	Ill	23050	23050	Marshall, Danville	Paris and Danville	52	18
285	Wis ..	25023	25023	Madison, Portage City	Chicago, Milwaukee & Saint Paul, (operating Chicago & Superior.)	39.50	16
286	Iowa	27006	27006	Chariton, Leon	Burlington and Missouri River ..	37.44	11
287	Ohio ..	9025	.....	Carey, Findlay	Cincinnati, Sandusky & Cleveland	16	.....
288	Mich	24037	24037	Saint Clair, Richmond	Michigan Midland and Canada...	16.76	20
289	La	8090	30002	New Orleans, Donaldsonville.	New Orleans, Mobile and Texas...	63.66	20
290	Mass ..	731	653	South Braintree Junction, Fall River.	Old Colony. (late Old Colony and Newport.)	34	25
291	Mo	28013	28013	Brunswick, Pattonsburgh...	Brunswick and Chillicothe and Saint Louis, Council Bluffs and Omaha.	80.05	15
292	Md	3501	.....	Perryville, Port Deposit	Philadelphia, Wilmington and Baltimore.	4	...
293	Mo	28017	28017	Sedalia, Lexington	Atlantic and Pacific	56.25	20
294	Tex....	8684	31012	Indianola, Cuero	Gulf, Western Texas and Pacific	67.2	12
295	Ill	23019	23019	Washington, Dwight	Chicago and Alton	70.08	20
296	N. C. ..	5007	13008	Charlotte, Buffalo Paper Mills.	Carolina Central.	52½	20
297	Md	3517	.....	Berlin, Snow Hill	Worcester	14	14
298	Ohio ..	9037	.....	Springfield, Columbus	Cincinnati, Sandusky & Cleveland	45.86	.....
299	N. J. ..	2126	.....	Eatontown, Port Monmouth.	New Jersey Southern.....	9.8	25
300	Ill	23007	23007	Aurora, Galena Junction....	Chicago, Burlington and Quincy ..	13	15
301	Texas.	8683	31006	Phelps, Huntsville.....	International & Great Northern	8½	10
302	Mich..	24019	24019	Kalamazoo, South Haven ...	Michigan Central.....	39.74	14
303	Iowa..	27013	27013	Ogden, Franklin	Chicago and Northwestern	8.81	21½
304	Mich..	24026	24026	Grand Rapids, Newaygo....	Grand Rapids, Newaygo and Lake Shore.	36.27	12
305	Mo	28023	28023	Cuba, Salem	Saint Louis, Salem & Little Rock.	40.88	10
306	Iowa..	27023	27023	Beulah, Elkader	Iowa Eastern.....	17.75	10
307	Minn ..	26010	26010	Hastings, Glencoe	Chicago, Milwaukee & Saint Paul	74.59	15
308	Wis ..	25008	25008	Oshkosh, Ripon	... do	21	25
309	Mass ..	742	.....	Lynn, Marblehead	Eastern	6.05	20
310	N. J. ..	2127	.....	Whiting, Atco	New Jersey Southern.....	33.3	20
311	Conn ..	903	.....	Windsor Locks, Suffield....	New York, New Haven & Hartford	4.76	25
312	N. Y. ..	1294	.....	Watertown, Sackett's Harbor	Utica and Black River	12.51	16
313	Utah ..	16651	41003	Ogden, Franklin	Utah Northern	80.5	12
314	N. J. ..	2126	.....	Manchester, Barnegat Junction.	New Jersey Southern.....	20.3	20
315	N. Y. ..	1805	.....	Thirtieth street, New York, Spuytgen Duvvil.	New York Central and Hudson River.	10	....
316	N. H. ..	359	.....	Wing Road, Twin Mountain.	Boston, Concord and Montreal ...	9.49	22½
317	Ill	23056	23056	Geneva, Batavia	Chicago and Northwestern.....	3.50	15
318	Wis ..	25021	25021	Calamine, Plattville	Mineral Point	18.70	15
319	Mo	28002	28002	Mineral Point, Potosi	Saint Louis, Iron Mountain and Southern, (late Saint Louis and Iron Mountain and Cairo and Fulton.)	4	8
320	Mass ..	745	.....	Newton Junction, West Amesbury.	Boston and Maine	5.05	20
321	Mass ..	743	.....	Wakefield, Peabody.....	Eastern	8.54	23
322	Pa	2495	.....	Berlin, Garrett	Buffalo Valley	8.62	15
323	La	8098	30004	Terrebonne, Houma	Morgan's Louisiana and Texas ..	15.26	15
324	Ill	23019	23019	Varna, Lacon	Chicago and Alton	10.55	20
325	Mich ..	24027	24027	Niles, South Bend	Michigan Central	12.20	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.				
3,853	2,582	6,435	4,028	134	8 by 7, f. f., s. l	6	\$50 00	Branch; main route \$125, (68.)	281
1,989	2,757	4,045	4,045	134	Baggage apt.; no r. a	12	50 00	In December, 1874.	282
3,823	5,986	9,809	3,993	133	20 by 9.4, f. f., s. l	6	50 00	.....	283
2,917	5,066	7,983	3,838	127	14 by 6.6, f. f., s. l	6	50 00	.....	284
2,684	3,395	6,079	3,781	126	14 by 10, s. l	6	50 00	.....	285
3,686	1,482	5,168	3,774	125	6.10 by 6.4, f. f., s. l	6	50 00	.....	286
2,278	1,757	4,035	4,735	124	.....	6	50 00	New weighing to be had	287
992	2,710	3,702	3,702	123	No r. a	12	50 00	In March, 1875.	288
4,234	2,415	6,649	3,642	121	10 by 7.6, f. f., s. l	6	50 00	.....	289
8,181	5,255	13,436	3,640	121	b. c.; no r. a	12	50 00	\$1,000 m. m. Corrected returns.	290
5,697	3,353	9,050	3,512	117	9.3 by 9, s. l	6	50 00	In June, 1875.	291
6,572	3,925	10,497	10,497	116	No r. a	6	50 00	Branch; main route \$440, (5.) 90 days, from Nov. 2, 1874.	292
4,295	3,057	7,352	3,418	113	14 by 9.3, f. f., s. l	6	50 00	.....	293
3,542	2,045	5,587	3,308	110	9.6 by 6.5 $\frac{1}{2}$, f. f., s. l	6	50 00	.....	294
4,801	6,220	11,021	3,305	110	17 by 10, s. l	6	50 00	Main route; branch \$50, (324.)	295
3,441	1,886	5,327	3,106	103	14.2 by 9, f. f., s. l	6	50 00	In October, 1873; reported December, 1874.	296
2,244	963	3,207	3,089	102	7.6 by 4.6, f. f., s. l	6	50 00	In September, 1874.	297
2,212	2,996	5,208	3,085	102	b. c.; no r. a	6	50 00	New weighing to be had	298
3,958	3,026	6,984	3,029	100	No r. a	8*	50 00	Branch; main route \$75, (142.) In October, 1874.	299
2,736	2,798	5,534	3,005	100	do	12*	50 00	Branch; main route \$273, (10.)	300
1,827	1,117	2,944	2,944	98	In b. c	6	50 00	Branch; main route \$125, (62.)	301
4,180	2,418	6,598	2,880	96	12.7 by 6.6 $\frac{1}{2}$, f. f., s. l	6	50 00	.....	302
1,640	1,247	2,887	2,887	96	b. c.; no r. a	6	50 00	.....	303
3,988	2,621	6,609	2,830	94	10 by 5, f. f., s. l	6	50 00	.....	304
3,267	2,504	5,771	2,844	94	8 by 6, f. f., s. l	6	50 00	.....	305
2,104	1,624	3,728	2,812	93	8 by 6.6, fixtures, s. l	6	50 00	.....	306
4,663	1,855	6,518	2,619	87	23 by 10, f. f., s. l	3, 6	50 00	Trips, 3 in March, 6 in June, 1875.	307
1,806	1,677	3,483	2,629	87	23 by 10, f. f., s. l	12	50 00	.....	308
1,711	1,364	2,535	2,535	84	b. c.; no r. a	6	50 00	In August, 1875.	309
2,219	2,010	4,229	2,496	83	8 by 6, f. f., s. l	6	50 00	In October, 1874. Speed in summer 25 miles per hour.	310
1,573	917	2,490	2,490	83	b. c.; no r. a	12	50 00	In August, 1875. Branch.	311
1,812	903	2,715	2,377	79	In b. c	12	50 00	In May, 1875.	312
4,723	2,077	6,800	2,335	78	29.6 by —, f. f., s. l	6	50 00	In September, 1874.	313
3,092	2,234	5,326	2,300	76	6 by 5, f. f., s. l	8 $\frac{1}{2}$ *	50 00	Branch; main route \$75, (142.) In October, 1874.	314
999	1,043	2,042	2,042	68	.....	18	50 00	In April, 1875.	315
1,738	1,014	2,752	1,998	66	No r. a	6	50 00	In August, 1874. 12 trips in summer.	316
915	1,034	1,949	1,949	64	b. c.; no r. a	6	50 00	.....	317
1,412	917	2,329	1,645	54	No apt.; in b. c	6	50 00	.....	318
888	632	1,520	1,520	50	In b. c.; no r. a	6	50 00	Branch; main route \$100, (80.) In March, 1875.	319
516	813	1,329	1,329	44	b. c.; no r. a	12	50 00	In May, 1875.	320
1,062	494	1,556	1,262	42	do	6	50 00	In August, 1875.	321
461	796	1,257	1,257	42	10 by 9, in charge of conductor.	21	50 00	In October, 1874.	322
.....	.....	.....	1,233	41	No apt. r. a., s. l	15*	50 00	.....	323
437	771	1,208	1,208	40	15.2 by 10, f. f., c. & m. c.; no r. a	6	50 00	Branch; main route \$50, (295.)	324
978	501	1,479	1,203	40	No r. a	6	50 00	.....	325

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.	
326	N. J.	2134	.....	Egg Harbor City, May's Landing	May's Landing and Egg Harbor City.	7.43	21
327	Mass.	741	.....	Wenham, Essex	Eastern	5.55	20
328	Mich.	24024	24024	Ypsilanti, Bankers	Detroit, Hillsdale and Indiana	65.54	16
329	Vt.	528	.....	Wells River, Montpelier	Montpelier and Wells River	38.62	18
330	Ark.	7502a	29002	Helena, Clarendon	Arkansas Central	48.02	20
331	Ohio	9042	.....	Newark, Shawnee	Newark, Somerset & Straitsville	44.04	25
332	Minn.	26012	26012	Austin, Mason City	Chicago, Milwaukee & Saint Paul	41.38	20
333	Iowa	27024	27024	Clinton, Anamosa	Iowa Midland	74.1	20
334	Ohio	9044	.....	Marietta, Canal Dover	Marietta, Pittsburgh & Cleveland	99.96	20
335	Pa.	2468	.....	Lewisburgh, Laurelton	Pennsylvania, (lessees Lewisburgh Center and Spruce Creek.)	20.73	15
336	Mich.	24015	24015	Saint Clair Junction, South Saginaw.	Flint and Pere Marquette	4.15	12
337	Mo.	10525a	28025	Salisbury, Glasgow	Keokuk and Kansas City	15.66	15
338	Mich.	24033	24033	Ionia, Stanton	Detroit, Lansing and Lake Michigan.	25.31	25
339	Ala.	6616	17016	Opelika, Alexander City	Savannah and Memphis	47.98	20
340	Ill.	23014	23014	Rock Falls, Cornum	Chicago, Burlington and Quincy	47.23	11
341	Iowa	27016	27016	Washington, Sigourney	Chicago, Rock Island and Pacific	29	20
342	Iowa	27003	27003	Cedar Rapids, Traer	Burlington, Cedar Rapids and Minnesota.	24.77	15
343	Mo.	10525a	28025	Salisbury, Glasgow	Keokuk and Kansas City	15.66	20
344	Minn.	26005	26001	Fargo, Bismarck	Northern Pacific	195.12	16
345	Iowa	27028	27028	Sabula, Marion	Chicago, Milwaukee & Saint Paul	27.75	18
346	Iowa	27004	27004	Muscataine, Riverside	Burlington, Cedar Rapids and Minnesota.	32.23	16
347	Ill.	23039	23039	Carbondale, Grand Tower	Grand Tower Mining, Manufacturing and Transportation Co	25	18
348	Ill.	23004	23004	Elgin, Geneva	Chicago and Northwestern	44	22
349	Ill.	23044	23044	Mattoon, Hervey City	Chicago and Illinois Southern, Consolidated.	31.66	15
350	Ohio	9050	.....	Painesville, Niles	Painesville and Youngstown	50.74	16
351	Wis.	25007	25007	Nepeskuun, Winneconne	Chicago, Milwaukee & Saint Paul	16.25	20
352	Wis.	25018	25018	Manitowoc, Appleton	Milwaukee, Lake Shore and Western.	44.50	15
353	Ill.	23049	23049	Springfield, Havana	Springfield and Northwestern	48.20	19
354	Ill.	23045	23045	Carbondale, Marion	Carbondale and Shawneetown	18	18
355	Ill.	23046	23046	Jacksonville, Virden	Jacksonville, Northwestern and Southeastern.	31.39	15
356	Mich.	24030	24030	East Saginaw, Saint Louis	Saginaw Valley and Saint Louis	35.19	20
357	Ind.	22032	.....	Frankfort, Kokomo	Frankfort and Kokomo	25.50	25
358	N. J.	2129	.....	Atsion, Greenwich	Vineland	44	25
359	Ill.	23054	23054	Chicago, Elgin	Chicago and Pacific	36	22
360	Pa.	2483	.....	Montrose, Tunkhannock	Montrose	25.24	14
361	N. H.	352	.....	Nashua, Acton	Nashua, Acton and Boston	23.44	28
362	Pa.	2490	.....	Mount Union, Broad Top	East Broad Top Railroad and Coal Co.	32.23	15
363	N. J.	2135	.....	Jersey City, Ringwood Furnace.	Montclair, (late New York and Oswego Midland.)	35.90	17
364	Ind.	22030	.....	Attica, Feedersburgh	Indiana North and South	14	14
365	Ill.	23022	23022	Joliet, Lake Station	Michigan Central	45	13
366	Md.	3507	.....	Hagerstown, Williamsport	Western Maryland	6.12	20
367	Pa.	2482	.....	Chambersburgh, Mont Alto	Mont Alto	14.75	15
368	Mich.	24015	24015	Otter Lake Junction, Otter Lake.	Flint and Pere Marquette	14.53	19
369	Ill.	23042	23042	Bismarck, Youngstown	Chicago, Danville and Vincennes	25.90	15
370	Ill.	23042	23042	do	do	25.90	15
371	Pa.	2497	.....	Lawsonham, Sligo	Allegheny, (Sligo branch)	10.47	15
372	N. C.	5002	13002	Rocky Mount, Tarborough	Wilmington and Weldon	17	15
373	La.	8028	30007	Saint Francisville, Woodville	West Feliciana	27.57	10
374	Ind.	22022	.....	Princeton, Albion	Louisville, New Albany and Saint Louis.	31.03	15
375	Iowa	27018	27018	Davenport, Maquoketa	Davenport and Saint Paul	42.76	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.				
567	382	949	949	32	In charge of conductor...	12	\$50 00	In October, 1874.....	326
606	334	940	940	31	b. c.; no r. a.	6	50 00	In August, 1875.....	327
7, 143	6, 873	14, 016	5, 908	196	7.6 by 5.6, f. f., s. l.	6	45 00	.....	328
3, 948	3, 826	7, 774	2, 470	82	11.10 by 6.8, f. f., s. l.	6	45 00	In October, 1874.....	329
1, 605	1, 317	2, 922	1, 958	65	8.5 by 6.4, f. f., s. l.	6	45 00	.....	330
15, 820	22, 766	38, 586	16, 120	537	15 by 9, f. f., s. l.	6	40 00	In August, 1874.....	331
3, 140	5, 079	8, 439	5, 851	195	23 by 10, f. f., s. l.	6, 12	40 00	Trips, 6 in March, 12 in June, 1875.....	332
8, 593	5, 160	13, 753	5, 493	183	12.4 by 7, f. f., s. l.	6	40 00	.....	333
8, 482	11, 206	19, 688	5, 360	178	14.5 by 7.9, f. f., s. l.	6	40 00	In March, 1875.....	334
5, 032	2, 600	7, 632	5, 178	172	8.6 by 6.8, f. f., d. l.	12	40 00	In April, 1875. \$107 m. m.	335
4, 642	1, 710	6, 352	4, 841	161	b. c.; no r. a.	rem	40 00	Trips occasional, by courtesy. Branch; main route \$96, (96.)	336
2, 926	2, 180	5, 106	4, 812	160	10 by 6.8.; no r. a.	12	40 00	In December, 1874....	337
3, 580	2, 187	5, 767	2, 682	156	10.6 by 9, fixtures, s. l.	6	40 00	.....	338
3, 768	2, 841	6, 609	4, 603	153	9 by 5, f. f., s. l.	6	40 00	In October, 1874.....	339
3, 746	4, 160	7, 906	4, 378	145	9.6 by 6.10, f. f., s. l.	6	40 00	.....	340
4, 488	1, 845	6, 333	4, 217	141	6 by 5.6, f. f., s. l.	6	40 00	.....	341
4, 113	2, 350	6, 463	4, 226	140	10.6 by 7.8, f. f., s. l.	6	40 00	.....	342
2, 395	1, 348	3, 743	3, 743	124	8.6 by 8, f. f.; no r. a.	6	40 00	In January, 1874.....	343
2, 996	1, 099	4, 095	3, 601	120	20 by 8.6, 20 by 8.8, 13 by 7.4, f. f., c., $\frac{1}{2}$ l.	3	40 00	Part; residue \$63, (170.)	344
5, 450	3, 756	9, 206	3, 279	109	18 by 8, f. f., s. l.	6	40 00	.....	345
4, 130	1, 263	5, 393	3, 290	109	10.6 by 7.8, f. f., s. l.	6	40 00	.....	346
2, 657	1, 861	4, 518	3, 135	104	No apt.	9*	40 00	.....	347
5, 137	3, 010	8, 147	3, 085	102	9.6 by 9.5, f. f., s. l.	6	40 00	.....	348
3, 474	2, 709	6, 183	3, 026	100	7.6 by 6.6, f. f., s. l.	6	40 00	.....	349
5, 516	3, 439	8, 955	2, 929	97	5.8 by 5, s. l.	6	40 00	In February, 1875.....	350
3, 052	1, 319	4, 371	2, 881	96	b. c.; no r. a.	6	40 00	Branch; main route	351
2, 807	2, 551	5, 358	2, 724	90	11 by 7.10, f. f., s. l.	6	40 00	\$67, (161.)	352
3, 523	3, 338	6, 861	2, 611	87	18 by 9, f. f., s. l.	8*	40 00	.....	353
2, 070	1, 234	3, 304	2, 287	76	7.4 by 4, fixtures, s. l.	6	40 00	.....	354
2, 551	2, 027	4, 578	2, 268	75	5.6 by 3.4, fixtures, s. l.	6	40 00	.....	355
2, 337	1, 251	3, 588	2, 184	72	7 by 6, f. f., s. l.	6	40 00	.....	356
1, 678	1, 899	3, 577	2, 075	69	10.7 by 7.1, f. f., s. l.	6	40 00	In June, 1875.....	357
2, 209	2, 437	4, 646	1, 965	65	8.4 by 6, f. f., s. l.	6	40 00	In October, 1874.....	358
3, 105	2, 277	5, 382	1, 861	62	22.6 by 10, f. f., s. l.	6	40 00	In March, 1875.....	359
1, 847	1, 053	2, 900	1, 695	56	4.6 by 4.6, f. f., s. l.	6	40 00	In July, 1874.....	360
1, 082	1, 153	2, 235	1, 630	54	6.10 by 6.8, fixtures.....	6	40 00	In June, 1874.....	361
2, 344	1, 542	3, 886	1, 609	53	No apt.; no r. a.	6	40 00	In June, 1875.....	362
1, 253	958	2, 211	1, 501	50	No r. a.	6	40 00	In December, 1874.....	363
976	1, 015	1, 991	1, 232	40	12 by 10; no r. a.	6	40 00	In March, 1875.....	364
2, 095	2, 010	4, 105	1, 211	40	8.1 $\frac{1}{2}$ by 6.1 $\frac{1}{2}$, f. f., s. l.	6	40 00	.....	365
730	414	1, 144	1, 144	38	10 by 8.6, furnished, d. l.	12	40 00	Part; residue \$75. In September, 1874.....	366
612	393	1, 005	1, 005	33	b. c.; no r. a.	6	40 00	In September, 1874....	367
1, 350	983	2, 333	954	31	r. a. in b. c.	6	40 00	Branch; main route \$96, (96.)	368
810	571	1, 381	835	27	Locked closet, 3 by 3; in charge of conductor.	6	40 00	Branch. In Jan., 1875.....	369
678	769	1, 447	838	27	3 by 3, locked.....	6	40 00	Branch; main route \$54, (196.) In March, 1875.....	370
347	226	573	573	19	No apt.; no r. a.	6	40 00	In May, 1875.....	371
2, 775	1, 381	4, 156	4, 034	134	No r. a.	7	35 76	Branch; main route \$150, (53.) In March, 1875.....	372
2, 302	913	3, 215	3, 215	107	Box 2 by 5, locked; no r. a.	3	35 00	.....	373
906	868	1, 774	1, 042	34	r. a. in corner of car, not partitioned, s. l.	6	35 00	.....	374
3, 585	2, 856	6, 441	3, 142	101	10.10 by 7, f. f., s. l.	6	34 00	.....	375

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.
376	Mo....	28002	28027	Cairo, Poplar Bluff.....	Saint Louis, Iron Mountain and Southern, (late Saint Louis and Iron Mountain and Cairo and Fulton)	<i>Miles.</i> 73.73	15½
377	S. C....	5612	14009	Anderson Court-House, Walhalla.	Greenville and Columbia, (sees Blue Ridge.)	34	15
378	Mo....	10524a	28023	Cuba, Salem.....	Saint Louis, Salem and Little Rock.	40.88	10
379	Minn....	26014	26014	New Ulm, Marshall.....	Chicago and Northwestern.....	79.66	15
380	Miss....	7008	18008	Middleton Station, Ripley....	Ripley.....	24.30	15
381	Mich....	24032	24032	Muskegon, Big Rapids.....	Chicago and Michigan Lake Shore	56.64	20
382	Tenn....	10014	19013	Tracy City, Cowan.....	Tennessee Coal and Railroad Company.	23	12
383	Ala....	6618	17018	Mobile, Jackson.....	Mobile and Alabama Grand Trunk	59.70	17
384	Mo....	10502	28002	Cairo, Poplar Bluff.....	Saint Louis and Iron Mountain and Cairo and Fulton.	73.73	15½
385	Wis....	25017	25017	Colby, Worcester.....	Wisconsin Central.....	49.90	18
386	Ga....	6191	15023	Brunswick, Albany.....	Brunswick and Albany.....	171.25	14
387	Wis....	25017	25017	Colby, Medford.....	Wisconsin Central, (built and operated by Phillips & Colby Construction Company.)	16.30	12
388	Ill....	23006	23006	Sagetown, Keithsburg.....	Rockford, Rock Island and Saint Louis.	18	15
389	Pa....	2487	.....	Valley Junction, Ebbyvale....	Bachman Valley.....	13.3	14
390	La....	8004	30006	Clinton, Port Hudson.....	Clinton and Port Hudson.....	21	7
391	Tex....	8514	31008	Houston, Columbia.....	International and Great Northern	50	12
392	Ill....	23057	23057	Saint Louis, Belleville.....	Illinois and Saint Louis.....	16.25	.....
393	Tenn....	10011	19011	Knoxville, Careyville.....	Knoxville and Ohio.....	38.94	12
394	Va....	4785	11017	Chester, Winterpock.....	Richmond and Petersburg.....	18.50	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.				
4,562	3,000	7,562	3,736	124	10 by 6.5. s. l.	6	\$30 00	Branch of 25002: main route \$100, (80.) In March, 1875.	376
3,090	2,519	5,609	3,093	103	b. c.; no r. a.	6	30 00	In November and December, 1874.	377
3,103	2,485	5,588	3,041	101	7.6 by 6, f. f. s. l.	6	30 00	In October, 1874.	378
2,876	1,632	4,508	2,837	94	10.6 by 6.6, f. f. $\frac{1}{2}$ l.	3	30 00	Part: residue \$65, (165.)	379
2,048	1,767	3,815	2,525	84	b. c.; no r. a.	6	30 00	In September, 1874.	380
3,082	2,696	5,778	2,266	75	11 by 7, f. f. s. l.	6	30 00	.....	381
863	1,411	2,274	1,906	63	No apt.	6	30 00	In May, 1874.	382
1,109	799	1,908	1,908	63	No apt.; no r. a.	6	30 00	In October, 1874. \$210 m. m.	383
2,277	2,358	4,635	1,723	57	10 by 6.5. $\frac{1}{2}$ l.	3 $\frac{1}{2}$	30 00	Branch; main route \$100, &c. Weight in December, 1874.	384
.....	.....	.....	1,210	40	13.7 by 7.7, f. f. s. l.	6	30 00	Part: residue \$70, (156.) and \$40. (157, rem.)	385
3,164	2,773	5,937	890	29	9.8 $\frac{1}{2}$ by 6, $\frac{1}{2}$ l.	3	30 00	In April, 1875.	386
529	459	988	743	24	13.7 by 7.7, f. f. s. l.	6	30 00	In November, 1874.	387
442	476	918	616	20	No apt; no r. a.	6	30 00	.....	388
870	848	1,718	424	14	In charge of conductor ...	6	30 00	In October, 1874.	389
296	223	519	367	12	No r. a.	3	30 00	.....	390
1,279	1,474	2,753	1,665	55	In b. c.	2	25 00	.....	391
1,222	None.	1,222	1,222	41	No r. a.	3 $\frac{3}{4}$	25 00	.....	392
2,339	1,360	3,699	1,933	64	4.1 $\frac{1}{2}$ by 3, fixtures, s. l.	6	22 88	In August, 1874.	393
200	153	353	353	11	b. c.; no r. a.	6	20 00	In July, 1875.	394

JAS. N. TYNER,
Second Assistant Postmaster-General.

Index to Table E.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Alabama Central	148	6609	.....	Chicago and Northwestern	17	23001	23001
Allegheny, (Sligo branch)	371	2497	.....	Do	21	25009	25009
Allegheny Valley	250	2480	.....	Do	22	23002	23002
Annapolis and Elk Ridge	143	3598	.....	Do	23	25012	25012
Arkansas Central	330	7502a	29002	Do	107	24031	24031
Athol and Enfield. (See Springfield, Athol and Northeastern.)				Do	120	26015	26015
Athol and Richmond Air-Line	152	6517	15001	Do	127	25010	25010
Atlantic and Pacific	11	28001	28001	Do	128	25010	25010
Do	59	25003	25003	Do	138	25011	25011
Do	192	25008	28008	Do	155	25010	25010
Do	223	10508	28008	Do	160	25024	25013
Do	293	28017	28017	Do	165	26014	26014
Atlantic and Pacific, (lessees Pacific, of Missouri)	18	10501	28001	Do	187	26015	26015
Do	249	10512a	28017	Do	303	27013	27013
Atlantic and Pacific, (lessees South Pacific)	78	10503	25003	Do	348	23004	23004
Atlantic, Gulf and West India Transit Company	264	6401	16031	Do	379	26014	26014
Bachman Valley	389	2487	.....	Do	359	23054	23054
Baltimore and Ohio	77	9011	.....	Chicago and Pacific			
Do	86	3505	.....	Chicago and Superior. (See Chicago, Milwaukee and Saint Paul.)			
Do	205	4101	.....	Chicago, Burlington and Quincy	10	23007	23007
Do	230	3506	.....	Do	38	23010	23010
Blue Ridge. (See Greenville and Columbia.)				Do	39	23010	23010
Boston and Maine	320	745	.....	Do	40	23010	23010
Boston and Providence	34	608	.....	Do	41	23010	23010
Do	61	608	.....	Do	42	23010	23010
Boston, Barre and Gardner, (late Monadnock)	209	738	657	Do	51	23009	23009
Boston, Concord and Montreal	316	359	.....	Do	119	27011	27011
Brunswick and Albany	326	6191	15023	Do	121	27011	27011
Brunswick and Chillicothe and Saint Louis, Council Bluffs and Omaha	291	28013	28013	Do	122	27011	27011
Buffalo Valley	322	2495	.....	Do	123	27011	27011
Burlington and Missouri River	27	27005	27005	Do	144	23011	23011
Do	180	27005	27005	Do	178	23008	23008
Do	181	27007	27007	Do	183	23012	23012
Do	268	27009	27009	Do	186	23008	23008
Do	286	27006	27006	Do	217	23007	23007
Burlington and Southwestern	200	27008	27008	Do	273	23013	23013
Burlington, Cedar Rapids and Minnesota	131	27001	27001	Do	300	23007	23007
Do	235	27002	27002	Do	340	23014	23014
Do	342	27003	27003	Chicago, Danville and Vincennes	196	23042	23042
Do	346	27004	27004	Do	369	23042	23042
Cairo and Saint Louis	238	23053	23053	Do	370	23042	23042
Do	265	11923	23053	Chicago, Dubuque and Minnesota	179	27012	27012
Cairo and Vincennes	154	23037	23037	Chicago, Milwaukee and Saint Paul	16	25002	25002
Camden and Atlantic	214	2107	.....	Do	25	26013	26013
Carbondale and Shawneetown	354	23445	23045	Do	46	23035	23035
Carolina Central	225	5003	13003	Do	70	25001	25001
Do	296	5007	13008	Do	95	25005	25005
Central Branch Union Pacific	129	14002	33002	Do	100	26009	26009
Central of Iowa	210	27010	27010	Do	101	25083	25083
Central Ohio	45	9001	.....	Do	193	27026	27026
Charlotte, Columbia and Augusta	69	5631	13007	Do	201	26011	26011
Chicago and Alton	36	23017	23017	Do	218	25004	25004
Do	58	28022	28022	Do	219	27025	27025
Do	63	23018	23018	Do	260	25006	25006
Do	244	28021	28021	Do, (operating Chicago and Superior R. R.)	285	25023	25023
Do	295	23019	23019	Do	307	26010	26010
Do	324	23019	23019	Do	308	25008	25008
Chicago and Illinois Southern, Consolidated	349	23044	23044	Do	332	26012	26012
Chicago and Lake Huron	257	24022	24022	Do	345	27028	27028
Do	263	24020	24020	Do	351	25007	25007
Chicago and Michigan Lake-Shore	105	24021	24021	Chicago, Rock Island and Pacific	9	23015	23015
Do	211	24021	24021	Do	13	27314	27014
Do	381	24032	24032	Do	99	23016	23016
Chicago and Northwestern	12	23003	23003	Do	175	27017	27017
				Do	222	27015	27015
				Do	252	27015	27015
				Do	341	27016	27016
				Cincinnati, Sandusky and Cleveland	92	9013	.....
				Do	287	9025	.....
				Do	298	9037	.....
				Clinton and Fort Hudson	390	8004	30006

Index to Table E.—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Continental Improvement Co.	194	24034	24034	International and Great North-			
Cumberland Valley	94	2430		ern	281	8683	31006
Dakota Southern	145	13929		Do.	301	8683	31006
Do.	168	35001		Do.	391	8514	31098
Davenport and Saint Paul	236	27027	27027	Iowa Eastern	306	27023	27023
Do.	375	27018	27018	Iowa Midland	333	27024	27024
Des Moines and Fort Dodge	149	27031	27031	Iron Mountain, Chester and			
Des Moines and Minnesota	271	27030	27030	Eastern	247	23047	23047
Detroit and Bay City	152	24013	24013	Jacksonville, Northwestern and			
Detroit and Milwaukee	74	24006	24006	Southeastern	355	23046	23046
Detroit, Hillsdale and Indiana	328	24024	24024	Jacksonville, Pensacola and Mo-			
Detroit, Lansing and Lake Michi-				bile	130	6402	
gan	162	24017	24017	Kansas City, Saint Joseph and			
Do.	338	24033	24033	Council Bluffs	56	28006	28006
Dubuque Southwestern	231	27020	27020	Do.	176	28006	28028
Duxbury and Cohasset	272	747		Keokuk and Des Moines	109	27019	27019
East Broad Top Railroad and				Keokuk and Kansas City	279	28025	28025
Coal Company	362	2490		Do.	337	10525a	28025
Eastern	309	742		Do.	343	10525a	28025
Do.	321	743		Knoxville and Ohio	393	10011	19011
Do.	327	741		Lake Shore and Michigan South-			
Elizabethtown and Paducah.				ern	67	24001	24001
(See Louisville, Paducah and				Do.	132	24004	24004
Southwestern.)				Do.	136	24002	24002
Elliott, W. P., owner Rogersville				Do.	213	24003	24003
and Jefferson Railroad	198	10003	19003	Do.	216	24028	24028
Flint and Pere Marquette	96	24015	24015	Lake Superior and Mississippi	134	26006	26007
Do.	184	24015	24015	Do.	277	26008	26008
Do.	336	24015	24015	Leavenworth, Lawrence and			
Do.	368	24015	24015	Galveston	90	14211	33008
Frankfort and Kokomo	357	22032	22032	Do.	93	14003	33003
Galveston, Harrisburgh and San				Do.	221	14003	33003
Antonio	91	8504	31002	Lewisburg Centre and Spruce			
Galveston, Houston and Hender-				Creek. (See Pennsylvania.)			
son	49	8502		Louisville, New Albany and			
Do.	52	8502	31001	Saint Louis	374	22022	
Geneva, Ithaca and Athens	172	1293		Louisville, Paducah and South-			
Grand Rapids and Indiana	191	24038	24038	western, (late Elizabethtown			
Do.	207	24018	24018	and Paducah)	106	9738	24011
Grand Rapids, Newaygo and				Macon and Augusta	228	6145	15021
Lake Shore	304	24026	24026	Marietta and Cincinnati	44	9032	
Grand Tower Mining, Manufactur-				Do.	75	9020	
ing and Transportation				Do.	206	9019	
Company	347	23039	23039	Marietta, Pittsburgh and Cleve-			
Grand Trunk	110	24007	24007	land	334	9044	
Green Bay and Lake Pepin. (See				May's Landing and Egg Harbor			
Green Bay and Minnesota.)				City	326	2134	
Green Bay and Minnesota, (late				Memphis and Little Rock	85	7501	29001
Green Bay and Lake Pepin)	233	25015	25015	Memphis, Carthage and North-			
Greenville and Columbia, (less-				western	267	28020	28020
ees Blue Ridge Railroad.)	377	5612	14009	Michigan Central	20	24005	24005
Gulf, Western Texas and Pacific	294	8684	31012	Do.	133	24010	24010
Hannibal and St. Joseph	14	28005	28005	Do.	215	24009	24009
Do.	15	28010	28010	Do.	232	24025	24025
Do.	151	28005	28005	Do.	302	24019	24019
Hempfield	226	2441		Do.	325	24027	24027
Houston and Texas Central	76	8503	31003	Do.	365	23022	23022
Do.	84	8505	31004	Michigan Lake Shore	241	24023	24023
Houston and Texas Central, (op-				Michigan Midland and Canada	282	24037	24037
erating Waco and Northwest-				Do.	288	24037	24037
ern)	163	8577a		Midland Pacific	190	34005	
Illinois and Saint Louis	392	23057	23057	Milwaukee, Lake Shore and			
Illinois Central	37	23920	23020	Western	161	25018	25018
Do.	57	24021	23021	Do.	352	25018	25018
Do.	73	27021	27021	Do.	259	25020	25020
Do.	169	27022	27022	Do.	318	25021	25021
Indiana and Illinois Central	248	23055	23055	Minneapolis and Saint Louis	274	26007	26006
Indianapolis and Saint Louis	19	11419	23028	Mississippi Valley and Western	139	28018	28018
Do.	71	12024	23024	Missouri, Iowa and Nebraska	270	28015	28015
Indiana North and South	364	22030		Missouri, Kansas and Texas	251	28024	28024
International and Great North-				Missouri River, Fort Scott and			
ern	68	8683	31006	Gulf	89	14005	33005
Do.	203	{ 8683 and 8666 pts.		Mobile, Alabama, and Grand			
Do.	258	8666	31007	Trunk	383	6618	17018
				Monadnock. (See Boston, Barre			
				and Gardner.)			
				Mont Alto	367	2482	

Index to Table E—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Montclair, (late New York and Oswego Midland)	363	2135		Quincy, Alton and Saint Louis ..	114	23041	23041
Montpelier and Wells River	329	528		Do.	115	23041	23041
Montrose	360	2483		Do.	117	23041	23041
Morgan's Louisiana and Texas ..	55	8001	30003	Quincy, Missouri and Pacific	185	28019	28019
Do.	323	8098	30004	Richmond and Danville	64	5004	13004
Nashua, Acton and Boston	361	352		Do.	66	4407	11006
Naugatuck	97	908		Richmond and Petersburg	29	4409	11008
Do.	278	908		Do.	394	4785	11017
Newark, Somerset and Straitsville ..	331	9042		Ripley	380	7008	18008
New Bedford	82	641		Rockford, Rock Island and Saint Louis ..	124	23005	23005
Do.	98	642		Do.	388	23006	23006
Do.	240	639		Rogersville and Jefferson, (W. P. Elliott, owner) ..	198	10003	19003
New Bedford, (operating Boston, Clinton and Fitchburgh)	137	746		Saginaw Valley and Saint Louis ..	356	24030	24030
New Brunswick and Canada	262	214	14	Saint Clair and Chicago Air Line ..	246	24012	24012
New Orleans, Mobile and Texas ..	229	8090	30002	Saint Louis, Alton and Terre Haute ..	83	23030	23030
New Orleans, Saint Louis and Chicago	30	7001	18001	Saint Louis and Iron Mountain and Cairo and Fulton	62	10502	28002
Do.	31	8002	30001	Do.	384	10502	28002
Do.	32	7001	18001	Saint Louis and Saint Joseph, (See Saint Louis, Kansas City and Northern.) ..			
Do.	35	7001	18001	Saint Louis, Iron Mountain and Southern, (late Saint Louis and Iron Mountain and Cairo and Fulton) ..	80	28002	28002
New Jersey Southern	142	2126		Do.	113	28002	28002
Do.	310	2127		Do.	319	28002	28002
Do.	314	2126		Do.	376	28002	28027
New York and Oswego Midland ..	243	1540	1235	Saint Louis, Kansas City and Northern ..	43	28004	28004
Do.	258	1540	1235	Do.	135	28007	28007
New York and Oswego Midland, (See Montclair.) ..				Do.	197	28009	28009
New York Central and Hudson River	315	1805		Do.	237	28012	28012
New York, New Haven and Hartford	4	907		Saint Louis, Kansas City and Northern, (late Saint Louis and Saint Joseph) ..	255	10513	28012
Do.	6	905		Saint Louis, Lawrence and Western	140	28016	28016
Do.	7	907		Do.	147	28016	28016
Do.	8	905		Do.	208	10517a	28016
Do.	311	905		Saint Louis, Salem and Little Rock ..	305	28023	28023
Northern Central	48	2421		Do.	378	10524a	28023
Northern Pacific	170	26005	26001	Saint Paul and Pacific	159	26002	26003
Do.	344	26005	26001	Do.	224	26001	26002
North Louisiana and Texas	150	8005	30008	Do.	227	26003	26004
Ohio and Mississippi	26	12010	22010	Saint Paul and Sioux City	125	26004	26005
Do.	79	12018	22018	Savannah and Memphis	339	6616	17016
Old Colony, (late Old Colony and Newport) ..	81	654	634	Sheboygan and Fond du Lac ..	242	25619	25019
Do.	290	731	653	Sioux City and Pacific	106	27029	27029
Oregon and California	87	44001		Do.	254	27029	27029
Pacific, of Missouri, (See Atlantic and Pacific.) ..				Sioux City and Saint Paul ..	126	26004	26018
Painesville and Youngstown	350	9050		Sligo Branch, (See Allegheny.) ..			
Paris and Danville	284	23050	23050	Somerset	269	231	
Parker and Karns City	184	2495		Southern Minnesota	177	26016	26016
Pennsylvania	1	2103		Springfield and Illinois Southern ..	141	23033	23033
Do.	2	2103		Springfield and Northwestern ..	353	23049	23049
Do.	2	2104		Springfield, Athol and Northeastern, (late Athol and Enfield) ..	223	658	741
Do.	3	2104		Sycamore and Courtland	229	23052	23052
Do.	102	2103		Tennessee Coal and Railroad ..	382	10014	19013
Do.	174	2105		Terre Haute and Indianapolis ..	24	22002	
Pennsylvania, (lessees Lewisburgh Centre and Spruce Creek) ..	189	2105		Do.	28	12002	22002
Pennsylvania	193	2103		Do.	42	23031	23031
Do.	204	2105		Do.	47	11425	23031
Do.	335	2468		Texas and Pacific	60	8749	31010
Peoria and Rock Island	182	23040	23040	Do.	116	8506	
Peoria, Pekin and Jacksonville ..	146	23038	23038	Do.	118	8506	31009
Petersburgh	33	4410	11009	Do.	164	8770	
Philadelphia, Wilmington and Baltimore ..	5	3501		Do.	166	8770	31011
Do.	72	3401		Do.	202	8749	
Do.	292	3501		Toledo, Canada Southern and Detroit ..	104	12956	24035
Pittsburgh, Virginia and Charleston ..	212	2486					
Do.	261	2486					
Portland and Ogdensburg	173	202	12				
Providence and Springfield	275	823					

Index to Table E—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Toledo, Peoria and Warsaw	167	23027	23027	Western Union	153	25013	25024
Do.	276	23027	23027	West Feliciana	373	8022	30007
Toledo, Wabash and Western ..	50	23023	23023	Wilmington and Weldon	53	5002	13002
Do.	103	23025	23025	Do.	372	5002	13002
Do.	239	23026	23026	Wilmington, Columbia and Augusta	54	5604	14002
Do.	280	23025	23025	Do.	82	5604	14002
Do.	283	23024	23024	Wisconsin Central, (operated by Phillips & Colby Construction Company)	111	25016	25016
Utah Northern	313	16651	41003	Do.	112	25016	25016
Utah Southern	171	41002	.....	Do.	156	25017	25017
Do.	199	41002	.....	Do.	157	25017	25017
Utica and Black River	312	1294	.....	Do.	385	25017	25017
Vineland	358	2129	.....	Do.	387	25017	25017
Washington and Ohio	231	4404	11004	Wisconsin Valley	266	25022	25022
Washington City, Virginia Midland and Great Southern	256	4782	11016	Worcester	297	3517	.....
Western and Atlantic	65	6002	15002				
Western Maryland, (extension) ..	366	3507	.....				

F.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in States and on certain new routes the adjustment of the rates, based upon returns of the weight of and the number of trips per week, in accordance with the act of March 3, 1873.

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture complete; m. c., mail-line; r. a., route agents; m. m., mail messenger. A number followed by an asterisk (*) shows the in parentheses in the "Remarks" 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.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.	
1	N. J.	2103	.....	New York, West Philadelphia.	Pennsylvania	90	32,852	30
2	Conn.	907	.....	New Haven, New York.	New York, New Haven and Hartford.	76½	32,617	30
3	Md.	3501	.....	Baltimore, Philadelphia.	Philadelphia, Wilmington and Baltimore.	96	25,152	33
4	Conn.	905	.....	New Haven, Springfield.	New York, New Haven and Hartford.	63 5-6	25,207	30
5	Conn.	907	.....	New Haven, New York.	do	76½	23,359	30
6	Conn.	905	.....	New Haven, Springfield.	do	63 5-6	18,694	30
7	Ohio	9032	.....	Cincinnati, Parkersburgh.	Marietta and Cincinnati	206	12,512	25
8	Ill.	23015	23015	Geneseo, Davenport.	Chicago, Rock Island and Pacific.	24	12,525	24
9	Ill.	23007	23007	Chicago, Burlington.	Chicago, Burlington and Quincy.	207.70	11,266	20
10	Ill.	23015	23015	Chicago, Geneseo.	Chicago, Rock Island and Pacific.	159	12,525	24
11	Iowa	27014	27014	Davenport, Iowa City.	do	54	8,747	23

in which the contract term expired June 30, 1875, and also in other States and Territories, the mails, the speed with which they are conveyed, the accommodations for mails and agents,

catchers; r. p. o., railway post-office; apt., apartment; b. c., baggage car; s. l., single line; d. l., double equivalent in round trips, a more particular statement in tabular form being inconvenient. The figures

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>			
r. p. o., 49.4 by 8.4, 49.3 by 8.4, 47.3 by 8.4, 46 by 8.8, f. f., d. l.; r. a. apts., 15.6 by 6.5, (average.) f. f., d. l., and extra s. l. on local trains, 24.3 miles.	74*	628 00	567 00	56,520 00	50,544 00	Oct. 1, 1874	90 days, from Nov. 2, 1874. Extended to cover route 2104. 54 miles formerly at \$558 per mile. Extra trips on local trains. Main route; branches \$55 (199) and \$88, (110.)	1
r. p. o., 48 by 8.7, 25 by 8.10, f. f. c. and m. c., d. l.; r. a. apts., 15 by 6.8, 13.6 by 6.9, f. f. c. and m. c., 1½ lines; and r. a. in b. c., s. l.	40½*	595 00	479 00	45,418 33	36,563 66	Oct. 1, 1874	77 days, from Jan 1, 1875.	2
r. p. o., 50 by 9, f. f., d. l.; r. a. apt., 24 by 9, f. f., s. l., to Wilmington, 69.7 miles; 3½ lines residue, 23.6 miles; and extra in apt. 9 by 3.6, f. f., d. l., beyond Lamoikin, 13.9 miles.	31*	538 00	440 00	51,648 00	44,000 00	July 1, 1874	90 days, from Nov. 2, 1874. Main route; branch \$50. Return show distance to be 96 miles; formerly stated at 100 miles. Ordered April, 1875.	3
r. p. o., 48 by 8.7, 25 by 8.10, f. f. c. and m. c., d. l.; r. a. apt., 9.3 by 6.4, f. f. c. and m. c., s. l.; and r. a. in b. c., s. l.	34*	497 00	416 00	31,725 16	26,554 66	Oct. 1, 1874	77 days, from Jan. 1, 1875.	4
r. p. o., 48 by 8.7, 25 by 8.10, f. f. c. and m. c., d. l.; r. a. apts., 15 by 6.8, 13.6 by 6.9, f. f. c., and m. c., 1½ lines; and r. a. in b. c., s. l.	37	479 00	375 00	36,563 66	28,625 00	July 1, 1873	In June, 1874. Ordered March, 1875.	5
r. p. o., 48 by 8.7, 25 by 8.10, f. f. c. and m. c., d. l.; r. a. apt., 9.3 by 6.4, f. f. c., and m. c., s. l.; and r. a. in b. c., s. l.	34*	416 00	325 00	26,554 66	20,745 83	July 1, 1873	do.....	6
r. p. o., 52.4 by 9.6½, f. f., d. l.	163*	373 00	175 00	76,838 00	36,050 00	July 1, 1873	In Aug., 1874. Ordered Oct., 1874.	7
r. p. o., (say) 40 by 10.2, f. f. c. and m. c., d. l.	154*	344 00	305 00	8,256 00	7,320 00	July 1, 1875	Part; residue \$319, (10.) r. p. o., with platforms, 48.6 by 10.2.	8
r. p. o., 55.6 by 9.6, f. f. c. and m. c., s. l.	214*	328 00	273 00	68,125 60	56,702 10	July 1, 1875	Main route; branches \$58 (183) and \$50. Special train every third Sunday.	9
r. p. o., (say) 40 by 10.2, f. f. c. and m. c., s. l.	154*	319 00	280 00	50,721 00	44,520 00	July 1, 1875	Part; residue \$344, (8.) r. p. o., with platforms, 48.6 by 10.2.	10
r. p. o., (say) 40 by 10, f. f. c. and m. c., d. l.	12	295 00	275 00	15,930 00	14,850 00	July 1, 1875	Part; residue \$270, (12.) r. p. o., with platforms, 49.7 by 10.	11

F.—Table showing the re-adjustment of the rates of pay per mile on railroad routes

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.	
12	Iowa	27014	27014	Iowa City, Missouri River.	Chicago, Rock Island and Pacific.	264	8,747	23
13	Ill	23003	23003	Chicago, Union Pacific Transfer.	Chicago and Northwestern	491	8,462	23
14	Ohio	9001		Bellaire, Columbus	Central Ohio	137½	7,178	23½
15	Mo	10501	28001	Saint Louis, Atchison	Atlantic and Pacific	329.75	8,010	24
16	Ind	12010	22010	Cincinnati, East Saint Louis.	Ohio and Mississippi	341	6,136	25
17	Ind	12010	22010	do	do	341	6,136	25
18	Iowa	27005	27005	Burlington, East Plattsmouth.	Burlington and Missouri River	279.14	5,891	21
19	Mo	28005	28005	Quincy, Saint Joseph	Hannibal and Saint Joseph	203.50	6,214	22
20	Wis	25002	25002	Milwaukee, La Crosse	Chicago, Milwaukee and Saint Paul.	198	6,581	21
21	Mo	28010	28010	Kansas City, Cameron	Hannibal and Saint Joseph	54	6,164	22
22	Ind	12010	22010	Cincinnati, East Saint Louis.	Ohio and Mississippi	341	6,136	25
23	Ill	23001	23001	Chicago, Milwaukee	Chicago and Northwestern	87	4,293	28
24	Wis	25009	25009	Chicago, Green Bay	do	245	4,507	22
25	Mo	28001	28001	Saint Louis, Atchison	Atlantic and Pacific	329.75	5,247	24
26	Mich	24005	24005	Detroit, Chicago	Michigan Central	284	4,623	28½
27	Ill	23017	23017	Chicago, East Saint Louis.	Chicago and Alton	283	4,091	25
28	Va	4409	11008	Richmond, Petersburg.	Richmond and Petersburg	24.50	2,815	27
29	Ind	12002	22002	Indianapolis, Terre Haute.	Terre Haute and Indianapolis	73	4,913	28
30	Ill	23002	23002	Chicago, Freeport	Chicago and Northwestern	121	4,184	22
31	Ga	6002	15002	Atlanta, Chattanooga	Western and Atlantic	138.75	3,826	25
32	Ill	23031	23031	East Saint Louis, Terre Haute.	Terre Haute and Indianapolis	165.40	5,396	34
33	Va	4410	11009	Petersburgh, Weldon	Petersburgh	65.51	2,272	20
34	Minn	26013	26013	Saint Paul, Winona	Chicago, Milwaukee and Saint Paul.	103.84	3,685	20
35	Ill	23035	23035	Chicago, Milwaukee	do	88.85	5,778	27
36	Ill	23020	23020	Chicago, Cairo	Illinois Central	365	3,604	21

in States in which the contract term expired June 30, 1875, &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> r. p. o., (say) 40 by 10, f. f. c. and m. c., s. l.	12	Dolls. 270 00	Dolls. 250 00	Dolls. 71,200 00	Dolls. 66,000 00	July 1, 1875	Part; residue \$295, (11.) r. p. o., with platforms, 49.7 by 10.	12
r. p. o., 50 by 9.5, 35 by 9.4, (average 42.6 by 9.4½) f. f., s. l.	13*	268 00	255 00	131,588 00	127,730 00	July 1, 1875	139 miles formerly at \$275. 1 mile increase.	13
r. p. o., 51.6 by 8.9, f. f., s. l.	19	267 00	175 00	36,812 62	24,128 12	July 1, 1873	In August, 1874. Ordered Jan., 1875.	14
r. p. o., 43.6 by 9.6, f. f. c. and m. c., s. l.	13½	262 00	215 00	86,994 50	65,807 50	July 1, 1873	In Oct., 1874. 44½ miles formerly at \$100. Ordered Dec., 1874.	15
r. p. o., 50 by 9, f. f. and m. c., s. l.	16½	254 00	239 00	86,614 00	81,499 00	Jan. 1, 1874	In July, 1874. Ordered Dec., 1874.	16
r. p. o., 50 by 9, f. f. & m. c., s. l.; r. p. o. additional, 41 by 11, f. f., s. l., to North Vernon, 72.4 miles.	16½	254 00	254 00	88,424 00	86,614 00	Sept. 16, 1874	In July, 1874. 72.4 miles at \$279. Ordered Dec., 1874.	17
r. p. o., 52.1 by 9.6, f. f. c., s. l.	12	250 00	200 00	69,785 00	55,828 00	July 1, 1875	Main route; branch \$68, (158.) Special train every third Sunday.	18
r. p. o., 40 by 10, f. f. c., s. l., to Cameron, 171 miles; b. c. residue.	11½*	240 00	237 50	48,027 50	48,331 25	July 1, 1875	\$215 per mile for 32.5 miles. Main route; branch \$50, (228.)	19
r. p. o., (say) 40 by 10.3, f. f. c., s. l.	12	244 00	230 00	48,312 00	45,540 00	July 1, 1875	r. p. o., with platforms, 46.6 by 10.3.	20
r. p. o., 40 by 10, f. f. c., s. l.	13	239 00	232 00	13,636 00	13,258 00	July 1, 1875	\$730 for ferriage.	21
r. p. o., 41 by 11, f. f., s. l.	16½*	239 00	200 00	81,499 00	68,200 00	July 1, 1873	In July, 1874. Ordered Dec., 1874.	22
r. p. o., 36 by 10, f. f., d. l.	25	232 00	220 00	20,184 00	19,140 00	July 1, 1875	.....	23
r. p. o., 50 by 10, f. f. c., s. l.	14½*	230 00	210 00	56,350 00	51,450 00	July 1, 1875	.....	24
r. p. o., 43.6 by 9.6, f. f. c. and m. c., s. l.	13½*	228 00	262 00	75,183 00	86,994 50	July 1, 1875	In April, 1875.	25
r. p. o., 45 by 10, f. f., s. l.	32½*	223 00	212 50	63,332 00	60,350 00	July 1, 1875	.....	26
r. p. o., 45 by 9.10, f. f. c. and m. c., s. l.; r. a. apt., 18.6 by 10, f. f. c. and m. c., s. l., 28.8 miles.	18½*	214 00	195 00	60,562 00	55,185 00	July 1, 1875	.....	27
r. p. o., 42 by —, f. f. c., d. l.	13	213 00	200 00	5,368 50	5,050 00	July 1, 1873	In June, 1875. Ordered Sept., 1875. \$150 m. m.	28
22 by 7.6, 11 by 7.6, f. f. c., d. l.	22*	208 00	200 00	15,184 00	14,600 00	July 1, 1873	In July, 1874. Ordered Feb., 1875.	29
r. p. o., 35.8 by 9.5, f. f., s. l.	14*	208 00	210 00	25,168 00	25,410 00	July 1, 1875	.....	30
r. p. o., 42 by 8.7, f. f., s. l.	14	205 00	125 00	28,443 75	17,343 75	May 20, 1874	In Oct., 1874. Ordered Jan., 1875.	31
45 by 10, f. f., s. l.; local mail room, 19 by 7.6.	16*	204 00	184 00	33,741 60	30,433 60	July 1, 1875	.....	32
r. p. o., 43 by —, f. f. c., d. l.	13	204 00	200 00	13,364 04	13,102 00	July 1, 1875	In June, 1875.	33
r. p. o., (say) 40 by 10.3, f. f. c., s. l.	12	203 00	207 00	21,079 52	21,494 88	July 1, 1875	r. p. o., with platforms, 46.6 by 10.3.	34
No r. a.	18	200 00	175 00	17,770 00	15,548 75	July 1, 1875	.....	35
r. p. o., 44.6 by 8.9, f. f. c. and m. c., d. l. to Kankakee, 55 miles; s. l. residue; r. a. apt., 12 by 8, s. l., to Kankakee	15*	200 00	195 00	74,375 00	73,375 00	July 1, 1875	55 miles at \$225; formerly at \$235.	36

F.—Table showing the re-adjustment of the rates of pay per mile on railroad routes

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	Ind...	12024	22024	Indianapolis, Terre Haute.	Indianapolis and Saint Louis..	72	3,318	26
38	Wis...	25012	25012	Winona, Winona Junction.	Chicago and Northwestern....	30.45	3,280	20
39	Ill....	23023	23023	Decatur, East Saint Louis.	Toledo, Wabash and Western..	112	4,274	25
40	Ill....	11419	23028	Terre Haute, East Saint Louis.	Indianapolis and Saint Louis..	189	2,638	26
41	Ill....	11425	23031	East Saint Louis, Terre Haute.	Terre Haute and Indianapolis..	165.40	4,080	28
42	La....	8002	30001	New Orleans, Canton.	New Orleans, Saint Louis and Chicago.	206	2,373	20
43	Miss..	7001	18001	Canton, Milan Depot.	do.....	258	2,313	20
44	Miss..	7001	18001	Milan Depot, Cairo...	do.....	84.98	2,313	20
45	Ind...	12018	22018	Jeffersonville, North Vernon.	Ohio and Mississippi.....	53.5	2,061	27
46	Ill....	23009	23009	Peoria, Galesburgh..	Chicago, Burlington and Quincy.	54	1,991	26
47	Ill....	23021	23021	Dubuque, Centralia..	Illinois Central.....	344	2,451	20
48	Mo...	28006	28006	Kansas City, Union Pacific Transfer.	Kansas City, Saint Joseph and Council Bluffs.	203.50	1,980	....
49	N. C..	5002	13002	Weldon, Wilmington.	Wilmington and Weldon.....	163	2,755	22
50	Va....	4407	.....	Richmond, Greensborough.	Richmond and Danville.....	190.5	3,219	19
51	Ill....	23041	23041	Quincy, Hannibal....	Quincy, Alton and Saint Louis.	19.4	1,531	20
52	N. C..	5004	13004	Greensborough, Charlotte.	Richmond and Danville.....	93	2,860	19
53	Ohio..	9020	.....	Portsmouth, Reed's Mills.	Marietta and Cincinnati.....	56	2,506	20
54	Del...	3401	.....	Wilmington, Seaford.	Philadelphia, Wilmington and Baltimore.	84	1,953	22
55	Mo...	28002	28026	Bismarck, Texarkana.	Saint Louis, Iron Mountain and Southern, (late Saint Louis and Iron Mountain and Cairo and Fulton.)	406.41	2,851	20½
56	S. C..	5604	14002	Florence, Wilmington	Wilmington, Columbia and Augusta.	109.7	2,311	25
57	Mo...	28004	28004	Saint Louis, Kansas City.	Saint Louis, Kansas City and Northern.	271.75	2,306	22
58	Tex...	8503	.....	Houston, Denison City	Houston and Texas Central...	337.55	2,181	25
59	Tex...	8502	.....	Houston, Galveston..	Galveston, Houston and Henderson.	50	2,157	20
60	Ohio..	9011	.....	Newark, Sandusky...	Baltimore and Ohio.....	116	2,157	25
61	Minn..	26011	26011	Winona, La Crescent.	Chicago, Milwaukee and Saint Paul.	25	2,679	17

in States in which the contract term expired June 30, 1875, &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., 39.4 by 9, f. f., s. l.	18	196 00	115 00	14, 112 00	8, 280 00	July 1, 1873	In October, 1873; ordered Jan., 1875.	37
r. p. o., 40 by 10, f. f., s. l.; r. a. apt., 12 by 9.6, f. f., s. l.	12	195 00	209 00	5, 937 75	5, 852 00	July 1, 1875	2.45 miles increase ..	38
20 by 9.4, f. f., s. l.	12	187 00	158 00	20, 944 00	17, 696 00	July 1, 1875	.....	39
r. p. o., 39.4 by 9, f. f., s. l.	18	185 00	215 00	34, 965 00	40, 635 00	July 1, 1873	In October, 1873; ordered Dec., 1874.	40
22 by 7.6, 11 by 7.6, f. f., s. l.	22*	184 00	175 00	30, 433 60	28, 945 00	July 1, 1873	In July, 1874; ordered Dec., 1874.	41
r. p. o., 42 by 9, f. f., s. l.	13	181 00	200 00	37, 286 00	41, 200 00	July 1, 1873	90 days, from Nov. 1, 1874.	42
r. p. o., 42 by 9, f. f., s. l.	13	180 00	200 00	46, 440 00	51, 600 00	July 1, 1873	90 days, from Nov. 1, 1874. Part; residue new, \$180. (44.)	43
r. p. o., 42 by 9, f. f., s. l.	13	180 00	.....	.....	.....	Dec. 20, 1873	90 days, from Nov. 1, 1874. New Part; residue \$180. (43.)	44
r. p. o., 41 by 11, f. f., s. l.; r. a. apt., 20.6 by 11, f. f., s. l.	18	175 00	150 00	9, 362 50	8, 025 00	Sept. 16, 1874	Ordered Dec., 1874 ..	45
r. p. o., 44.11 by 9.6, f. f., s. l. and r. a. in b. c., 3 miles.	12½*	175 00	155 00	9, 450 00	8, 370 00	July 1, 1875	.....	46
r. p. o., 27.6 by 9, f. f., s. l.	12	174 00	140 00	59, 856 00	48, 160 00	July 1, 1875	.....	47
r. p. o., 40 by 10, f. f., s. l.	14*	174 00	143 00	35, 409 00	29, 100 50	July 1, 1875	Branch detached....	48
16.8½ by 7.10½, f. f., d. l.	13	172 00	150 00	28, 036 00	24, 450 00	July 1, 1873	60 days, in Mar. and April, 1875. Speed at night 15 miles per hour. Main route; branch \$51, (246.) Ordered July, 1875.	49
18 by 9, f. f., s. l. ...	15½*	170 00	128 00	32, 385 00	24, 384 00	Apr. 1, 1875	.....	50
r. p. o., (say) 51.2 by 9.10, f. f., s. l.; r. a. apt., 15.6 by 8.10, f. f., s. l.	19	165 00	85 00	3, 201 00	1, 649 00	Mar. 23, 1875	Part; residue \$85. r. p. o. size, "over all," 57.6.	51
18 by 9, f. f., s. l.	14	164 00	126 00	15, 252 00	11, 718 00	Apr. 1, 1875	In April, 1875. Part; residue \$75.	52
17 by 8.7½, f. f., s. l.	12	158 00	100 00	8, 848 00	5, 600 00	July 1, 1873	In August, 1874; ordered Oct., 1874.	53
24 by 9, 19 by 8, f. f., d. l.	12	157 00	115 00	13, 188 00	9, 660 00	July 1, 1874	90 days, from Nov. 2, 1874. Part; residue \$125, (79.) ordered June, 1875.	54
24.8 by 8.11, s. l. ..	7	155 00	80 00	62, 993 55	39, 733 30	July 1, 1875	In Mar., 1875. 144.41 miles formerly at \$130; formerly branch of route 28002.	55
18.1½ by 8.9, f. f., s. l.	13	155 00	150 00	17, 003 50	16, 455 00	July 1, 1873	60 days, in Mar. and April, 1875. Speed 21 miles in day-time. Part; residue \$100; ordered July, 1875.	56
24 by 7.6, f. f., s. l.	14½*	155 00	180 00	42, 121 25	48, 915 00	July 1, 1875	.....	57
21 by 7.3, f. f., s. l.	10½*	153 00	100 00	51, 645 15	34, 035 00	July 1, 1873	In October, 1874. 2.8 miles decrease; ordered Jan., 1875.	58
15.10 by 6.9, f. f., s. l.	18	152 00	160 00	7, 600 00	8, 000 00	July 1, 1873	In October, 1874; ordered Jan., 1875.	59
16.6 by 6.6, f. f., s. l.	18	152 00	100 00	17, 632 00	11, 600 00	July 1, 1873	In August, 1874; ordered Jan., 1875.	60
No r. a.	12	150 00	50 00	3, 750 00	1, 250 00	July 1, 1875	.....	61

F.—Table showing the re-adjustment of the rates of pay per mile on railroad routes

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.	
62	Tex...	8749	31010	Marshall, Texarkana	Texas and Pacific.....	74	2,633	18 $\frac{1}{2}$
63	Mich	24001	24001	Toledo, Detroit.....	Lake Shore and Michigan Southern.	65.27	2,330	25
64	Ind...	12018	22018	Jeffersonville, North Vernon.	Ohio and Mississippi.....	53.5	2,061	27
65	Me...	202	12	Portland, Bartlett...	Portland and Ogdensburgh....	72.85	1,801	22
66	Mass...	608	.....	Boston, Providence...	Boston and Providence.....	44	2,258	26
67	Tex...	8502	31001	Houston, Galveston...	Galveston, Houston and Henderson.	50	1,918	19
68	Mo...	28002	28002	Saint Louis, Columbus	Saint Louis, Iron Mountain and Southern, (late Saint Louis and Iron Mountain and Cairo and Fulton.)	197	1,897	21
69	Mo...	28022	28022	Road House, Mexico...	Chicago and Alton.....	90	1,505	24
70	Mo...	10503	28003	Pacific, Vinita.....	Atlantic and Pacific.....	327.25	2,142	22
71	Mass...	654	634	South Braintree Junction, Newport.	Old Colony, (late Old Colony and Newport.)	61.75	1,817	30
72	Tex...	8683	31006	Longview, Houston...	International and Great Northern.	236	1,824	21
73	Mass...	642	.....	Taunton, New Bedford.	New Bedford.....	20.5	1,672	28
74	Wis...	25010	25010	Caledonia Station, Elroy.	Chicago and Northwestern....	135.45	1,642	20
75	Ill...	23025	23025	Hannibal, Naples.....	Toledo, Wabash and Western.	45.50	1,638	20
76	Mass...	608	.....	Boston, Providence...	Boston and Providence.....	44	1,796	26
77	Tex...	8749	.....	Marshall, Texarkana	Texas and Pacific.....	74	1,763	24
78	Mo...	10502	28002	Argenta, Texarkana...	Saint Louis and Iron Mountain and Cairo and Fulton.	144.41	1,668	21
79	Del...	3401	.....	Seaford, Delmar.....	Philadelphia, Wilmington and Baltimore.	13.02	1,953	22
80	Mass...	641	.....	Taunton, Mansfield...	New Bedford.....	12	1,584	28
81	Tex...	(8683) (8666)	8683	Houston, Longview...	International and Great Northern.	236	1,564	24
82	Iowa...	27021	27021	Dubuque, Sioux City.	Illinois Central.....	327.12	1,534	20
83	Ill...	23030	23030	East Saint Louis, Du Quoin.	Saint Louis, Alton and Terre Haute.	71.80	1,395	23
84	Conn	908	.....	Bridgeport, Winsted	Naugatuck.....	62	1,173	20
85	Mo...	28003	28003	Pacific, Vinita.....	Atlantic and Pacific.....	327.25	1,400	22
86	Mich	24006	24006	Detroit, Grand Haven	Detroit and Milwaukee.....	189.67	1,377	25
87	Ill...	23018	23018	Road House, Godfrey.	Chicago and Alton.....	40.60	1,262	24
88	La...	8001	30003	New Orleans, Brashear	Morgan's Louisiana and Texas	83	1,288	21
89	Minn	26004	26005	Saint Paul, Saint James	Saint Paul and Sioux City....	122	1,128	20
90	Iowa...	27029	27029	Missouri Valley, Sioux City.	Sioux City and Pacific.....	76	1,122	25
91	Ark...	7501	29001	Memphis, Argenta...	Memphis and Little Rock.....	134	1,163	15

in States in which the contract term expired June 30, 1875, &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>			
14.1 by 7.9, f. f., s. l.	6	150 00	130 00	11,100 00	9,620 00	July 1, 1875	.....	62
15.6 by 8.9½, f. f., s. l., 25 miles; b. c. residue.	50½*	150 00	125 00	9,790 50	8,158 75	July 1, 1875	.....	63
20.6 by 11, f. f., s. l.	18	150 00	100 00	8,025 00	5,350 00	July 1, 1873	In July, 1874; ordered Dec., 1874.	64
10 by 6.7½, f. f., d. l.	12	150 00	60 00	10,927 50	4,371 00	July 1, 1873	In June, 1874; ordered Dec., 1874.	65
No apt.; no r. a. . .	27½*	145 00	130 00	6,380 00	5,720 00	Apr. 1, 1875	In May, 1875	66
16.4 by 6.9, fixtures, s. l.	19	145 00	152 00	7,250 00	7,600 00	July 1, 1875	In April, 1875	67
19.6 by 9.3, s. l. . . .	13	144 00	100 00	28,368 00	19,700 00	July 1, 1875	In Mar., 1875. Main route; branch \$50. Other branches detached.	68
r. p. o., 28 by 10, f. f. c. and m. c., s. l.; r. a. apt., 18.6 by 10, f. f. c., s. l., to Louisiana, 39 miles.	12	142 00	140 00	12,780 00	12,600 00	July 1, 1875	.....	69
21 by 9.6, f. f., s. l.	6	140 00	100 00	45,815 00	32,725 00	July 1, 1873	In October, 1874; ordered Dec., 1874.	70
12.6 by 9, f. f. and m. c., d. l., to Middleborough, 22.82 miles. No r. a. residue, 38.93 miles.	12	140 00	100 00	9,575 00	7,105 00	July 1, 1873	Corrected returns. \$930 m. m.; ordered Jan., 1875.	71
14 by 8.7, f. f. and m. c., s. l.	6	135 00	125 00	31,860 00	29,500 00	July 1, 1875	Main route; branches \$50. (245, 257.)	72
11.10 by 7, f. f., s. l.	35	133 00	90 00	3,339 00	2,457 50	Oct. 1, 1874	In Oct. 1874. \$612.50 m. m.	73
34 by 9.7, f. f., s. l.	12	132 00	75 00	17,879 40	10,158 75	July 1, 1875	Part; residue \$70, (143.)	74
12 by 9, f. f., s. l. . .	12	131 00	87 50	5,960 50	3,981 25	July 1, 1875	Main route; branch \$50.	75
No apt.; no r. a. . .	20½*	130 00	200 00	5,720 00	8,800 00	July 1, 1873	Returns corrected; ordered Dec., 1874.	76
14.1 by 7.10, s. l. . . .	7	130 00	.....	.....	.....	Feb. 16, 1874	New; ordered Feb., 1875. Pay on 17 miles fixed at \$50 from Oct. 1, 1873, to Feb. 15, 1874.	77
10 by 7, s. l.	7	130 00	.....	.....	.....	Jan. 15, 1874	New; ordered April, 1875. Branch part; res. \$80. Weight in Dec., 1874.	78
24 by 9, s. l.	6	125 00	115 00	1,627 50	1,485 80	July 1, 1874	0.1 mile increase; 90 days, from Nov. 2, 1874. Part; residue \$157, (54.) Ordered June, 1875.	79
11.10 by 7, f. f., s. l.	27*	125 00	100 00	2,100 00	1,800 00	Oct. 1, 1874	In Oct., 1874; \$600 for mail-messenger.	80
14 by 9, f. f. c., s. l.	7	125 00	50 00	29,500 00	11,800 00	Jan. 19, 1874	In Dec., 1874. Ordered March, 1875. Parts consolidated.	81
16 by 9, (average), f. f., s. l.	9½*	125 00	107 00	40,890 00	35,001 84	July 1, 1875	.....	82
24 by 8, f. f., s. l. . .	14½*	119 00	100 00	8,544 20	7,180 00	July 1, 1875	.....	83
16 by 6, f. f., d. l. . .	14*	118 00	95 00	7,316 00	5,890 00	April 1, 1875	In Feb., 1875. Main route; branch \$50.	84
21 by 9.6, f. f., s. l.	6	115 00	140 00	37,633 75	45,815 00	July 1, 1875	.....	85
25.4 by 9.6, f. f., s. l.	15*	115 00	165 00	21,812 05	19,915 35	July 1, 1875	.....	86
18.6 by 10, f. f. c., s. l.	9½*	113 00	110 00	4,587 80	4,466 00	July 1, 1875	Part	87
14.7 by 6.5, f. f., s. l.	7	110 00	150 00	9,530 00	12,850 00	July 1, 1875	\$400 side supply	88
22 by 9.3, f. f., s. l. .	12	106 00	77 25	12,932 00	9,424 50	July 1, 1875	Part of 26004; residue \$80, (121.)	89
20 by 9, f. f., s. l. . .	12	106 00	85 00	8,056 00	6,460 00	July 1, 1875	Main route; branch \$50.	90
10.4 by 8.2, 9.4 by 6.4, f. f., s. l.	7	105 00	100 00	14,070 00	13,400 00	July 1, 1875	In April, 1875.	91

F.—Table showing the re-adjustment of the rates of pay per mile on railroad-routes

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.	
92	Ga....	6003	15003	Atlanta, West Point	Atlanta and West Point	86.29	1,142	20
93	Ala...	6601	17001	Montgomery, West Point.	Western, of Alabama	88.5	1,125	15
94	Ga....	6017	15001	Atlanta, Charlotte ...	Atlanta and Richmond Air-Line	266.50	1,115	20½
95	Ill....	23016	23016	Bureau Junction, Peoria.	Chicago, Rock Island and Pacific.	47	1,055	22
96	Oreg..	44001	.....	Portland, Roseburgh	Oregon and California	198.81	1,038	18
97	Kans.	14002	33002	Atchison, Waterville	Central Branch Union Pacific.	100	997	20
98	N. J..	2105	.....	Bordentown, Trenton	Pennsylvania	7	979	22.8
99	Kans.	14005	33005	Kansas City, Baxter Springs.	Missouri River, Fort Scott and Gulf.	160.2	930	20
100	Mich.	24015	24015	Monroe, Ludington...	Flint and Pere Marquette	254.29	924	21
101	Minn.	26009	26009	Minneapolis, North McGregor.	Chicago, Milwaukee and Saint Paul.	215.70	1,038	20
102	Mich.	24031	24031	Fort Howard, Ishpeming.	Chicago and Northwestern....	181.20	910	20
103	Tex...	8506	31009	Shreveport, Dallas...	Texas and Pacific	189.2	865	18½
104	Fla...	6402	.....	Jacksonville, Chattahoochee.	Jacksonville, Pensacola and Mobile.	215.75	862	15
105	N. J..	2105	.....	Camden, Monmouth Junction.	Pennsylvania	53.56	839	22
106	Mich.	24004	24004	White Pigeon, Grand Rapids.	Lake Shore and Michigan Southern.	95.67	820	25
107	Mich.	24007	24007	Detroit, Port Huron..	Grand Trunk	64.50	813	26
108	Mich.	24010	24010	Jackson, Grand Rapids	Michigan Central	94.86	803	22
109	Minn.	26006	26007	Saint Paul, Du Luth..	Lake Superior and Mississippi	155.73	782	22
110	N. J..	2103	.....	Frankford Junction, Kensington.	Pennsylvania	2.95	770	15
111	Mich..	12956	24035	Toledo, Detroit.....	Toledo, Canada Southern and Detroit.	56.37	722	25
112	Ill....	23041	23041	Quincy, Louisiana...	Quincy, Alton and Saint Louis	43	884	20
113	Iowa..	27001	27001	Burlington, Plymouth	Burlington, Cedar Rapids and Minnesota.	223	826	25
114	Iowa..	27017	27017	Wilton Junction, Leavenworth City.	Chicago, Rock Island and Pacific.	322.77	716	24
115	Mich.	24013	24013	Detroit, Bay City ...	Detroit and Bay City	108.97	703	25
116	Kans.	14211	33008	Kansas City, Ottawa..	Leavenworth, Lawrence and Galveston.	33.3	698	20
117	Tex...	8504	31002	Harrisburgh, Luling..	Galveston, Harrisburgh and San Antonio.	155.2	697	14
118	W. Va.	4101	.....	Harper's Ferry, Staunton.	Baltimore and Ohio	128.72	679	25
119	Mich.	24021	24021	New Buffalo, Pent Water.	Chicago and Michigan Lake Shore.	170.56	657	25
120	Ohio..	9019	.....	Blanchester, Hillsborough.	Marietta and Cincinnati	21	628	20
121	Minn.	26004	26018	Saint James, Le Mars.	Sioux City and Saint Paul	123	697	20

in States in which the contract term expired June 30, 1875, &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>			
18.6 by 8.9, fixtures, s. l.	7	105 00	125 00	9,060 45	10,781 25	July 1, 1875	In Oct., 1873. 0.4 mile increase. Under contract to June 30, 1875.	92
18.4 by 8.8, f. f., s. l.	7	105 00	125 00	9,292 50	11,062 50	July 1, 1875	In Oct., 1873. Under contract to June 30, 1875.	93
20 by 9, fixtures, s. l.	7	100 00	70 00	26,650 00	18,655 00	April 1, 1875	In April, 1875.	94
24 by 10, f. f. c., s. l.	12	100 00	90 00	4,700 00	4,230 00	July 1, 1875	.....	95
9.9 by 6.6½, f. f., s. l.	6	100 00	.....	.....	.....	July 1, 1874	In Nov., 1874. New. Ordered Feb., 1875.	96
18 by 8.9, f. f., s. l.	7	100 00	75 00	10,000 00	7,500 00	July 1, 1874	In May, 1874. Ordered Oct., 1874.	97
8 by 6.6, s. l.	12	98 00	50 00	686 00	350 00	July 1, 1875	90 days, from Oct. 1, 1874. Branch; main route \$90, (105.)	98
23 by 8.6, f. f. c., s. l.	13½	96 00	100 00	15,379 20	16,400 00	July 1, 1873	In Oct., 1874. 3.8 miles decrease. Ordered Dec., 1874.	99
21 by 8.10½, f. f., s. l.	14½	96 00	.....	.....	.....	Feb. 1, 1875	New; ordered July, 1875. Main route; branches \$60, \$40, \$40, (178, 280, 296.)	100
27 by 10.3, s. l.	6	95 00	90 00	20,491 50	19,413 00	July 1, 1875	.....	101
19.2 by 7.16 by 7.3, 12 by 6.6, f. f., s. l.	7	90 00	85 00	16,308 00	15,402 00	July 1, 1875	.....	102
14.1 by 7.9, f. f., s. l.	7½	90 00	80 00	17,038 00	15,136 00	July 1, 1875	In March, 1875.	103
16 by 9, 12 by 7, f. f., s. l.	7	90 00	75 00	19,417 50	16,181 25	April 1, 1874	In March, 1874. Main route; branch \$30. Ordered Nov., 1874.	104
8 by 6.6, d. l. to Bordertown, 27 m.; s. l. residue, 26.56 miles.	10½	90 00	60 00	4,850 40	3,213 60	July 1, 1875	90 days, from Oct. 1, 1874. Main route; branches \$98, \$50, (98, 266.)	105
16.5 by 9, f. f., s. l.	9*	90 00	75 00	8,610 30	6,880 75	July 1, 1875	58.90 miles formerly at \$70.	106
22.5 by 7.7, f. f., s. l.	15*	90 00	83 00	5,805 00	5,353 50	July 1, 1875	.....	107
10.7½ by 8.6, f. f., s. l.	12	90 00	75 00	8,537 40	7,114 50	July 1, 1875	.....	108
22 by 9, f. f., s. l.	12	89 00	75 00	13,839 97	11,700 00	July 1, 1875	Trips: 12 in summer, 6 in winter. 0.27 mile decrease.	109
15.6 by 6.5½, f. f., s. l.	24	88 00	.....	.....	.....	April 1, 1875	90 days, from Nov. 2, 1874. New. Branch; main route \$628, (1.)	110
16 by 9.2, f. f., s. l.	12	86 00	.....	.....	.....	Jan. 16, 1874	In Aug., 1874. New; ordered Apr., 1875.	111
15.6 by 8.10, f. f., s. l.	6	85 00	80 00	3,655 00	3,440 00	July 1, 1874	Ordered June, 1875..	112
12 by 9.6, f. f., s. l.	6	85 00	75 00	19,380 00	17,100 00	July 1, 1875	.....	113
22 by 10, f. f., s. l.	10*	85 00	60 00	27,435 45	19,366 20	July 1, 1875	.....	114
14 by 7.6, f. f., s. l.	12	85 00	68 00	9,262 45	7,409 96	July 1, 1875	.....	115
23 by 8.6, f. f., s. l.	6	84 00	100 00	2,797 20	3,200 00	July 1, 1873	In Oct., 1874. Pay from Olathe. 1.3 miles increase. Ordered Dec., 1874.	116
12 by 7, f. f., s. l.	12	84 00	100 00	13,036 80	14,380 80	July 1, 1875	71.2 miles formerly at \$84.	117
17 by 8.7½, f. f., s. l.	6	83 00	50 00	10,683 76	6,414 50	July 1, 1873	In August, 1874. Weight for 113 miles. Ordered Oct., 1874. 0.43 mile increase.	118
12 by 9, f. f., s. l.	14½*	82 00	86 00	13,985 92	14,668 16	July 1, 1875	Main route; branch \$68, (157.)	119
17 by 9.6, f. f. In charge of baggage-master.	12	81 00	50 00	1,701 00	1,050 00	July 1, 1873	In Aug., 1874. Ordered Oct., 1874.	120
22 by 9.3, f. f., s. l.	6	80 00	77 25	9,840 00	9,501 75	July 1, 1875	Detached from 26004, old No., \$106, (89.)	121

F.—Table showing the re-adjustment of the rates of pay per mile on railroad-routes

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.	
122	Mo ...	28007	28007	Moberly, Ottumwa ...	Saint Louis, Kansas City and Northern.	131	648	22
123	Dak ...	35001	.....	Sioux City, Yankton	Dakota Southern	61.48	643	20
124	Mich ..	24002	24002	Monroe, Adrian	Lake Shore and Michigan Southern.	35.23	634	25
125	Wis ...	25013	25024	Racine, Rock Island Junction.	Western Union	189.40	629	22
126	Wis ...	25003	25003	Milwaukee, Berlin ...	Chicago, Milwaukee and Saint Paul.	94.80	617	20
127	Ga.	6009	15010	Savannah, Macon ...	Central Railroad and Banking, of Georgia.	198½	604	21
128	Kans ...	14003	33003	Lawrence, Coffeyville	Leavenworth, Lawrence and Galveston.	142.9	589	20
129	Ga.	6004	15005	Millen, Augusta	Central Railroad and Banking, of Georgia.	53½	583	17½
130	Mich ..	24018	24018	Fort Wayne, Walton	Grand Rapids and Indiana ...	260.55	566	20
131	Mich ..	24017	24017	Detroit, Howard City	Detroit, Lansing and Lake Michigan.	164.67	561	25
132	Pa ...	2430	.....	Harrisburgh, Hagers-town.	Cumberland Valley	74	545	24
133	Pa ...	2430	.....	Hagerstown, Martins-burgh.	do	20	545	24
134	Iowa ..	27019	27019	Keokuk, Des Moines.	Keokuk and Des Moines	162	523	20
135	Ill ...	23037	23037	Vincennes, Cairo	Cairo and Vincennes	158	571	25
136	Mo ...	10517a	.....	Pleasant Hill, Lawrence.	Saint Louis, Lawrence and Western.	62	566	18
137	Mass ...	746	.....	Taunton, Attleborough	New Bedford, (operating Boston, Clinton, and Fitchburgh.)	16.67	559	23
138	Wis ...	25011	25011	Kenosha, Rockford...	Chicago and Northwestern	73.60	553	15
139	Tex ...	8577a	.....	Bremond, Waco	Houston and Texas Central, (operating Waco and Northwestern.)	44.56	548	20
140	Ohio ..	9042	.....	Newark, Shawnee	Newark, Somerset and Straitsville.	44.04	537	25
141	Mo ...	28018	28018	Keokuk, Hannibal ...	Mississippi Valley and Western.	60.72	527	20
142	Ill ...	23042	23042	Chicago, Danville ...	Chicago, Danville and Vincennes.	108	518	22
143	{ Mo ... { Kans	{ 10517a { 28016	{ 14311 { 33011	Pleasant Hill, Carbon-dale.	Saint Louis, Lawrence and Western.	94	512	18
144	Wis ...	25018	25018	Milwaukee, Two Rivers.	Milwaukee, Lake Shore and Western.	85	501	20
145	Iowa ...	27022	27022	Waterloo, Mona	Illinois Central	80	487	12
146	Minn ..	26002	26003	Saint Paul, Sauk Rapids.	Saint Paul and Pacific	78	484	18
147	Mass ...	738	657	Winchendon, Peterborough.	Boston, Barre and Gardner, (late Monadnock.)	16.37	464	24
148	Wis ...	25010	25010	Elroy, Winona Junction.	Chicago and Northwestern ...	54.90	497	20
149	Mo ...	28006	28028	Saint Joseph, Hopkins	Kansas City, Saint Joseph and Council Bluffs.	61.5	476	24
150	Ill ...	23033	23033	Beardstown, Shawneetown.	Springfield and Illinois South-eastern.	229.70	461	16
151	Ill ...	23027	23027	State Line, Warsaw ..	Toledo, Peoria and Warsaw ..	228.75	457	20

in States in which the contract term expired June 30, 1875, &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 by 7.6, f. f., s. l. . .	6	80 00	75 00	10,480 00	9,825 00	July 1, 1875	.....	122
21.6 by 9, f. f., s. l. . .	6	80 00	63 00	4,918 40	3,873 24	April 1, 1875	In March, 1875.....	123
15.6 by 8.9½, f. f., s. l. .	12	80 00	75 00	2,818 40	2,642 25	July 1, 1875	.....	124
17 by 9, f. f., s. l. . .	12	80 00	70 00	15,152 00	13,258 00	July 1, 1875	.....	125
23 by 10, f. f., s. l. . .	12	80 00	90 00	7,584 00	8,532 00	July 1, 1875	.....	126
8.2 by 7, f. f., s. l. . .	14	80 00	110 00	15,370 00	21,133 75	July 1, 1875	In Oct., 1873. Under contract to June 30, 1875.	127
23 by 8.6, f. f., s. l. . .	6	79 00	100 00	11,289 10	14,030 00	July 1, 1873	In Oct., 1874. 2.6 miles increase. Main route; br'ch \$57, (190.) Ordered Dec., 1874.	128
8.2 by 7, f. f., s. l. . .	14	79 00	125 00	4,196 87	6,640 62	July 1, 1875	In Oct., 1873. Under contract to June 30, 1875.	129
10.6 by 6.11, s. l. . .	9½*	78 00	50 00	20,322 90	13,027 50	July 1, 1875	.....	130
10.6 by 9, f. f., s. l. .	11½*	78 00	65 00	12,844 26	10,703 55	July 1, 1875	.....	131
9.1 by 8.4, f. f., s. l. .	11½*	77 00	100 00	5,698 00	7,400 00	July 1, 1873	Weight in Sept., 1874. Part; see residue, (133.) Ordered Oct., 1875.	132
9.1 by 8.4, f. f., s. l. .	11½*	77 00	.....	.....	.....	Dec. 1, 1873	Weight in Sept., 1874. New; ordered Dec., 1875.	133
13 by 9, s. l.	12	76 00	84 00	12,312 00	13,608 00	July 1, 1873	.....	134
15 by 6.6, f. f., s. l. .	6	75 00	70 00	11,850 00	11,060 00	July 1, 1875	.....	135
15.6 by 7.7, f. f., s. l. .	6	75 00	50 00	4,650 00	3,100 00	July 1, 1873	60 days in May and June, 1874. Ordered July, 1875.	136
No apartment	28	75 00	.....	.....	.....	July 1, 1874	New; ordered Jan., 1875.	137
9 by 9, f. f., s. l. . .	6	75 00	.....	.....	.....	July 1, 1874	New; ordered July, 1875.	138
14 by 7, f. f., s. l. . .	6	75 00	65 00	3,342 00	2,896 40	July 1, 1873	In Jan., 1875. Ordered Mar., 1875.	139
15 by 9, f. f., s. l. . .	6	75 00	40 00	3,303 37	1,761 80	July 1, 1873	In Aug., 1874. Ordered Jan., 1875.	140
12 by 7, f. f., s. l. . .	6	75 00	.....	.....	.....	Mar. 1, 1875	New	141
14 by 6.8, f. f., s. l. .	12	75 00	54 00	8,100 00	5,832 00	July 1, 1875	Main route; branch \$40.	142
15.6 by 7.7, f. f., s. l. .	6	75 00	50 00	7,050 60	5,074 00	Oct. 1, 1874	60 days in May and June, 1874. Consolidated from Oct. 1, 1874. 0.9 m. decrease; 32.9 m. formerly at \$60.	143
14 by 7.10, f. f., s. l. .	12	75 00	67 00	6,375 00	5,695 00	July 1, 1875	Main route; branch \$45, (273.)	144
19.1 by 8.11, 17.10 by 9, f. f., s. l. .	12	73 00	63 00	5,840 00	5,040 00	July 1, 1875	.....	145
12.8 by 9, f. f., s. l. .	9½*	73 00	68 00	5,694 00	5,304 00	July 1, 1875	.....	146
10 by —, fixtures, s. l.	12	72 00	50 00	1,178 64	800 00	Jan. 1, 1875	In Nov., 1874. 0.37 mile increase.	147
12 by 9.6, f. f., s. l. .	6	70 00	.....	.....	.....	Jan. 10, 1874	New; ordered July, 1875. Part; residue \$132, (74.)	148
13.4 by 7.5, f. f. c., s. l.	6	70 00	60 00	4,305 00	3,690 00	July 1, 1875	Formerly branch of 28006.	149
14 by 11, s. l.	6	70 00	75 00	16,079 00	17,227 50	July 1, 1875	.....	150
23 by 8.9, f. f., s. l. .	6	70 00	64 00	16,612 50	15,240 00	July 1, 1875	\$600 for ferriage, main route; branch \$50.	151

F.—Table showing the re-adjustment of the rates of pay per mile on railroad

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.	
152	Minn.	26005	26001	DuLuth, Fargo	Northern Pacific	229	450	22
153	Minn.	26016	26016	La Crosse, Winnebago City.	Southern Minnesota	170.50	451	18
154	Wis ..	25016	25016	Milwaukee, Green Bay	Wisconsin Central, (operated by Phillips & Colby Construction Company.)	111.54	449	22
155	Wis ..	25024	25013	Milwaukee, Fond-du-Lac.	Chicago and Northwestern....	63.53	446	22
156	Iowa	27012	27012	Clinton, La Crescent Junction.	Chicago, Dubuque and Minnesota.	179.77	431	20
157	Mich	24021	24021	Holland, Grand Rapids.	Chicago and Michigan Lake Shore.	26.65	426	25
158	Iowa	27005	27005	Red Oak, Eastport...	Burlington and Missouri River	50	425	17
159	N. J..	2126	.....	New York, Pemberton Junction.	New Jersey Southern	84.6	411	25
160	Pa ..	2436	.....	Pittsburgh, Monongahela City.	Pittsburgh, Virginia and Charleston.	31.84	406	20
161	Iowa	27010	27010	Albia, Northwood ..	Central, of Iowa	189.2	427	20
162	Tex ..	8770	.....	Sherman, Brookston..	Texas and Pacific	57	438	15
163	Ill	23008	23008	Elmwood, Buda	Chicago, Burlington and Quincy.	45	437	20
164	Mich	24003	24003	Adrian, Jackson	Lake Shore and Michigan Southern.	47.25	402	25
165	Iowa	27007	27007	Creston, Hopkins	Burlington and Missouri River.	44.4	402	22
166	Minn.	26014	26014	Saint Peter, New Ulm	Chicago and Northwestern....	30	389	20
167	Ky ...	9738	.....	Elizabethtown, Paducah.	Elizabethtown and Paducah ..	185	376	25
168	Ky ...	9738	20011	Louisville, Cecilian..	Louisville, Paducah and Southwestern, (late Elizabethtown and Paducah.)	47.19	376	25
169	Ill	23005	23005	Sterling, Alton Junction.	Rockford, Rock Island and St. Louis.	270.80	370	20
170	Ill	23040	23040	Peoria, Rock Island ..	Peoria and Rock Island	92	371	20
171	Ala..	6607	17007	Opelika, Columbus...	Western, of Alabama	28	360	15
172	Dak ..	13929	35001	Sioux City, Yankton..	Dakota Southern	61.48	357	18
173	N. Y..	1293	.....	Ithaca, Geneva	Geneva, Ithaca and Athens ...	40.25	355	25
174	Ill	23011	23011	Burlington, Quincy ..	Chicago, Burlington and Quincy.	71.85	363	22
175	Wis ..	25016	25016	Hilbert, Menasha	Wisconsin Central, (operated by Phillips & Colby Construction Company.)	16	345	22
176	N. J..	2107	.....	Camden, Atlantic City	Camden and Atlantic	60	336	28
177	Mich	24009	24009	Jackson, West Branch	Michigan Central	169	324	21½
178	Mich	24015	24015	East Saginaw, Bay City.	Flint and Pere Marquette	12.75	322	25
179	Pa ...	2491	.....	Pollock, Karns City..	Parker and Karns City	10	205	10
180	Pa	2468	.....	Lewisburgh, Laurelton.	Pennsylvania, (lessees Lewisburgh Centre and Spruce Creek.)	20.73	172	15
181	Miss ..	7003	19003	Jackson, Meridian....	Vicksburgh and Meridian	95.2	310	16

routes in States in which the contract term expired June 30, 1875, &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>			
20 by 8.6, 20 by 8.8, 13 by 7.4, f. f. c., s. l.	6	70 00	63 00	16,030 00	14,427 00	July 1, 1875	Part; residue \$40, (281.)	152
21 by 9.2, f. f., s. l.	6	68 00	60 00	11,594 00	10,230 00	July 1, 1875	Speed 11½ miles per hour beyond Wells, 23 miles.	153
13.7 by 7.7, f. f., s. l.	6	68 00	83 00	7,584 72	9,257 82	July 1, 1875	Main route; branch \$60, (175.)	154
12.2½ by 7.4½, f. f., s. l.	6	68 00	.....	.....	.....	Feb. 1, 1874	New; ordered July, 1875.	155
18.6 by 8.10, f. f., s. l.	8*	68 00	60 00	12,224 36	10,786 20	July 1, 1875	60 days, in Mar. and April, 1875.	156
12 by 9, f. f., s. l.	12	68 00	50 00	1,812 20	1,332 50	July 1, 1875	Branch; main route \$82, (119.)	157
13.6 by 6.9, f. f., s. l.	9*	68 00	60 00	3,400 00	3,000 00	July 1, 1875	Branch; main route \$250, (18.)	158
8 by 6, f. f., s. l.	10½*	67 00	75 00	5,668 20	6,345 00	July 1, 1873	In Oct., 1874. Main route; branches \$50. Ordered Jan., 1875.	159
10 by 8, fixtures, s. l.	12	67 00	50 00	2,133 28	1,592 00	Oct. 1, 1874	In July, 1875.	160
12 by 9.5, f. f., s. l.	6	66 00	50 00	12,487 20	9,460 00	July 1, 1875	.....	161
14.1 by 7.10, s. l.	6	65 00	.....	.....	.....	Sept. 1, 1874	In Nov., 1874. New; ordered Feb., 1875.	162
6.2 by 6.9, f. f., s. l.	6	65 00	60 00	2,925 00	2,700 00	July 1, 1875	Branch; main route \$57, (187.)	163
11.9½ by 8.8, f. f., s. l.	6	65 00	50 00	3,071 25	2,362 50	July 1, 1875	.....	164
15.3 by 7.3, f. f., s. l.	6	65 00	60 00	2,886 00	2,664 00	July 1, 1875	.....	165
13.5 by 9.6, f. f., s. l.	6	65 00	.....	.....	.....	May 1, 1872	New; ordered June, 1875. Part; res. \$30, (300.)	166
12 by 9.6, 9 by 7.6, f. f., s. l.	6	64 00	85 00	11,840 00	15,725 00	July 1, 1873	In May, 1874. Ordered Nov., 1874.	167
12 by 9.6, 9 by 7.6, f. f., s. l.	6	64 00	.....	.....	.....	July 1, 1874	New; part. Ordered Nov., 1874.	168
11.6 by 9.4, f. f., s. l.	8*	64 00	80 00	17,331 20	21,664 00	July 1, 1875	.....	169
12 by 7, f. f., s. l.	6	63 00	60 00	5,796 00	5,520 00	July 1, 1875	.....	170
18.4 by 8.8, f. f., s. l.	7	63 00	75 00	1,764 00	2,100 00	July 1, 1875	In Oct., 1873. Under contract to June 30, 1875.	171
24 by 9.6, f. f., s. l.	6	63 00	75 00	3,873 24	4,611 00	July 1, 1874	In Aug., 1874. Ordered Oct., 1874.	172
12 by 7, f. f., s. l.	6	63 00	.....	.....	.....	Dec. 20, 1873	In July, 1874. New; ordered Oct., 1874.	173
10.3 by 6.11, f. f., s. l.	6	62 00	75 00	4,454 75	5,388 75	July 1, 1875	.....	174
13.7 by 7.7, f. f., s. l.	6	60 00	83 00	960 00	1,328 00	July 1, 1875	Branch; main route \$68, (154.)	175
8.6 by 6, fixtures, s. l.	14*	60 00	50 00	3,600 00	3,000 00	July 1, 1873	In May, 1875. Ordered July, 1875.	176
13.10 by 6, f. f., s. l., to Saginaw, 101 miles; ¾ line res., 68 miles. b. c.; no r. a.	10½*	60 00	50 00	10,140 00	8,450 00	July 1, 1875	Part; residue \$40, (279.) 15 miles speed beyond Saginaw.	177
8 by 5, f. f., d. l.; r. a. not appointed by Dept.	27*	60 00	.....	.....	.....	Feb. 1, 1875	Branch; main route \$96, (100.) New.	178
8.6 by 6.8, f. f., d. l.	12	60 00	.....	.....	.....	Oct. 1, 1874	In Dec., 1874. New; ordered Feb., 1875.	179
12.6 by 7.1, f. f., s. l.	12	60 00	40 00	1,350 80	535 00	July 1, 1874	In April, 1875. \$107 m. m. 10.3 miles inc. Ordered July, 1875.	180
	6	59 00	75 00	5,616 80	7,140 00	July 1, 1875	Part; residue \$100. In Oct., 1873. Under contr. to June 30, 1875.	181

F.—Table showing the re-adjustment of the rates of pay per mile on railroad routes

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.	
182	Mich.	24028	24028	Jonesville, Lansing ..	Lake Shore and Michigan Southern.	60.87	314	22
183	Ill	23007	23007	Galva, Keithsburg...	Chicago, Burling'n and Quincy	59.30	304	20
184	Mo ...	28019	28019	Quincy, Kirksville ...	Quincy, Missouri and Pacific	71.28	303	20
185	Mo ...	28016	28016	Pleasant Hill, Carbon- dale.	Saint Louis, Lawrence and Western.	94	298	12
186	Wis...	25004	25004	Milton Junction, Mon- roe.	Chicago, Milwaukee and Saint Paul.	42.80	297	15
187	Ill	23008	23008	Rushville, Yates City	Chicago, Burling'n and Quincy	63.75	292	19
188	Iowa...	27025	27025	Calmar, Algona	Chicago, Milwaukee and Saint Paul.	127.8	291	15
189	Mass...	658	741	Palmer, Athol Depot	Springfield, Athol and North- eastern, (late Athol and En- field.)	35.34	291	20
190	Kans...	14003	33003	Cherryvale, Independ- ence.	Leavenworth, Lawrence and Galveston.	10	290	20
191	Mich.	24038	24038	Walton, Petoskey	Grand Rapids and Indiana....	71.86	286	20
192	Nebr.	34005	.....	Brownsville, Nebras- ka City.	Midland Pacific.....	24.75	286	15
193	Nebr.	34005	.....	Nebraska City, Sew- ard.	do	84.1	286	15
194	Mo ...	10508	28008	Tipton, Boonville.....	Atlantic and Pacific	25	281	20
195	Minn.	26001	26002	Saint Paul, Breckin- ridge.	Saint Paul and Pacific	219.25	275	18
196	Ala...	6609	.....	Selma, York Station..	Alabama Central	81.70	273	16
197	Iowa...	27015	27015	Des Moines, Indianola	Chicago, Rock Island and Pa- cific.	21.4	285	17
198	N. C ..	5003	13003	Wilmington, Monroe.	Carolina Central	164	268	20
199	N. J ..	2103	.....	Princeton Junction, Princeton.	Pennsylvania	3	265	12
200	Pa	2441	.....	Washington, Wheel- ing.	Hempfield	32	260	20
201	Ala...	6602	17002	Montgomery, Selma...	Western, of Alabama.....	50	257	15
202	Minn.	26003	26004	East Saint Cloud Sta- tion, Melrose.	Saint Paul and Pacific	35	256	12
203	Ga	6145	15021	Camac, Macon.....	Macon and Augusta	79	255	20
204	Ill	23052	23052	Courtland Station, Sycamore.	Sycamore and Courtland.....	5	251	25
205	Md ...	3506	.....	Weaverton, Hagers- town.	Baltimore and Ohio.....	24.25	244	25
206	Iowa...	27031	27031	Des Moines, Ft. Dodge	Des Moines and Fort Dodge ..	89.04	241	20
207	Va	4404	11004	Alexand'a, Round Hill	Washington and Ohio.....	52.74	241	23
208	Mich...	24025	24025	Jackson, Niles	Michigan Central.....	104.57	235	26
209	Wis...	25015	25015	Green Bay, Winona...	Green Bay and Minnesota, (late Green Bay and Lake Pepin.)	216.41	233	20

in States in which the contract term expired June 30, 1875, &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 by 9, f. f., s. l. . .	6	58 00	50 00	3,530 46	3,043 50	July 1, 1875	.....	182
10.4 by 8.10, f. f., s. l.	6	58 00	50 00	3,439 40	2,965 00	July 1, 1875	Branch; main route \$328, (9.)	183
11.4 by 7, f. f., s. l. . .	12	58 00	60 00	4,134 24	4,276 80	July 1, 1875	.....	184
14 by 7, 10 by 8, f. f., s. l. . .	6	58 00	75 00	5,452 00	7,050 00	July 1, 1875	.....	185
14 by 10.3, s. l. . . .	6	58 00	50 00	2,482 40	2,140 00	July 1, 1875	.....	186
24.8 by 8.10, f. f. c. and m. c., s. l.; and r. a. in b. c. fm. Lewistown, 30 miles.	8½*	57 00	60 00	3,633 75	3,825 00	July 1, 1875	Main route; branch \$65, (163.)	187
23 by 10, f. f., s. l. . .	6	57 00	50 00	7,284 60	6,390 00	July 1, 1875	.....	188
12 by 6.6, f. f., s. l. .	6	57 00	50 00	2,164 38	1,917 00	July 1, 1875	\$150 for mail mess'r service. Ordered Nov., 1874.	189
No r. a.	6	57 00	50 00	570 00	500 00	July 1, 1875	In Oct., 1874. Br'ch; main r'te \$79, (128.) Ordered Dec., 1874.	190
10.6 by 6.11, s. l. . .	7	57 00	.....	.....	.....	July 1, 1874	New; ordered July, 1875.	191
12 by 7, f. f., s. l. . .	9¼*	57 00	.....	.....	.....	April 1, 1875	Part, new; residue \$57, (193.)	192
12 by 7, f. f., s. l. . .	9¼*	57 00	50 00	4,793 70	4,205 00	April 1, 1875	Part; residue new, \$57, (192.)	193
14 by 9.3, f. f.; no r. a.	12	56 00	50 00	1,400 00	1,250 00	July 1, 1875	In Oct., 1874. Ordered Dec., 1874.	194
21.3 by 9, f. f., s. l. .	8*	56 00	50 00	12,278 00	10,962 50	July 1, 1875	.....	195
12 by 7, f. f.	7	56 00	75 00	4,575 20	6,127 50	July 1, 1875	In Oct., 1874. Ordered Mar., 1875.	196
r. a. in b. c.	6	55 00	50 00	1,177 00	1,070 00	July 1, 1875	Main route; branch \$50.	197
14.2 by 9, f. f., s. l. .	6	55 00	50 00	9,020 00	8,200 00	July 1, 1875	In Oct., 1874. Pay fixed on 141 miles from July 1, 1873; on 17½ miles from Oct. 1, 1874; and on 5½ miles from Nov. 12, 1874. Ordered Jan., 1875.	198
No apt.; no r. a. . .	12	55 00	.....	.....	.....	April 1, 1875	90 days, from Nov. 2, 1874. Branch; main r'te \$628, (1.) New.	199
17 by 8.7½, f. f., s. l. .	12	55 00	50 00	2,137 00	1,977 00	July 1, 1875	In Oct., 1874. \$377 side service. Ordered Dec., 1874.	200
18.4 by 8.8, f. f., s. l. .	7	54 00	50 00	2,700 00	2,500 00	July 1, 1875	In Oct., 1873. Under contract to June 30, 1875.	201
12.8 by 9, f. f., s. l. .	6¼*	54 00	50 00	1,890 00	1,750 00	July 1, 1875	.....	202
12.4 by 6.8, furniture, s. l. . .	6	54 00	50 00	4,266 00	3,950 00	July 1, 1875	In Oct., 1874. Ordered April, 1875.	203
13.9 by 9.9, in passenger-car. No r. a.	12¼*	54 00	50 00	420 00	400 00	July 1, 1875	\$159 mail messenger.	204
17 by 8.7½, f. f., d. l. (See remark.)	12	53 00	50 00	1,285 25	1,212 50	July 1, 1875	In Oct., 1874. 2d line in apartment used jointly by baggage-master and route-agent. Ordered Dec., 1874.	205
1128 cubic feet, f. f., s. l.	6	53 00	75 00	4,719 12	6,577 50	July 1, 1874	For 1½ part of 11001. 1.34 miles increase.	206
12 by 6, f. f., s. l. . .	6	53 00	50 00	2,795 22	2,637 00	July 1, 1875	In May, 1875	207
11.9 by 7.2, 10.8 by 8.11, f. f., s. l. .	6	52 00	50 00	5,437 64	5,228 50	July 1, 1875	.....	208
11.11 by 7.6½, f. f., s. l.	6	52 00	50 00	11,253 32	10,820 50	July 1, 1875	.....	209

F.—Table showing the re-adjustment of the rates of pay per mile on railroad routes

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>	
210	Iowa...	27020	27020	Farley, Cedar Rapids.	Dubuque Southwestern.....	55.37	228	13
211	Va....	4405	11003	Manassas, Strasburgh	Washington City, Virginia Midland and Great South- ern.	62.55	216	20
212	La....	8005	30008	Vicksburgh, Monroe.	North Louisiana and Texas...	75.50	227	15
213	Iowa...	27002	27002	Cedar Rapids, Post- ville.	Burlington, Cedar Rapids and Minnesota.	99.8	221	16
214	Iowa...	27027	27027	Davenport, Delaware Centre.	Davenport and Saint Paul....	90	217	16
215	Iowa...	27027	27027	Delaware Centre, Fay- ette.	do.....	39.33	217	16
216	Mo....	28012	28012	Saint Joseph, Lexing- ton.	Saint Louis, Kansas City and Northern, (late Saint Louis and Saint Joseph.)	76.75	215	25
217	Tex...	8770	31011	Sherman, Brookston..	Texas and Pacific, (Trans- Continental Division.)	57	215	11
218	Mo....	28008	28008	Tipton, Boonville....	Atlantic and Pacific.....	25	214	20
219	Mich..	24034	24034	Walton, Traverse City	Continental Improvement Co.	26.26	209	20
220	Mich..	24024	24024	Ypsilanti, Bankers...	Detroit, Hillsdale and Indiana.	65.54	196	16
221	Minn..	26012	26012	Austin, Mason City..	Chicago, Milwaukee and Saint Paul.	41.38	195	20
222	Ill....	23055	23055	Decatur, Montezuma.	Indiana and Illinois Central..	87	188	21½
223	Iowa...	27008	27008	Viele Junction, Union- ville.	Burlington and Southwestern.	104.75	188	18
224	Pa....	2480	.....	Red Bank Furnace, Driftwood.	Allegheny Valley.....	109.95	184	19
225	Iowa...	27024	27024	Clinton, Anamosa	Iowa Midland.....	74.1	183	20
226	Tex....	8666	31007	Palestine, Rockdale..	International & Great North- ern.	121	182	10
227	Ohio...	9044	.....	Marietta, Canal Dover	Marietta, Pittsburgh & Cleve- land.	99.96	178	20
228	Mo....	28005	28005	Palmyra, Hannibal...	Hannibal and Saint Joseph...	15	177	20
229	Va....	4782	11016	Lynchburgh, Danville	Washington City, Virginia Midland & Great Southern.	67.28	174	30
230	Pa....	2486	.....	Pittsburgh, Mononga- hela City.	Pittsburgh, Virginia and Charleston.	31.84	168	20
231	Wis...	25005	25005	Watertown, Madison..	Chicago, Milwaukee and Saint Paul.	38.45	166	15
232	Ill....	11923	23053	East Saint Louis, Mur- physborough.	Cairo and Saint Louis.....	91	161	19
233	Mo....	10525a	28025	Salisbury, Glasgow...	Keokuk and Kansas City.....	15.66	160	15
234	Wis...	25017	25017	Menasha, Worcester..	Wisconsin Central, (operated by Phillips & Colby Con- struction Company.)	164.10	157	18
235	Mich..	24033	24033	Ionia, Stanton.....	Detroit, Lansing and Lake Michigan.	25.31	156	25
236	Me....	231	.....	West Waterville, Madison.	Somerset.....	20.61	154	20
237	Ala....	6616	17016	Opelika, Alexander City.	Savannah and Memphis.....	47.28	153	20
238	Iowa...	27030	27030	Des Moines, Ames...	Des Moines and Minnesota....	37.12	152	18
239	Mass..	747	.....	Cohasset, South Dux- bury.	Duxbury and Cohasset.....	18.36	152	19
240	Ill....	23014	23014	Rock Falls, Cornton..	Chicago, Burlington & Quincy.	47.23	145	11
241	R. I....	823	.....	Providence, Pascoag..	Providence and Springfield...	23.12	143	20
242	Iowa...	27016	27016	Washington, Sigourney	Chicago, Rock Island & Pacific.	29	141	20
243	Iowa...	27003	27003	Cedar Rapids, Traer..	Burlington, Cedar Rapids and Minnesota.	24.77	140	15
244	Mo....	28009	28009	Centralia, Columbia..	Saint Louis, Kansas City and Northern.	22	139	22

in States in which the contract term expired June 30, 1875, &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>			
10 by 8.6, f. f., s. l.	6	52 00	50 00	2, 879 24	2, 768 50	July 1, 1875		210
11.6 by 8.9, f. f., s. l.	6	51 00	60 00	3, 190 05	3, 600 00	July 1, 1875	In Oct., 1873. 2.55 miles increase. Under contract to June 30, 1875.	211
8.9 by 8.9, f. f., s. l.	7	51 00	75 00	4, 350 50	6, 162 50	July 1, 1875	\$500 for ferriage and mail-mess'r service.	212
10.6 by 7.8, f. f., s. l.	6	51 00	50 00	5, 089 80	4, 990 00	July 1, 1875		213
10.6 by 7, 10.3 by 7, f. f., s. l.	6	51 00	50 00	4, 590 00	4, 500 00	July 1, 1874	Part; residue new, \$51, (215.)	214
10.6 by 7, 10.3 by 7, f. f., s. l.	6	51 00	.....	.....	.....	July 1, 1874	New, part; residue \$51, (214.) Ordered July, 1875.	215
19 by 7.6, f. f., s. l.	7	51 00	50 00	3, 914 25	3, 837 50	July 1, 1875		216
14.1 by 7.9, f. f., s. l.	6	51 00	65 00	2, 907 00	3, 705 00	July 1, 1875	In March, 1875	217
14 by 9.3, f. f. No r. a.	12	51 00	56 00	1, 275 00	1, 400 00	July 1, 1875	In April, 1875	218
10.6 by 6.11. No r. a.	6	50 00	55 00	1, 313 00	1, 444 30	July 1, 1875		219
7.6 by 5.6, f. f., s. l.	6	50 00	45 00	3, 277 00	2, 949 30	July 1, 1875		220
23 by 10, f. f., s. l.	6, 12	50 00	40 00	2, 069 00	1, 655 20	July 1, 1874	Ordered July, 1875. Trips, 6 in March, 12 in June, 1875.	221
16.11 by 7.2, f. f., s. l.	6	50 00	.....	.....	.....	Dec. 16, 1873	New; ordered May, 1875.	222
12.6 by 7.7, fixtures, s. l.	6	50 00	52 00	5, 237 50	5, 447 00	July 1, 1875		223
13.4 by 8, f. f., s. l.	6	50 00	.....	.....	.....	Aug. 15, 1874	In Mar., 1875. New; ordered May, 1875.	224
12.4 by 7, f. f., s. l.	6	50 00	40 00	3, 705 00	2, 964 00	July 1, 1875		225
8 by 7, f. f., s. l.	6	50 00	.....	.....	.....	Oct. 1, 1874	New; ordered July, 1875.	226
14.5 by 7.9, f. f., s. l.	6	50 00	40 00	4, 998 00	3, 998 40	Oct. 15, 1873	In March, 1875. Ordered April, 1875.	227
b. c.; no r. a.	13	50 00	75 00	750 00	1, 125 00	July 1, 1875	Branch; main route \$240, \$215, (19.)	228
15.6 by 7.9, fixtures, s. l.	6	50 00	.....	.....	.....	July 10, 1874	In May, 1875. New; ordered July, 1875.	229
10 by 8, f. f., s. l.	9*	50 00	.....	.....	.....	Mar. 2, 1874	In Nov., 1874. New; ordered Dec., 1874.	230
12 by 6.10, f. f., s. l.	6	50 00	100 00	1, 922 50	3, 845 00	July 1, 1874	In Mar., 1875. Ordered Sept., 1874.	231
8.9 by 6, f. f., s. l.	6	50 00	.....	.....	.....	Oct. 1, 1873	In Sept., 1874. New; ordered Dec., 1874.	232
10 by 6.8; no r. a.	12	50 00	40 00	783 00	626 40	Jan. 1, 1875	In Dec., 1874	233
13.7 by 7.7, f. f., s. l.	6	50 00	70 00	8, 205 00	8, 023 10	July 1, 1875	48.93 miles formerly at \$40; 49.90 miles at \$30.	234
10.6 by 9, fixtures, s. l.	6	50 00	40 00	1, 265 50	1, 012 40	July 1, 1875		235
12.6 by 6.6, f. f., s. l.	6	50 00	.....	.....	.....	Mar. 1, 1875	In April, 1875. Pay fixed on 13.31 miles from May 16, 1874. New; ordered in July, 1875.	236
9 by 5, f. f., s. l.	6	50 00	40 00	2, 364 00	1, 891 20	Oct. 1, 1874	In October, 1874	237
8.3 by 5.6, f. f.; no r. a.	6	50 00	.....	.....	.....	Aug. 15, 1874	In Mar., 1875. New; ordered Aug., 1875.	238
b. c.; no r. a.	12	50 00	.....	.....	.....	July 16, 1874	New; ordered Jan., 1875.	239
9.6 by 6.10, f. f., s. l.	6	50 00	40 00	2, 361 50	1, 889 20	July 1, 1875		240
No apt.; no r. a.	12	50 00	.....	.....	.....	Oct. 10, 1873	In Mar., 1875. New; ordered Apr., 1875	241
6 by 5.6, f. f., s. l.	6	50 00	40 00	1, 450 00	1, 160 00	July 1, 1875		242
10.6 by 7.8, f. f., s. l.	6	50 00	40 00	1, 238 50	990 80	July 1, 1875		243
No apt.; no r. a.	6	50 00	54 00	1, 100 00	1, 188 00	July 1, 1875		244

F.—Table showing the re-adjustment of the rates of pay per mile on railroad routes

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.	
245	Tex...	8683	31006	Mineola, Zavala	International & Great Northern.	44½	134	10
246	N. C..	5002	13002	Rocky Mount, Tarborough.	Wilmington and Weldon.....	17	134	15
247	Mich.	24037	24037	Saint Clair City, Richmond.	Michigan Midland and Canada	16.74	134	20
248	Mo...	28002	28027	Cairo, Poplar Bluffs..	Saint Louis, Iron Mountain and Southern, (late Saint Louis and Iron Mountain and Cairo and Fulton.)	73.73	124	15½
249	Mo...	28013	28013	Brunswick, Pattonsburgh.	Brunswick and Chillicothe & Saint Louis Council Bluffs and Omaha.	80.05	117	15
250	Tenn.	10003	19003	Rogersville, Bull's Gap.	Rogersville and Jefferson, W. P. Elliott, owner.	15	113	15
251	Iowa..	27028	27028	Sabula, Marion.....	Chicago, Milwaukee and Saint Paul.	87.75	109	18
252	Iowa..	27004	27004	Muscatine, Riverside	Burlington, Cedar Rapids and Minnesota.	32.23	109	16
253	Iowa..	27018	27018	Davenport, Maquoketa	Davenport and Saint Paul....	42.76	104	16
254	Ill....	23004	23004	Elgin, Geneva.....	Chicago and Northwestern....	44	102	22
255	Mo....	10524a	28023	Cuba, Salem.....	Saint Louis, Salem and Little Rock.	40.88	101	10
256	Ill....	23044	23044	Mattoon, Hervey City	Chicago and Illinois Southern, Consolidated.	31.66	100	15
257	Tex...	8683	31006	Phelps, Huntsville...	International & Great Northern.	8.50	98	10
258	Mass..	742	.....	Lynn, Marblehead....	Eastern.....	6.05	84	20
259	Conn.	905	.....	Windsor Locks, Suffield.	New York, New Haven and Hartford.	4.76	83	25
260	N. Y..	1294	.....	Watertown, Sackett's Harbor.	Utica and Black River.....	12.57	79	16
261	Utah.	16651	41003	Ogden, Franklin.....	Utah Northern.....	80.5	78	12
262	Mich.	24030	24030	East Saginaw, Saint Louis.	Saginaw Valley & Saint Louis.	35.19	72	20
263	N. Y..	1805	.....	Thirtieth street, New York, Spuyten Duyvil.	New York Central and Hudson River.	10	68	....
264	N. H..	359	.....	Wing Road, Twin Mountain.	Boston, Concord and Montreal.	9.49	66	22½
265	Ill....	23056	23056	Geneva, Batavia.....	Chicago and Northwestern....	3.50	64	15
266	N. J..	2105	.....	Jamesburgh, South Amboy.	Pennsylvania.....	14.95	61	26.3
267	Mass.	745	.....	Newton Junction, West Amesbury.	Boston and Maine.....	5.05	44	20
268	Mass.	743	.....	Wakefield, Peabody..	Eastern.....	8.54	42	23
269	Pa....	2495	.....	Berlin, Garrett.....	Buffalo Valley.....	8.62	42	15
270	Mass.	741	.....	Wenham, Essex.....	Eastern.....	5.55	31	20
271	Ill....	23039	23039	Carbondale, Grand Tower.	Grand Tower Mining, Manufacturing & Transportation Co.	25	104	18
272	Wis...	25007	25007	Nepeuskun, Winneconne.	Chicago, Milwaukee and Saint Paul.	16.25	96	20
273	Wis...	25018	25018	Manitowoc, Milwaukee.	Milwaukee, Lake Shore and Western.	44.50	90	15
274	Ill....	23049	23049	Springfield, Havana..	Springfield and Northwestern.	48.20	87	19

in States in which the contract term expired June 30, 1875, &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.
		Dolls.	Dolls.	Dolls.	Dolls.			
Feet and inches. 8 by 7, f. f., s. l.	6	50 00				Oct. 1, 1874	New; ordered July, 1875. Branch; main route \$125, (72.)	245
No r. a.	7	50 00	35 76	850 00	607 92	July 1, 1873	In March, 1875. Branch; main route \$172, (49.) Ordered July, 1875.	246
Baggage apt.; no r. a.	12	50 00				Feb. 2, 1874	In Dec., 1874. New; ordered Jan., 1875.	247
10 by 6.5, s. l.	6	50 00	30 00	3,686 50	2,211 90	July 1, 1875	In Mar., 1875. Detached from 28002.	248
9.3 by 9, s. l.	6	50 00				Apr. 19, 1874	In June 1875. \$50 on 32.69 miles formerly; residue new. Ordered Aug., 1875.	249
r. a. in baggage apt., s. l.; no distribution.	6	50 00	52 66	790 00	790 00	July 1, 1873	In Dec., 1874. \$40 m. m. Ordered Jan., 1875.	250
18 by 8, f. f., s. l.	6	50 00	40 00	4,387 50	3,510 00	July 1, 1875		251
10.6 by 7.8, f. f., s. l.	6	50 00	40 00	1,611 50	1,289 20	July 1, 1875		252
10.10 by 7, f. f., s. l.	6	50 00	34 00	2,138 00	1,453 84	July 1, 1875		253
9.6 by 9.5, f. f., s. l.	6	50 00	40 00	2,200 00	1,760 00	July 1, 1875		254
7.6 by 6, f. f., s. l.	6	50 00	30 00	2,044 00	1,226 40	Dec. 1, 1873	In Oct., 1874. Ordered Dec., 1874.	255
7.6 by 6.6, f. f., s. l.	6	50 00	40 00	1,583 00	1,266 40	July 1, 1875		256
In b. c.	6	50 00				Oct. 1, 1874	Branch; main route \$125, (72.) New; ordered July, 1875.	257
b. c.; no r. a.	6	50 00				Feb. 16, 1874	In Aug., 1875. New; ordered Sept., 1875.	258
b. c.; no r. a.	12	50 00				Oct. 15, 1874	In Aug., 1875. New; ordered Sept., 1875. Branch.	259
In b. c.	12	50 00				Oct. 1, 1874	In May, 1875. New; ordered July, 1875.	260
29.6 by —, f. f., s. l.	6	50 00				Nov. 1, 1873	In Sept., 1874. New; ordered Dec., 1874.	261
7 by 6, f. f., s. l.	6	50 00	40 00	1,759 50	1,407 60	July 1, 1875		262
.....	18	50 00				Apr. 1, 1875	In Apr., 1875. New; ordered June, 1875.	263
No r. a.	6, 12	50 00				Feb. 2, 1874	In Aug., 1874. \$50 m. m. New; ordered Apr., 1875. 12 trips in summer.	264
b. c.; no r. a.	6	50 00				May 5, 1873	New; ordered Sept., 1875.	265
b. c.; no r. a.	6	50 00	60 00	747 50	897 00	July 1, 1875	90 days, from Oct. 1, 1874. Branch; main route \$90 (105.)	266
b. c.; no r. a.	12	50 00				July 1, 1874	In May, 1875. New; ordered July, 1875.	267
b. c.; no r. a.	6	50 00				Mar. 2, 1874	In Aug., 1875. New; ordered Sept., 1875.	268
10 by 9; in charge of conductor.	12	50 00				Oct. 16, 1874	In Oct., 1874. New; ordered Jan., 1875.	269
b. c.; no r. a.	6	50 00				Feb. 16, 1874	In Aug., 1875. New; ordered Sept., 1875.	270
No apt.	9*	45 00	40 00	1,125 00	1,000 00	July 1, 1875		271
b. c.; no r. a.	6	45 00	40 00	731 25	650 00	July 1, 1875		272
11 by 7.10, f. f., s. l.	6	45 00	40 00	2,002 50	1,780 00	July 1, 1875	Branch; main route \$75, (144)	273
18 by 9, f. f., s. l.	8½*	45 00	40 00	2,169 00	1,928 00	July 1875		274

F.—Table showing the re-adjustment of the rates of pay per mile on railroad

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>	
275	Vt....	523	.....	Wells River, Montpelier.	Montpelier and Wells River..	38.62	82	18
276	Ill...	23045	23045	Carbondale, Marion..	Carbondale and Shawneetown.	18	76	18
277	Mich..	24032	24032	Muskegon, Big Rapids.	Chicago and Michigan Lake Shore.	56.64	75	20
278	Ill....	23046	23046	Jacksonville, Virden.	Jacksonville, Northwestern and Southeastern.	31.39	75	15
279	Mich..	24009	24009	West Branch, Otsego Lake.	Michigan Central.....	59.40	324	15
280	Mich..	24015	24015	Saint Clair Junction, South Saginaw.	Flint and Pere Marquette....	4.15	161	12
281	Minn..	26005	26001	Fargo, Bismarek....	Northern Pacific.....	195.12	120	16
282	S. C....	5612	14009	Anderson Court-House, Walhalla.	Greenville and Columbia, (sees Blue Ridge.)	34	103	15
283	Ohio..	9050	.....	Painesville, Niles....	Painesville and Youngstown..	50.74	97	16
284	Minn..	26010	26010	Hastings, Glencoe....	Chicago, Milwaukee and Saint Paul.	74.59	87	15
285	Miss..	7008	18008	Middleton Station, Ripley.	Ripley.....	24.30	84	15
286	Ind....	22032	.....	Frankfort, Kokomo..	Frankfort and Kokomo.....	25.50	69	25
287	Tenn..	10011	19011	Knoxville, Careyville.	Knoxville and Ohio.....	38.94	64	12
288	Tenn..	10014	19013	Tracy City, Cowan...	Tennessee Coal and Railroad Company.	23	63	12
289	Ill....	23054	23054	Chicago, Elgin.....	Chicago and Pacific.....	36	62	22
290	Pa....	2483	.....	Montrose, Tunkhannock.	Montrose.....	25.24	56	14
291	N. H....	352	.....	Nashua, Acton.....	Nashua, Acton and Boston...	23.44	54	22
292	Pa....	2490	.....	Mount Union, Broad Top.	East Broad Top Railroad and Coal Company.	32.23	53	15
293	N. J....	2135	.....	Jersey City, Ringwood Furnace.	Montclair, (late New York and Oswego Midland.)	35.90	50	17
294	Md....	3507	.....	Hagerstown, Williamsport.	Western Maryland.....	6.12	38	20
295	Pa....	2482	.....	Chambersburg, Mont Alto.	Mont Alto.....	14.75	33	15
296	Mich..	24015	24015	Otter Lake Junction, Otter Lake.	Flint and Pere Marquette....	14.53	31	19
297	Ill....	23042	23042	Bismarek, Youngstown.	Chicago, Danville and Vincennes.	25.90	27	15
298	Pa....	2497	.....	Lawsonham, Sligo....	Allegheny, (Sligo Branch.)....	10.47	19	15
299	Ind....	22022	.....	Princeton, Albion....	Louisville, New Albany and Saint Louis.	31.03	34	15
300	Minn..	26014	26014	New Ulm, Marshall..	Chicago and Northwestern....	79.66	94	15
301	Mo....	10502	28002	Cairo, Poplar Bluffs..	Saint Louis and Iron Mountain and Cairo and Fulton.	73.73	57	15½
302	Wis....	25017	25017	Colby, Worcester....	Wisconsin Central.....	49.90	40	18

routes in States in which the contract term expired June 30, 1875, &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>			
11.10 by 6.8, f. f., s. l.	6	45 00				Feb. 2, 1874	In Oct., 1874. New ; ordered Dec., 1874.	275
7.4 by 4, fixtures, s. l.	6	45 00	40 00	810 00	720 00	July 1, 1875	.....	276
11 by 7, f. f., s. l.	6	45 00	30 00	2,548 80	1,699 20	July 1, 1875	.....	277
5.6 by 3.4, fixtures, s. l.	6	45 00	40 00	1,412 55	1,255 60	July 1, 1875	.....	278
13.10 by 6, f. f., $\frac{1}{2}$ l.	3	40 00	50 00	2,376 00	2,970 00	July 1, 1875	Part; residue \$60, (177.)	279
b. c.; no r. a.	Rem.	40 00				Feb. 1, 1875	Trips occasional, by courtesy. New; ordered July, 1875. Branch; main route \$96, (100.)	280
20 by 8.6, 20 by 8.8, 13 by 7.4, f. f. c., $\frac{1}{2}$ l.	3	40 00				April 1, 1874	New; ordered July, 1875. Part; residue \$70, (152.)	281
b. c.; no r. a.	6	40 00	30 00	1,360 00	1,020 00	July 1, 1873	In Nov. and Dec., 1874; ordered Jan., 1875.	282
5.8 by 5, s. l.	6	40 00				July 1, 1874	New; ordered April, 1875. Pay fixed on 26.90 m. from Oct. 1, 1874.	283
23 by 10, f. f., s. l.	3, 6	40 00	50 00	2,923 60	3,729 50	July 1, 1875	Trips, 3 in March, 6 in June, 1875.	284
b. c.; no r. a.	6	40 00	30 00	972 00	729 00	July 1, 1874	In Sept., 1874; ordered Jan., 1875.	285
10.7 by 7.1, f. f., s. l.	6	40 00				Oct. 1, 1874	In June, 1875. New; ordered Sept., 1875.	286
4.1 $\frac{1}{2}$ by 3, fixtures, s. l.	6	40 00	22 88	1,557 60	890 94	Feb. 1, 1874	In Aug., 1874; ordered Dec., 1874.	287
No apt.	6	40 00	30 00	920 00	690 00	July 1, 1873	In May, 1874; ordered Oct., 1874.	288
22.6 by 10, f. f., s. l.	6	40 00				Oct. 20, 1873	In Mar., 1875. New; ordered May, 1875.	289
4.6 by 4.6, f. f., s. l.	6	40 00				Dec. 1, 1873	In July, 1874. New; ordered Dec., 1874.	290
6.10 by 6.8, fixtures.	6	40 00				Sept. 1, 1873	In June, 1875. New; ordered April, 1875.	291
No apt; no r. a.	6	40 00				Aug. 15, 1874	In June, 1875. New; ordered Sept., 1875.	292
No r. a.	6	40 00				Oct. 20, 1873	In Dec., 1874. New; ordered April, 1875.	293
10 by 8.6, furnished, d. l.	12	40 00				Mar. 2, 1874	In Sept., 1874; part; residue \$75; ordered Dec., 1874.	294
b. c.; no r. a.	6	40 00				Nov. 1, 1873	In Sept., 1874. New; ordered Feb., 1875.	295
r. a. in b. c.	6	40 00				Feb. 1, 1875	Branch; main route \$96, (100.) New; ordered July, 1875.	296
locked closet, 3 by 3; in charge of conductor.	6	40 00				July 1, 1874	In Jan., 1875. New; ordered Feb., 1875; branch.	297
No apt; no r. a.	6	40 00				Dec. 1, 1874	In May, 1875. New; ordered July, 1875.	298
r. a. in corner of car, not partitioned, s. l.	6	35 00				July 1, 1875	New; ordered July, 1875.	299
10.6 by 6.6, f. f., $\frac{1}{2}$ l.	3	30 00				May 1, 1872	New; ordered July, 1875. Part; residue \$65, (166.)	300
10 by 6.5, $\frac{1}{2}$ l.	3 $\frac{1}{2}$	30 00				July 1, 1874	In Dec., 1874. New; ordered Apr., 1875; Branch; main route \$100, &c.	301
13.7 by 7.7, f. f., s. l.	6	30 00				Nov. 1, 1874	New; ordered April, 1875. Part; residue \$70, \$40.	302

F.—Table showing the re-adjustment of the rates of pay per mile on railroad

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>	
303	Wis ..	25017	25017	Colby, Medford.	Wisconsin Central, (built and operated by Phillips & Colby Construction Company.)	16.30	24	12
304	Pa.	2487	.....	Valley Junction, Ebbvale,	Bachman Valley.	13.3	14	14
305	Tex ..	8514	31008	Houston, Columbia...	International and Great Northern.	50	55	12
306	Ill.	23057	23057	Saint Louis, Belleville.	Illinois and Saint Louis.	16.25	41	....
307	Va.	4785	11017	Chester, Winterpock .	Richmond and Petersburg.	18.50	11	15

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

routes in States in which the contract term expired June 30, 1875, &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> 13.7 by 7.7, f. f., s. l	6	Dolls. 30 00	Dolls.	Dolls.	Dolls.	Nov. 1, 1874	In Nov., 1874. ew; ordered Apr., 1875.	303
in charge of conductor.	6	30 00	.....	.....	.....	Mar. 10, 1874	In Oct., 1874. New; ordered Dec., 1874.	304
in b. c.	2	25 00	.....	.....	.....	Nov. 16, 1874	In Mar., 1875. New; ordered July, 1875.	305
No r. a.	3*	25 00	.....	.....	.....	July 1, 1874	In Sept., 1874. New; ordered Dec., 1874.	306
b. c.; no r. a.	6	20 00	.....	.....	.....	Dec. 1, 1874	In July, 1875. New; ordered Sept., 1875.	307
				3,646,777 00	3,238,085 84			
				3,238,085 84	.....			
.....				408,691 16	.....			

JAS. N. TYNER.
Second Assistant Postmaster-General.

Index to Table F.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Alabama Central	196	6609	.....	Chicago, Milwaukee and Saint Paul	231	25005	25005
Allegheny, (Sligo Branch)	298	2497	.....	Do	251	27028	27028
Allegheny Valley	224	2480	.....	Do	272	25007	25007
Atlanta and Richmond Air-Line	94	6017	15001	Do	284	26010	26010
Atlanta and West Point	92	6003	15003	Chicago and Northwestern	13	23003	23003
Atlantic and Pacific	15	10501	28001	Do	23	23001	23001
Do	25	28001	28001	Do	24	25009	25009
Do	70	10503	28003	Do	30	23002	23002
Do	85	28003	28003	Do	38	25012	25012
Do	194	10508	28008	Do	74	25010	25010
Do	218	28008	28008	Do	102	24031	24031
Bachman Valley	304	2487	.....	Do	138	25011	25011
Baltimore and Ohio	60	9011	.....	Do	148	25010	25010
Do	118	4101	.....	Do	155	25024	25013
Do	205	3506	.....	Do	166	26014	26014
Blue Ridge, (See Greenville and Columbia.)				Do	254	23004	23004
Boston, Barre and Gardner, (late Monadnock)	147	738	657	Do	265	23056	23056
Boston, Concord and Montreal	264	359	.....	Do	300	26014	26014
Boston and Maine	267	745	.....	Chicago and Pacific	289	23054	23054
Boston and Providence	66	608	.....	Chicago, Rock Island and Pacific	8	23015	23015
Do	76	608	.....	Do	10	23015	23015
Brunswick and Chillicothe, and Saint Louis, Council Bluffs and Omaha	249	28013	28013	Do	11	27014	27014
Buffalo Valley	269	2495	.....	Do	12	27014	27014
Burlington, Cedar Rapids and Minnesota	113	27001	27001	Do	95	23016	23016
Do	213	27002	27002	Do	114	27017	27017
Do	243	27003	27003	Do	197	27015	27015
Do	252	27004	27004	Do	242	27016	27016
Burlington and Missouri River	158	27005	27005	Continental Improvement Company	219	24034	24034
Do	163	27007	27007	Cumberland Valley	132	2430	.....
Burlington and Southwestern	223	27008	27008	Do	133	2430	.....
Cairo and Saint Louis	232	11923	23053	Dakota Southern	123	35001	35001
Cairo and Vincennes	135	23037	23037	Do	172	13929	35001
Camden and Atlantic	176	2107	.....	Davenport and Saint Paul	214	27027	27027
Carbondale and Shawneetown	276	23045	23045	Do	215	27018	27018
Carolina Central	198	5003	13003	Do	253	27018	27018
Central Branch Union Pacific	97	14002	33002	Des Moines and Fort Dodge	206	27031	27031
Central of Iowa	161	27010	27010	Des Moines and Minnesota	238	27030	27030
Central Ohio	14	9001	.....	Detroit and Bay City	115	24013	24013
Central Railroad and Banking, of Georgia	127	6009	15010	Detroit, Hillsdale and Indiana	220	24024	24024
Do	129	6004	15005	Detroit, Lansing and Lake Michigan	131	24017	24017
Chicago and Alton	27	23017	23017	Do	235	24033	24033
Do	69	28022	28022	Detroit and Milwaukee	86	24006	24006
Do	87	23018	23018	Dubuque Southwestern	210	27020	27020
Chicago, Burlington and Quincy	9	23007	23007	Duxbury and Cohasset	239	747	.....
Do	46	23009	23009	East Broad Top Railroad and Coal Company	292	2490	.....
Do	163	23008	23008	Eastern	258	742	.....
Do	174	23011	23011	Do	268	743	.....
Do	183	23007	23007	Do	270	741	.....
Do	187	23008	23008	Elizabethtown and Paducah	167	9738	.....
Do	240	23014	23014	Elliott, W. P., owner. (See Rogersville and Jefferson.)			
Chicago, Danville and Vincennes	142	23042	23042	Flint and Pere Marquette	178	24015	24015
Do	297	23042	23042	Do	100	24015	24015
Chicago, Dubuque and Minnesota	156	27012	27012	Do	280	24015	24015
Chicago and Illinois Southern, Consolidated	256	23044	23044	Do	296	24015	24015
Chicago and Michigan Lake Shore	119	24021	24021	Frankfort and Kokomo	286	22032	.....
Do	157	24021	24021	Galveston, Harrisburgh and San Antonio	117	8504	31002
Do	277	24032	24032	Galveston, Houston and Henderson	59	8502	.....
Chicago, Milwaukee and Saint Paul	20	25002	25002	Do	67	8502	31001
Do	34	26013	26013	Geneva, Ithaca and Athens	173	1293	.....
Do	35	23035	23035	Green Bay and Minnesota, (late Green Bay and Lake Pepin)	209	25015	25015
Do	61	26011	26011	Greenville and Columbia, (lessees Blue Ridge)	282	5612	14009
Do	101	26009	26009	Grand Rapids and Indiana	130	24018	24018
Do	126	25003	25003	Do	191	24038	24038
Do	186	25004	25004	Grand Tower Mining, Manufacturing, and Transportation Company	271	23039	23039
Do	188	27025	27025	Grand Trunk	107	24007	24007
Do	321	26012	26012	Hannibal and Saint Joseph	19	28005	28005

Index to Table F—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Hannibal and Saint Joseph.....	21	28010	28010	Montpelier and Wells River	275	528	.....
Do	228	28005	28005	Montrose	290	2433	.....
Hempfield	200	2441	.....	Morgan's Louisiana and Texas..	88	8001	30003
Houston and Texas Central	58	8503	.....	Nashua, Acton and Boston	291	352	.....
Houston and Texas Central, (operating Waco and North- western)	139	8577a	.....	Naugatuck	84	908	.....
Illinois Central	36	23020	23020	Newark, Somerset and Straits- ville	140	9042	.....
Do	47	23021	23021	New Bedford	73	642	.....
Do	82	27021	27021	Do	80	641	.....
Do	145	27022	27022	New Bedford, (operating Boston, Clinton and Fitchburgh).....	137	746	.....
Illinois and Saint Louis	306	23057	23057	New Jersey Southern	159	2126	.....
Indiana and Illinois Central	222	23055	23055	New Orleans, Saint Louis and Chicago	42	8002	30001
International and Great Northern	72	8683	31006	Do	43	7001	18001
Do	81	8663	8663	Do	44	7001	18001
Do	226	8666	31007	New York and Oswego Midland. (See Mont Clair.)			
Do	245	8683	31006	New York Central and Hudson River	263	1805	.....
Do	257	8683	31006	New York, New Haven and Hartford	2	907	.....
Do	305	8514	31008	Do	4	905	.....
Indianapolis and Saint Louis ..	37	12024	22024	Do	5	907	.....
Do	40	11419	23028	Do	6	905	.....
Iowa Midland	225	27024	27024	Do	259	905	.....
Jacksonville, Northwestern and Southeastern	278	23046	23046	Northern Pacific	152	26005	26001
Jacksonville, Pensacola and Mo- bile	104	6402	.....	Do	281	26005	26001
Kansas City, Saint Joseph and Council Bluffs	48	28006	28006	North Louisiana and Texas	212	8005	30003
Do	149	28006	28028	Ohio and Mississippi	16	12010	22010
Keokuk and Des Moines	134	27019	27019	Do	17	12010	22010
Keokuk and Kansas City	233	10525a	28025	Do	22	12010	22010
Knoxville and Ohio	287	10011	19011	Do	45	12018	22018
Lake Shore and Mich. Southern ..	63	24001	24001	Do	64	12018	22018
Do	106	24004	24004	Old Colony, (late Old Colony and Newport)	71	654	634
Do	124	24002	24002	Oregon and California	96	.....	44001
Do	164	24003	24003	Painesville and Youngstown	283	9050	.....
Do	182	24028	24028	Parker and Karn's City	179	2491	.....
Lake Superior and Mississippi ..	109	26006	26007	Pennsylvania	1	2103	.....
Leavenworth, Lawrence and Galveston	116	14211	33008	Do	98	2105	.....
Do	123	14003	33003	Do	105	2103	.....
Do	190	14003	33003	Do	110	2103	.....
Lewisburg Center and Spruce Creek. (See Pennsylvania.) ..				Pennsylvania, (lessees Lewis- burgh Center and Spruce Creek)	180	2468	.....
Louisville, New Albany and Saint Louis	299	22022	.....	Pennsylvania	199	2103	.....
Louisville, Paducah and South- western, (late Elizabethtown and Paducah)	168	9738	20011	Do	266	2105	.....
Macon and Augusta	203	6145	15021	Peoria and Rock Island	170	23040	23040
Marietta and Cincinnati	7	9032	.....	Petersburgh	33	4410	11009
Do	50	9020	.....	Philadelphia, Wilmington and Baltimore	3	3501	.....
Do	120	9019	.....	Do	54	3401	.....
Marietta, Pittsburgh and Cleve- land	227	9044	.....	Do	79	3401	.....
Memphis and Little Rock	91	7501	29001	Pittsburgh, Virginia and Charleston	160	2486	.....
Michigan Central	26	24005	24005	Do	230	2486	.....
Do	108	24010	24010	Portland and Ogdensburg	65	202	12
Do	177	24009	24009	Providence and Springfield	241	823	.....
Do	208	24025	24025	Quincy, Alton and Saint Louis ..	51	23041	23041
Do	279	24009	24009	Do	112	23041	23041
Michigan Midland and Canada ..	247	24037	24037	Quincy, Missouri and Pacific ..	184	28019	28019
Midland Pacific	192	34005	.....	Richmond and Danville	50	4407	.....
Do	193	34005	.....	Do	52	5004	13004
Milwaukee, Lake Shore and Western	144	25018	25018	Richmond and Petersburg	28	4409	11008
Do	273	25018	25018	Do	307	4785	11017
Mississippi Valley and Western ..	141	23018	23018	Ripley	285	7008	18008
Missouri River, Fort Scott and Gulf	99	14005	33005	Rockford, Rock Island and Saint Louis	169	23005	23005
Monadnock. (See Boston, Barre and Gardner.)				Rogersville and Jeffersonville, (W. P. Elliott, owner)	250	10003	19003
Mont Alto	295	2482	.....	Saginaw Valley and Saint Louis	262	24030	24030
Mont Clair, (late New York and Oswego Midland)	293	2135	.....	Savannah and Memphis	237	6616	17016
				Saint Louis, Alton and Terre Haute	83	23030	23030

Index to Table F—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Saint Louis and Iron Mountain and Cairo and Fulton	78	10502	28002	Sycamore and Courtland	204	23052	23052
Do.	301	10502	28002	Tennessee Coal and Railroad	288	10014	19013
Saint Louis and Saint Joseph. (See Saint Louis, Kansas City and Northern.)				Terre Haute and Indianapolis	29	12002	22002
Saint Louis, Iron Mountain and Southern, (late Saint Louis and Iron Mountain and Cairo and Fulton)	55	28002	28026	Do.	32	23001	23001
Do.	68	28002	28002	Do.	41	11425	23031
Do.	248	28002	28027	Texas and Pacific	62	8749	31010
Saint Louis, Kansas City and Northern	57	28004	28004	Do.	77	8749	.....
Do.	122	28007	28007	Do.	103	8506	31009
Saint Louis, Kansas City and Northern, (late Saint Louis and Saint Joseph)	216	28012	28012	Do.	162	8770	.....
Do.	244	28009	28009	Texas and Pacific, (Transcontinental Division)	217	8770	31011
Saint Louis, Lawrence and Western	136	10517a	.....	Toledo, Canada Southern and Detroit	111	12956	24035
Do.	143	10517a	28016	Toledo, Peoria and Warsaw	151	23027	23027
Do.	185	28016	28016	Toledo, Wabash and Western	39	23023	23023
Saint Louis, Salem and Little Rock	255	10524a	28023	Do.	75	23025	23025
Do.	146	26002	26003	Utah Northern	261	16651	41003
Saint Paul and Pacific	195	26001	26002	Utica and Black River	260	1294	.....
Do.	202	26303	26004	Vicksburgh and Meridian	181	7003	18003
Do.	89	26004	26005	Washington City, Virginia Midland and Great Southern	211	4405	11003
Saint Paul and Sioux City	90	27029	27029	Do.	229	4782	11016
Sioux City and Pacific	121	26004	26018	Washington and Ohio	207	4404	11004
Sioux City and Saint Paul	236	231	.....	Western and Atlantic	31	6002	15002
Somerset	153	26016	26016	Western Maryland	294	3507	.....
Southern Minnesota	189	658	741	Western, of Alabama	93	6601	17001
Springfield, Athol and Northeastern, (late Athol and Enfield)	274	23049	23049	Do.	171	6607	17007
Springfield and Northwestern	150	23033	23033	Do.	201	6602	17002
Springfield, Illinois and Southeastern				Do.	125	25013	25024
				Western Union			
				Wilmington, Columbia and Augusta	56	5604	14002
				Wilmington and Weldon	49	5002	13002
				Do.	246	5002	13002
				Wisconsin Central, (operated by Phillips & Colby Construction Company)	154	25016	25016
				Do.	175	25016	25016
				Do.	234	25017	25017
				Do.	302	25017	25017
				Do.	303	25017	25017

G.—Statement of the number, description, and cost of mail-bags and mail-bag catchers purchased by contract and put into service during the fiscal year ended June 30, 1875, viz :

Number.	Description.	Size.	Price.	Cost.	Aggregate.
1, 100	Leather mail-pouches.....	No. 1	\$8 20	\$9, 020 00	
2, 100	do.....	No. 2	6 45	13, 545 00	
2, 400	do.....	No. 3	5 50	13, 200 00	
3, 600	do.....	No. 4	4 35	15, 660 00	
1, 900	do.....	No. 5	3 20	6, 080 00	
11, 100					\$57, 505 00
500	Leather horse-mail-bags.....	No. 1	6 65	3, 325 00	
550	do.....	No. 2	5 65	3, 107 50	
400	do.....	No. 3	5 15	2'060 00	
1, 450					8, 492 50
53, 000	Jute canvas mail-sacks.....	No. 1	57	30, 210 00	
8, 500	do.....	No. 2	46	3, 910 00	
3, 000	do.....	No. 3	15	450 00	
64, 500					34, 570 00
500	Cotton canvas mail-sacks.....	No. 2	74½	372 50	
2, 000	do.....	No. 3	21	420 00	
500	Striped cotton sacks, (foreign mails).....		40	200 00	
3, 000					992 50
260	Mail-catcher handles.....		40	104 00	
20	Mail-catcher sockets.....		70	14 00	
	Mail-catcher repairs.....			557 25	
					675 25
15, 981	Mail-bag label-cases.....		25	3, 995 25	
255, 320	Printed wooden labels.....		11-16	1, 755 32½	
2, 200	do.....			11 00	
					5, 761 57½
					107, 996 82½

• Number, description, and cost of mail locks and keys purchased under contract during the fiscal year ended June 30, 1875, viz :

Number.	Description.	Price.	Cost.
5, 000	Brass (through) mail-locks.....	\$0 74	\$3, 700 00
20, 000	Brass street-letter-box locks.....	1 25	25, 000 00
6, 000	Steel keys for street-letter-box locks.....	15	900 00
6, 000	Brass safety-chains for mail-keys.....	22½	1, 350 00
500	Brass through registered mail-locks.....	1 75	875 00
100	Nickel-plated keys for same.....	15	15 00
			31, 840 00

JAMES N. TYNER,
Second Assistant Postmaster-General.

II.—Railway post-office lines in the United States June 30, 1875, showing the increase in the service since June 30, 1874.

Terminal points.	Miles of route.	Miles of service.	Service each way.	Number of clerks.			Increase of miles of route from June 30, 1874, to June 30, 1875.	Increase of miles of service from June 30, 1874, to June 30, 1875.	Increase in number of clerks from June 30, 1874, to June 30, 1875.			Increase in lines of railway post-offices from June 30, 1874, to June 30, 1875.
				\$1, 400.	\$1, 200.	\$1, 000.			\$1, 400.	\$1, 200.	\$1, 000.	
Albany, N. Y., to Buffalo, N. Y.	298	1, 192	Twice daily.	12	8	8			1			
Atlanta, Ga., to Augusta, Ga.	171	342	Daily	4	4							
Baltimore, Md., to Canandaigua, N. Y.	325	650	do	4	3	3			(a)	(a)	3	
Baltimore, Md., to Grafton, W. Va.	280	1, 120	Twice daily.	8	4	7			2	(b)	6	
Bangor, Me., to Vanceborough, Me.	118	236	Daily			4						
Bloomington, Ill., to Mexico, Mo.	200	400	do	2	4							
Boston, Mass., to Portland, Me.	116	232	do	4	4	1						
Boston, Mass., to Saint Albans, Vt.	290	580	do	4	8					4		
Boston, Mass., to Albany, N. Y.	200	800	Twice daily.	10	8	8					4	
Boston, Mass., to Wellfleet, Mass.	122	244	Daily		6							
Boston, Mass., to Fitchburgh, Mass.	50	100	do			1						
Boston, Mass., to Bangor, Me.	249	996	Twice daily.	11	13							
Bristol, Tenn., to Chattanooga, Tenn.	242	484	Daily	4	6							
Buffalo, N. Y., to Toledo, Ohio	295	1, 180	Twice daily.	12	18	22			2	3	5	
Burlington, Iowa, to Council Bluffs, Iowa	291	582	Daily	4	4							
Cairo, Ill., to Centralia, Ill.	112	224	do	2	5					1		
Chattanooga, Tenn., to Atlanta, Ga.	140	280	do	3	3							
Chicago, Ill., to Fort Howard, Wis.	242	484	do	4	10					1		
Chicago, Ill., to Toledo, Ohio	243	972	Twice daily.	9	16	11			2	3	(c)	
Chicago, Ill., to Quincy, Ill.	263	526	Daily	6	11				1			
Chicago, Ill., to Freeport, Ill. (d)	121	242	do	3	4		(e)	(f)	(a)			
Chicago, Ill., to Cincinnati, Ohio	310	620	do	4	7				3	(g)		
Chicago, Ill., to Iowa City, Iowa	237	474	do	6	7					1		
Chicago, Ill., to Cedar Rapids, Iowa	219	438	do	5	6				1			
Chicago, Ill., to Centralia, Ill.	258	516	do	5	10					2		
Chicago, Ill., to Saint Louis, Mo.	280	560	do	6	9				1	1		
Cleveland, Ohio, to Cincinnati, Ohio	244	488	do	5	7	1					1	
Cleveland, Ohio, to Indianapolis, Ind.	282½	565	do	3	5				(g)	1		
Cincinnati, Ohio, to Louisville, Ky.	126	252	do		6		126	252		6		1
Cincinnati, Ohio, to Saint Louis, Mo.	340	680	do	4	10					(g)		
Clinton, Iowa, to Council Bluffs, Iowa	350	700	do	5	4				1	(g)		
Davenport, Iowa, to Council Bluffs, Iowa	307	614	do	4	6				1	(a)		
Detroit, Mich., to Chicago, Ill.	284	568	do	3	6					(g)		
Dubuque, Iowa, to Fort Dodge, Iowa	214	428	do	3	3				(g)	1		
Dubuque, Iowa, to Centralia, Ill. (h)	345	690	do	6	5		70	140	1	(g)		
Grafton, W. Va., to Cincinnati, Ohio	309	1, 236	Twice daily.	4	8	1			3	(i)	1	
Grafton, W. Va., to Chicago, Ill. (k)	559	1, 118	Daily	5	10		326	652	5	2		
Indianapolis, Ind., to Saint Louis, Mo.	261	522	do	4	5				(g)	1		

Indianapolis, Ind., to Galesburgh, Ill.	264	528	do	8	8			(g)	1		
Kansas City, Mo., to Council Bluffs, Iowa.	200	400	do	4	3			1	(g)		
La Fayette, Ind., to Quincy, Ill.	273	546	do	5	15			(g)	2		
Louisville, Ky., to Nashville, Tenn.	185	370	do	5	5			2	(g)		
Lynchburgh, Va., to Bristol, Tenn.	203	406	do	4	5				(g)		
Memphis, Tenn., to Chattanooga, Tenn.	310	620	do	6	6			(g)			
Milwaukee, Wis., to Saint Paul, Minn.	324	648	do	8	9			1	(a)		
New Orleans, La., to Cairo, Ill. (l)	548	1,096	do	7	12		66	132	4	(g)	
New York, N. Y., to Boston, Mass.	234	936	Twice daily	11	20	9			1		
New York, N. Y., to Washington, D. C.	232	922	do	12	9	*10			1	(g)	
New York, N. Y., to Buffalo, N. Y.	422	1,688	do	15	14	18			1	1	4
New York, N. Y., to Albany, N. Y.	144	576	do	5	5	5			1	1	
Omaha, Neb., to Ogden, Utah	1,032	2,064	Daily	14	21				1	1	
Philadelphia, Pa., to Pittsburgh, Pa.	358	716	do	5	5	5			(g)		(g)
Peoria, Iowa, to Burlington, Iowa (m)	43	86	do	1	1						
Quincy, Ill., to Kansas City, Mo.	261	522	do	4	6					1	
Quincy, Ill., to Denison, Tex. (n)	593	1,186	do	9	9		18	36	8	(o)	
Rochester, N. Y., to Niagara Falls, N. Y.	77	154	do		3						
San Francisco, Cal., to Ogden, Utah	881	1,762	do	11	16					1	
Saint Louis, Mo., to Atchison, Kan.	330	660	do	6	7				1	(g)	
Toledo, Ohio, to La Fayette, Ind.	203	406	do	4	12					2	
Washington, D. C., to Weldon, N. C.	216	864	Twice daily	12	9	2			3	(c)	(g)
Washington, D. C., to Lynchburgh, Va.	178	356	Daily	4	4	1			1	(g)	1
Hornellsville, N. Y., to Dunkirk, N. Y. (p)	128	256	do								

Recapitulation and comparative statement of the service of June 30, 1874, and June 30, 1875, showing the increase.

	June 30, 1874.	June 30, 1875.	Increase.
Number of lines of railway post-offices	63	62	---
Aggregate number of miles of the above	16,414	16,932	518
Number of miles of actual service performed daily	39,199	40,109	910
Number of miles of actual service performed annually	14,307,635	14,639,785	332,150
Number of head clerks at \$1,400 per annum	288	326	38
Number of clerks at \$1,200 per annum	465	457	(i)
Number of assistant clerks at \$1,000 per annum	97	117	20
*An assistant clerk at \$840 per annum	---	1	1
Making total number of clerks	850	901	51
With annual compensation amounting to	\$1,058,200	\$1,122,640	\$64,440

a Reduction of two.

b Reduction of six.

c Reduction of three.

d Formerly Chicago to Dunleith, Ill., now curtailed to Freeport.

e Decreased 67.

f Decreased 134.

g Reduction of one.

h Formerly Freeport to Centralia, Ill., now extended to Dubuque, Iowa.

i Reduction of eight.

k Formerly Grafton, W. Va., to Columbus, Ohio, now curtailed and extended to Chicago, Ill.

l Formerly New Orleans, La., to Canton, Miss., now consolidated with Humboldt, Tenn., and Jackson, Miss., and extended to Cairo, Ill.

m Distance from Peoria to Galesburgh, Ill., included in Indianapolis, Ind., to Galesburgh, Ill.

n Formerly Hannibal, Mo., to Denison, Tex., now extended to Quincy, Ill.

o Reduction of nine.

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

NOTE.—Since last report the following railway post-office lines have been discontinued, viz: Cairo, Ill., to Columbus, Ky., (by river,) discontinuance of service. Humboldt, Tenn., to Jackson, Miss., by extension of New Orleans, La., to Canton, Miss., to Cairo, Ill.

JAS. N. TYNER,
Second Assistant Postmaster-General.

Statements showing operations and results of foreign mail service for the fiscal year ended June 30, 1875.

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

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

With the United Kingdom	\$672, 189 28
With Germany	371, 239 74
With France	119, 059 24
With Belgium	15, 236 68
With the Netherlands	19, 863 46
With Italy	47, 436 49
With Switzerland	37, 244 74
With Denmark	18, 814 21
With Norway	31, 636 97
With Sweden	50, 608 88

Total postages \$1, 383, 329 69

Being a decrease of \$55,470.96, compared with the amount reported for the previous year.

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

To the United Kingdom	\$347, 925 90
To Germany	195, 488 22
To France	53, 842 47
To Belgium	6, 176 78
To the Netherlands	9, 800 18
To Italy	19, 856 62
To Switzerland	17, 663 09
To Denmark	9, 003 65
To Norway	16, 537 20
To Sweden	22, 388 81

Total \$698, 682 92

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

From the United Kingdom	\$324, 263 38
From Germany	175, 751 52
From France	65, 216 77
From Belgium	9, 059 90
From the Netherlands	10, 063 28
From Italy	27, 579 87
From Switzerland	19, 581 65
From Denmark	9, 810 56
From Norway	15, 099 77
From Sweden	28, 220 07

Total \$684, 646 77

Postages collected in the United States..... \$783, 364 79

Postages collected in Europe..... 599, 964 90

Excess of collections in the United States..... \$183, 399 89

Number of letters (single rates) *sent* from the United States..... 9, 746, 435

Number of letters (single rates) *received* from Europe..... 9, 206, 102

Total 18, 952, 537

Being a decrease of 1,014,505, compared with 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	\$23,662 52
Germany	19,736 70
Norway	1,437 43
Total	<u>\$44,836 65</u>

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

France	\$11,374 30
Belgium	2,883 12
The Netherlands	263 10
Italy	7,773 25
Switzerland	1,918 56
Denmark	806 91
Sweden	5,831 26
Total	<u>\$30,850 50</u>

Payments during fiscal year ended June 30, 1875, to ocean-steamship lines transporting mails for the sea-postages as compensation for the service:

Cunard line	\$52,317 05
Hamburg line	46,486 86
North German Lloyd line	39,993 00
White Star line	27,029 13
Williams & Guion line	20,833 87
Eagle line	18,402 65
Inman line	11,368 74
Canadian line	4,876 68
Anchor line	794 55
General Transatlantic Steamship Company	1,924 68
National line	154 88
Red Star line	42 51
Netherlands Steam Navigation Company	86 86
Snow & Burgess line	1,386 31
Thayer & Lincoln line	84 74
American Steamship Company	2,315 74
	<u>\$228,098 25</u>

To Pacific Mail Steamship Company	\$36,748 66
To West Indies, Mexico, Brazil, &c	69,509 62
To Nova Scotia	1,935 88
To Canada	194 25
	<u>108,438 41</u>
Total	<u>\$336,536 66</u>

Weight of correspondence exchanged during the fiscal year ended June 30, 1875, between the United States and the 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.....		1, 767, 868½		1, 646, 056½		3, 413, 925		7, 211, 622½		10, 875, 022½		18, 086, 645½		21, 500, 570½
Germany.....	27, 134, 848		23, 698, 862		50, 833, 710		74, 111, 371		33, 813, 424		107, 924, 795		152, 758, 505	
France.....	5, 048, 774		4, 701, 274		9, 750, 048		17, 004, 373		13, 251, 088		30, 255, 461		40, 005, 509	
Belgium.....	712, 045		811, 327		1, 523, 372		2, 406, 589		2, 673, 012		5, 079, 601		6, 602, 973	
The Netherlands.....	940, 032		882, 846		1, 822, 878		1, 959, 725		1, 827, 755		3, 787, 480		5, 610, 358	
Switzerland.....	1, 282, 486		1, 553, 255		2, 835, 741		6, 920, 422		4, 310, 644		11, 231, 066		14, 066, 807	
Italy.....	1, 664, 277		1, 701, 409		3, 365, 686		5, 310, 071		2, 608, 380		7, 918, 451		11, 284, 137	
Denmark.....	1, 144, 722		1, 086, 286		2, 231, 008		1, 387, 029		1, 753, 490		3, 140, 519		5, 371, 527	
Sweden.....	2, 092, 134		1, 623, 640		3, 715, 774		2, 466, 684		1, 657, 455		4, 124, 139		7, 839, 913	
Norway.....	1, 456, 486		1, 005, 320		2, 461, 806		1, 712, 287		591, 720		2, 304, 007		4, 765, 813	
Total grams and equivalents in ounces.....	41, 475, 804	1, 463, 072	37, 064, 219	1, 307, 541	78, 540, 023	2, 770, 713	113, 278, 551	3, 996, 209	62, 486, 968	2, 204, 398	175, 765, 519	6, 200, 607	254, 305, 542	8, 971, 320
Total.....		3, 231, 040½		2, 953, 597½		6, 184, 638		11, 207, 831½		13, 079, 420½		24, 287, 252½		30, 471, 890½
Decrease from 1874.....		234, 406½		48, 751		283, 157		477, 294½				209, 803½		492, 940½
Increase over 1874.....										267, 491				
Decrease from 1874.....						Tons. 8						Tons. 6		

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*.....	4,318,783	1,011,229	\$136,111 84
West India Islands.....	923,792	328,599	87,568 61
Panama and Central America.....	220,340	250,371	33,361 35
Japan and China.....	217,919	268,225	25,696 05
Brazil.....	96,982	95,867	16,375 18
Sandwich Islands, New Zealand, and Australia.....	159,373	226,367	13,978 54
Mexico.....	68,436	63,156	6,304 84
Ecuador.....	6,835	8,579	1,538 58
New Granada.....	19,873	14,287	2,281 18
Venezuela.....	5,942	2,962	447 78
Nova Scotia, Newfoundland, and Bermuda.....	94,769	17,170	6,773 26
Totals.....	6,183,244	2,286,812	\$330,437 21

* For six months to January 1, 1875, when new arrangement went into effect.

Total of letters exchanged with foreign countries during fiscal year.

Received.....	12,281,248
Sent.....	12,854,333
Total.....	25,135,581
Decrease from last year.....	3,443,264

TREATY

CONCERNING

THE FORMATION OF A GENERAL POSTAL UNION.

SIGNED AT BERNE. OCTOBER 9, 1874.

[This treaty, as signed, was in the French language only. The English translation has been added in Washington.]

TRAITÉ concernant la création d'une Union générale des Postes, conclu entre l'Allemagne, l'Autriche-Hongrie, la Belgique, le Danemark, l'Egypte, l'Espagne, les Etats-Unis d'Amérique, la France, la Grande-Bretagne, la Grèce, l'Italie, le Luxembourg, la Norvège, les Pays-Bas, le Portugal, la Roumanie, la Russie, la Serbie, la Suède, la Suisse et la Turquie.

Les soussignés, plénipotentiaires des Gouvernements des pays ci-dessus énumérés, ont d'un commun accord, et sous réserve de ratification, arrêté la Convention suivante:

ARTICLE I.

Les pays entre lesquels est conclu le présent traité formeront, sous la désignation de *Union générale des postes*, un seul territoire postal pour l'échange réciproque des correspondances entre leurs bureaux de poste.

ARTICLE II.

Les dispositions de ce traité s'étendront aux lettres, aux cartes-correspondance, aux livres, aux journaux et autres imprimés, aux échantillons de marchandises et aux papiers d'affaires originaires de l'un des pays de l'Union et à des-

TREATY concerning the formation of a General Postal Union, concluded between Germany, Austro-Hungary, Belgium, Denmark, Egypt, Spain, the United States of America, France, Great Britain, Greece, Italy, Luxemburg, Norway, the Netherlands, Portugal, Roumania, Russia, Servia, Sweden, Switzerland, and Turkey.

The undersigned, plenipotentiaries of the Governments of the countries above enumerated, have by common consent, and subject to ratification, agreed upon the following Convention:

ARTICLE I.

The countries between which the present treaty is concluded shall form, under the title of "General Postal Union," a single postal territory for the reciprocal exchange of correspondence between their Post Offices.

ARTICLE II.

The stipulations of this treaty shall extend to letters, post-cards, books, newspapers, and other printed papers, patterns of merchandize, and legal and commercial documents originating in one of the countries of the Union and in-

tion d'un autre de ces pays. Elles s'appliqueront également à l'échange postal des objets ci-dessus entre les pays de l'Union et les pays étrangers à l'Union toutes les fois que cet échange emprunte le territoire de deux des parties contractantes au moins.

ARTICLE III.

La taxe générale de l'Union est fixée à 25 centimes pour la lettre simple affranchie.

Toutefois, comme mesure de transition, il est réservé à chaque pays, pour tenir compte de ses conventions monétaires ou autres, la faculté de percevoir une taxe supérieure ou inférieure à ce chiffre, moyennant qu'elle ne dépasse pas 32 centimes et ne descende pas au-dessous de 20 centimes.

Sera considérée comme lettre simple toute lettre dont le poids ne dépasse pas 15 grammes. La taxe des lettres dépassant ce poids sera d'un port simple par 15 grammes ou fraction de 15 grammes.

Le port des lettres non affranchies sera le double de la taxe du pays de destination pour les lettres affranchies.

L'affranchissement des cartes-correspondance est obligatoire. Leur taxe est fixée à la moitié de celle des lettres affranchies, avec faculté d'arrondir les fractions.

Pour tout transport maritime de plus de 300 milles marins dans le ressort de l'Union, il pourra être ajouté au port ordinaire une surtaxe qui ne pourra pas dépasser la moitié de la taxe générale de l'Union fixée pour la lettre affranchie.

ARTICLE IV.

La taxe générale de l'Union pour les papiers d'affaires, les échantillons de marchandises, les journaux,

tended for another of those countries. They shall also apply to the exchange by post of the articles above mentioned between the countries of the Union and countries foreign to the Union whenever such exchange takes place over the territory of two at least of the contracting parties.

ARTICLE III.

The general Union rate of postage is fixed at 25 centimes for the single prepaid letter.

Nevertheless, as a measure of conversion, the option is reserved to each country, in order to suit its monetary or other requirements, of levying a rate higher or lower than this charge, provided that it does not exceed 32 centimes or go below 20 centimes.

Every letter which does not exceed 15 grammes in weight shall be considered a single letter. The charge upon letters exceeding that weight shall be a single rate for every 15 grammes or fraction of 15 grammes.*

The charge on unpaid letters shall be double the rate levied in the country of destination on prepaid letters.

The prepayment of post-cards is compulsory. The postage to be charged upon them is fixed at one-half of that on paid letters, with power to round off the fractions.

For all conveyance by sea of more than 300 nautical miles within the district of the Union, there may be joined to the ordinary postage an additional charge which shall not exceed the half of the general Union rate fixed for a paid letter.

ARTICLE IV.

The general Union rate for legal and commercial documents, patterns of merchandise, newspapers,

* By Article 24 of the Detailed Regulations for carrying this Treaty into effect, any country which has not adopted the decimal metrical system of weight may substitute half an ounce for 15 grammes.

les livres brochés ou reliés, les brochures, les papiers de musique, les cartes de visite, les catalogues, les prospectus, annonces et avis divers, imprimés, gravés, lithographiés ou autographiés, ainsi que les photographies, est fixée à 7 centimes pour chaque envoi simple.

Toutefois, comme mesure de transition, il est réservé à chaque pays, pour tenir compte de ses convenances monétaires ou autres, la faculté de percevoir une taxe supérieure ou inférieure à ce chiffre, moyennant qu'elle ne dépasse pas 11 centimes et ne descende pas au-dessous de 5 centimes.

Sera considéré comme envoi simple tout envoi dont le poids ne dépasse pas 50 grammes. La taxe des envois dépassant ce poids sera d'un port simple par 50 grammes ou fraction de 50 grammes.

Pour tout transport maritime de plus de 300 milles marins dans le ressort de l'Union, il pourra être ajouté au port ordinaire une surtaxe qui ne pourra pas dépasser la moitié de la taxe générale de l'Union fixée pour les objets de cette catégorie.

Le poids maximum des objets mentionnés ci-dessus est fixé à 250 grammes pour les échantillons et à 1000 grammes pour tous les autres.

Est réservé le droit du Gouvernement de chaque pays de l'Union de ne pas effectuer sur son territoire le transport et la distribution des objets désignés dans le présent article, à l'égard desquels il n'aurait pas été satisfait aux lois, ordonnances et décrets qui règlent les conditions de leur publication et de leur circulation.

ARTICLE V.

Les objets désignés dans l'article 2 pourront être expédiés sous recommandation.

stitched or bound books, pamphlets, music, visiting cards, catalogues, prospectuses, announcements and notices of various kinds, whether printed, engraved, lithographed, or autographed, as well as for photographs, is fixed at 7 centimes for each single packet.

Nevertheless, as a measure of conversion, the option is reserved to each country, in order to suit its monetary or other requirements, of levying a rate higher or lower than this charge, provided that it does not exceed 11 centimes or go below 5 centimes.

Every packet which does not exceed 50 grammes in weight shall be considered a single packet. The charge upon packets exceeding that weight shall be a single rate for every 50 grammes or fraction of 50 grammes.*

For all conveyance by sea of more than 300 nautical miles within the district of the Union, there may be joined to the ordinary postage an additional charge which shall not exceed the half of the general Union rate fixed for articles of this class.

The maximum weight of the articles mentioned above is fixed at 250 grammes for patterns of merchandise, and at 1000 grammes for all the others.

There is reserved to the Government of each country of the Union the right to refuse to convey over its territory or to deliver articles specified in the present Article with regard to which the laws, orders, and decrees which regulate the conditions of their publication and circulation have not been observed.

ARTICLE V.

The articles specified in Article II. may be registered.

* By Article 24 of the Detailed Regulations for carrying this Treaty into effect, any country which has not adopted the decimal metrical system of weight may substitute two ounces for 50 grammes, and may raise to four ounces the weight to be allowed for a single newspaper.

Tout envoi recommandé doit être affranchi.

Le port d'affranchissement des envois recommandés est le même que celui des envois non recommandés.

La taxe à percevoir pour la recommandation et pour les avis de réception ne devra pas dépasser celle admise dans le service interne du pays d'origine.

En cas de perte d'un envoi recommandé et sauf le cas de force majeure, il sera payé une indemnité de 50 francs à l'expéditeur ou, sur la demande de celui-ci, au destinataire, par l'Administration dans le territoire ou dans le service maritime de laquelle la perte a eu lieu, c'est-à-dire où la trace de l'objet a disparu, à moins que, d'après la législation de son pays, cette Administration ne soit pas responsable pour la perte d'envois recommandés à l'intérieur.

Le paiement de cette indemnité aura lieu dans le plus bref délai possible et, au plus tard, dans le délai d'un an, à partir du jour de la réclamation.

Toute réclamation d'indemnité est prescrite, si elle n'a pas été formulée dans le délai d'un an, à partir de la remise à la poste de l'envoi recommandé.

ARTICLE VI.

L'affranchissement de tout envoi quelconque ne peut être opéré qu'au moyen de timbres-poste ou d'enveloppes timbrées valables dans le pays d'origine.

Il ne sera pas donné cours aux journaux et autres imprimés non affranchis ou insuffisamment affranchis. Les autres envois non affranchis ou insuffisamment affranchis seront taxés comme lettres non affranchis, sauf déduction, s'il y a lieu, de la valeur des enveloppes timbrées ou des timbres-poste employés.

ARTICLE VII.

Aucun port supplémentaire ne sera perçu pour la réexpédition

Every registered packet must be prepaid.

The postage payable on registered articles is the same as that on articles not registered.

The charge to be made for registration and for return receipts must not exceed that made in the interior service of the country of origin.

In case of the loss of a registered article, except in the case of act of providence, there shall be paid an indemnity of 50 francs to the sender, or, at his request, to the addressee, by the Office of the country in the territory or in the maritime service of which the loss has occurred—that is to say, where the trace of the article has been lost,—unless, according to the legislation of such country, the Office is not responsible for the loss of registered articles sent through its interior post.

The payment of this indemnity shall be effected with the least possible delay, and, at the latest, within a year dating from the date of application.

All claim for an indemnity is excluded if it be not made within one year, counting from the date on which the registered article was posted.

ARTICLE VI.

Prepayment of postage on every description of article can be effected only by means of postage-stamps or stamped envelopes valid in the country of origin.

Newspapers and other printed papers unpaid or insufficiently paid shall not be forwarded. Other articles when unpaid or insufficiently paid shall be charged as unpaid letters, after deducting the value of the stamped envelopes or postage stamps (if any) employed.

ARTICLE VII.

No additional postage shall be charged for the re-transmission of

d'envois postaux dans l'intérieur de l'Union.

Seulement, dans le cas où un envoi du service interne de l'un des pays de l'Union entrerait, par suite d'une réexpédition, dans le service d'une autre pays de l'Union, l'Administration du lieu de destination ajoutera sa taxe interne.

ARTICLE VIII.

Les correspondances officielles relatives au service des postes sont exemptes du port. Sauf cette exception, il n'est admis ni franchise, ni modération de port.

ARTICLE IX.

Chaque Administration gardera en entier les sommes qu'elle aura perçues en vertu des articles 3, 4, 5, 6 et 7 ci-dessus. En conséquence, il n'y aura pas lieu de ce chef à un décompte entre les diverses Administrations de l'Union.

Les lettres et les autres envois postaux ne pourront, dans le pays d'origine comme dans celui de destination, être frappés à la charge des expéditeurs ou des destinataires, d'aucune taxe ni d'aucun droit postal autres que ceux prévus par les articles sus-mentionnés.

ARTICLE X.

La liberté du transit est garantie dans le territoire entier de l'Union.

En conséquence, il y aura pleine et entière liberté d'échange, les diverses Administrations postales de l'Union pouvant s'expédier réciproquement, en transit par les pays intermédiaires, tant des dépêches closes que des correspondances à découvert, suivant les besoins du trafic et les convenances du service postal.

Les dépêches closes et les correspondances à découvert doivent toujours être dirigées par les voies

postal articles within the interior of the Union.

But in case an article which has only passed through the interior service of one of the countries of the Union should, by being re-directed, enter into the service of another country of the Union, the Post Office of the country of destination shall add its interior rate.

ARTICLE VIII.

Official correspondence relative to the postal service is exempt from postage. With this exception, no franking or reduction of postage is allowed.

ARTICLE IX.

Each Office shall keep the whole of the sums which it collects by virtue of the foregoing Articles 3, 4, 5, 6, and 7. Consequently, there will be no necessity on this head for any accounts between the several Offices of the Union.

Neither the senders nor the addressees of letters and other postal packets shall be called upon to pay, either in the country of origin or in that of destination, any tax or duty other than those contemplated by the Articles above mentioned.

ARTICLE X.

The right of transit is guaranteed throughout the entire territory of the Union.

Consequently, there shall be full and entire liberty of exchange, the several Post Offices of the Union being able to send reciprocally, in transit through intermediate countries, closed mails as well as correspondence in open mails, according to the wants of the traffic and the exigencies of the postal service.

Closed mails and correspondence sent in open mails must always be forwarded by the most rapid routes

les plus rapides dont les Administrations postales disposent.

Lorsque plusieurs routes présentent les mêmes conditions de célérité, l'Administration expéditrice a le choix de la route à suivre.

Il est obligatoire d'expédier en dépêches closes toutes les fois que le nombre des lettres et autres envois postaux est de nature à entraver les opérations du bureau réexpéditeur, d'après les déclarations de l'Administration intéressée.

L'Office expéditeur paiera à l'Administration du territoire de transit une bonification de 2 francs par kilogramme pour les lettres et de 25 centimes par kilogramme pour les envois spécifiés à l'art. 4, poids net, soit que le transit ait lieu en dépêches closes, soit qu'il se fasse à découvert.

Cette bonification peut être portée à 4 francs pour les lettres et à 50 centimes pour les envois spécifiés à l'art. 4, lorsqu'il s'agit d'un transit de plus de 750 kilomètres sur le territoire d'une même Administration.

Il est entendu toutefois que partout où le transit est déjà actuellement gratuit ou soumis à des taxes moins élevées, ces conditions seront maintenues.

Dans les cas où le transit aurait lieu *par mer* sur un parcours de plus de 300 milles marins dans le ressort de l'Union, l'Administration par les soins de laquelle ce service maritime est organisé aura droit à la bonification des frais de ce transport.

Les membres de l'Union s'engagent à réduire ces frais dans la mesure du possible. La bonification que l'Office qui pourvoit au transport maritime pourra réclamer de ce chef de l'Office expéditeur ne devra pas dépasser 6 francs 50 centimes par kilogramme pour les lettres, et 50 centimes par kilogramme pour les envois spécifiés à l'article 4, (poids net).

Dans aucun cas ces frais ne pourront être supérieurs à ceux bonifiés maintenant. En conséquence, il ne

at the command of the Post Offices concerned.

When several routes offer the same advantages of speed, the despatching Office shall have the right of choosing the route to be adopted.

It is obligatory to make up closed mails whenever the number of letters and other postal packets is of a nature to hinder the operations of the transit office, according to the declaration of the Office interested.

The despatching Office shall pay to the Office of the territory providing the transit, the sum of two francs per kilogramme for letters and 25 centimes per kilogramme for the several articles specified in Article IV., net weight, whether the transit takes place in closed mails or in open mails.

This payment may be increased to 4 francs for letters and to 50 centimes for the articles specified in Article IV., when a transit is provided of more than 750 kilometres in length over the territory of one Office.

It is understood, however, that in any case in which the transit is already actually gratuitous or subject to lower rates, those conditions shall be maintained.

Whenever a transit shall take place by sea over a distance exceeding 300 nautical miles within the district of the Union, the Office by or at the expense of which this sea-service is performed shall have the right to a payment of the expenses attending this transport.

The members of the Union engage to reduce those expenses as much as possible. The payment which the Office providing the sea-conveyance may claim on this account from the despatching Office shall not exceed 6 francs 50 centimes per kilogramme for letters, and 50 centimes per kilogramme for the articles specified in Articles IV., (net weight.)

In no case shall these expenses be higher than those now paid. Consequently, no payment shall be

sera payé aucune bonification sur les routes postales maritimes où il n'en est pas payé actuellement.

Pour établir le poids des correspondances transitant, soit en dépêches closes, soit à découvert, il sera fait à des époques qui seront déterminées d'un commun accord une statistique de ces envois pendant deux semaines. Jusqu'à révision, le résultat de ce travail servira de base aux comptes des Administrations entre elles.

Chaque Office pourra demander la révision :

1° En cas de modification importante dans le cours des correspondances ;

2° A l'expiration d'une année après la date de la dernière constatation.

Les dispositions du présent article ne sont pas applicables à la Malle des Indes, ni aux transports à effectuer à travers le territoire des Etats-Unis d'Amérique par les chemins de fer entre New-York et San-Francisco. Ces services continueront à faire l'objet d'arrangements particuliers entre les Administrations intéressées.

ARTICLE XI.

Les relations des pays de l'Union avec des pays étrangers à celle-ci seront régies par les conventions particulières qui existent actuellement ou qui seront conclues entre eux.

Les taxes à percevoir pour le transport au-delà des limites de l'Union seront déterminées par ces conventions ; elles seront ajoutées, le cas échéant, à la taxe de l'Union.

En conformité des dispositions de l'article 9, la taxe de l'Union sera attribuée de la manière suivante :

1° L'Office expéditeur de l'Union gardera en entier la taxe de l'Union pour les correspondances affranchies à destination des pays étrangers.

made upon the sea routes on which nothing is paid at the present time.

In order to ascertain the weight of the correspondence forwarded in transit, whether in closed mails or in open mails, there shall be taken, at periods which shall be determined upon by common consent, an account of such correspondence during two weeks. Until revised, the result of that account shall serve as the basis of the accounts of the Post Offices between themselves.

Each Office may demand a revision,—

1. In case of any important modification in the direction of the correspondence ;

2. At the expiration of a year after the date of the last account.

The provisions of the present Article are not applicable to the Indian mail, nor to the mails conveyed across the territory of the United States of America by the railways between New York and San Francisco. Those services shall continue to form the object of special arrangements between the Post Offices concerned.

ARTICLE XI.

The relations of the countries of the Union with countries foreign to the Union shall be regulated by the separate conventions which now exist or which may be concluded between them.

The rates of postage chargeable for the conveyance beyond the limits of the Union shall be determined by those conventions ; they shall be added, in such case, to the Union rate.

In conformity with the stipulations of Article IX., the Union rate shall be apportioned in the following manner :

1. The despatching Office of the Union shall keep the whole of the Union rate for the prepaid correspondence addressed to foreign countries.

2° L'Office destinataire de l'Union gardera en entier la taxe de l'Union pour les correspondances non affranchies originaires des pays étrangers.

3° L'Office de l'Union qui échange des dépêches closes avec des pays étrangers gardera en entier la taxe de l'Union pour les correspondances affranchies originaires des pays étrangers et pour les correspondances non affranchies à destination des pays étrangers.

Dans les cas désignés sous les Nos 1, 2 et 3, l'Office qui échange les dépêches n'a droit à aucune bonification pour le transit. Dans tous les autres cas, les frais de transit seront payés d'après les dispositions de l'art. 10.

ARTICLE XII.

Le service des lettres avec valeur déclarée et celui des mandats de poste feront l'objet d'arrangements ultérieurs entre les divers pays ou groupes de pays de l'Union.

ARTICLE XIII.

Les Administrations postales des divers pays qui composent l'Union sont compétentes pour arrêter d'un commun accord, dans un règlement, toutes les mesures d'ordre et de détail nécessaires en vue de l'exécution du présent traité. Il est entendu que les dispositions de ce règlement pourront toujours être modifiées d'un commun accord entre les Administrations de l'Union.

Les différentes Administrations peuvent prendre entre elles les arrangements nécessaires au sujet des questions qui ne concernent pas l'ensemble de l'Union, comme le règlement des rapports à la frontière, la fixation de rayons limitrophes avec taxe réduite, les conditions de l'échange des mandats de poste et des lettres avec valeur déclarée, etc. etc.

2. The receiving Office of the Union shall keep the whole of the Union rate for the unpaid correspondence originating in foreign countries.

3. The Office of the Union which exchanges closed mails with foreign countries shall keep the whole of the Union rate for the paid correspondence originating in foreign countries and for the unpaid correspondence addressed to foreign countries.

In the cases mentioned under the numbers 1, 2, and 3, the Office which exchanges the mails is not entitled to any payment for transit. In all the other cases the transit rates shall be paid according to the stipulations of Article X.

ARTICLE XII.

The exchange of letters with value declared and of Post Office money orders shall form the subject of ulterior arrangements between the various countries or groups of countries composing the Union.

ARTICLE XIII.

The Post Offices of the various countries composing the Union are competent to draw up, by common consent, in the form of detailed regulations, all the measures of order and detail necessary with a view to the execution of the present treaty. It is understood that the stipulations of these detailed regulations may always be modified by the common consent of the Offices of the Union.

The several Offices may make amongst themselves the necessary arrangements on the subject of questions which do not concern the Union generally; such as the regulations of exchange at the frontier, the determination of radii in adjacent countries within which a lower rate of postage may be taken, the conditions of the exchange of Post Office money orders, and of letters with declared value, &c., &c.

ARTICLE XIV.

Les stipulations du présent traité ne portent ni altération à la législation postale interne de chaque pays, ni restriction au droit des parties contractantes de maintenir et de conclure des traités, ainsi que de maintenir et d'établir des unions plus restreintes en vue d'une amélioration progressive des relations postales.

ARTICLE XV.

Il sera organisé, sous le nom de Bureau international de l'Union générale des postes, un office central qui fonctionnera sous la haute surveillance d'une Administration postale désignée par le Congrès, et dont les frais seront supportés par toutes les Administrations des Etats contractants.

Ce bureau sera chargé de coordonner, de publier et de distribuer les renseignements de toute nature qui intéressent le service international des postes, d'émettre, à la demande des parties en cause, un avis sur les questions litigieuses, d'instruire les demandes de modification au règlement d'exécution, de notifier les changements adoptés, de faciliter les opérations de la comptabilité internationale, notamment dans les relations prévues à l'art. 10 ci-dessus et, en général, de procéder aux études et aux travaux dont il serait saisi dans l'intérêt de l'Union postale.

ARTICLE XVI.

En cas de dissentiment entre deux ou plusieurs membres de l'Union relativement à l'interprétation du présent traité, la question en litige devra être réglée par jugement arbitral; à cet effet, chacune des Administrations en cause choisira un autre membre de l'Union qui ne soit pas intéressé dans l'affaire.

La décision des arbitres sera

ARTICLE XIV.

The stipulations of the present treaty do not involve any alteration in the interior postal legislation of any country, nor any restriction on the right of the contracting parties to maintain and to conclude treaties, as well as to maintain and establish more restricted unions with a view to a progressive improvement of postal relations.

ARTICLE XV.

There shall be organized, under the name of the International Office of the General Postal Union, a central office, which shall be conducted under the surveillance of a Postal Administration to be chosen by the Congress, and the expenses of which shall be borne by all the Offices of the contracting States.

This office shall be charged with the duty of collecting, publishing, and distributing information of every kind which concerns the international postal service; of giving, at the request of the parties concerned, an opinion upon questions in dispute; of making known proposals for modifying the detailed regulations; of notifying alterations adopted; of facilitating operations relating to international accounts, especially in the cases referred to in Article X. foregoing; and in general of considering and working out all questions in the interest of the Postal Union.

ARTICLE XVI.

In case of disagreement between two or more members of the Union as to the interpretation of the present treaty, the question in dispute shall be decided by arbitration. To that end, each of the Offices concerned shall choose another member of the Union not interested in the affair.

The decision of the arbitrators

donnée à la majorité absolue des voix.

En cas de partage des voix, les arbitres choisiront, pour trancher le différend, une autre Administration également désintéressée dans le litige.

ARTICLE XVII.

L'entrée dans l'Union des pays d'outre-mer n'en faisant pas encore partie sera admise aux conditions suivantes:

1° Ils déposeront leur déclaration entre les mains de l'Administration chargée de la gestion du Bureau international de l'Union.

2° Ils se soumettront aux stipulations du traité de l'Union, sauf entente ultérieure au sujet des frais de transport maritime.

3° Leur adhésion à l'Union doit être précédée d'une entente entre les Administrations ayant des conventions postales ou des relations directes avec eux.

4° Pour amener cette entente, l'Administration gérante convoquera, le cas échéant, une réunion des Administrations intéressées et de l'Administration qui demande l'accès.

5° L'entente établie, l'Administration gérante en avisera tous les membres de l'Union générale des postes.

6° Si dans un délai de six semaines, à partir de la date de cette communication, des objections ne sont pas présentées, l'adhésion sera considérée comme accomplie et il en sera fait communication par l'Administration gérante à l'Administration adhérente.—L'adhésion définitive sera constatée par un acte diplomatique entre le Gouvernement de l'Administration gérante et le Gouvernement de l'Administration admise dans l'Union.

shall be given by an absolute majority of votes.

In case of an equality of votes the arbitrators shall choose, with the view of settling the difference, another Administration equally uninterested in the question in dispute.

ARTICLE XVII.

The entry into the Union of countries beyond sea not yet forming part of it, shall be effected on the following conditions:—

1. They shall make their application to the Administration charged with the management of the International Office of the Union.

2. They shall submit to the stipulations of the treaty of the Union, subject to an ulterior understanding on the subject of the cost of sea conveyance.

3. Their adhesion to the Union must be preceded by an understanding between the Administrations having postal conventions or direct relations with them.

4. In order to bring about this understanding, the Administration charged with the management of the International Office of the Union shall convene, if there be occasion, a meeting of the Administrations interested, and of the Administration desiring admission.

5. When the understanding has been arrived at, the Administration charged with the management of the International Office of the Union shall give notice of the same to all the members of the General Postal Union.

6. If in a period of six weeks, counting from the date of that communication, no objections are presented, the adhesion shall be considered as accomplished, and notice thereof shall be given by the managing Administration to the Administration joining the Union. The definitive adhesion shall be completed by a diplomatic act between the Government of the managing Administration and the Government of the Administration admitted into the Union.

ARTICLE XVIII.

Tous les trois ans au moins, un Congrès de plénipotentiaires des pays participant au traité sera réuni en vue de perfectionner le système de l'Union, d'y introduire les améliorations jugées nécessaires et de discuter les affaires communes.

Chaque pays a une voix.

Chaque pays peut se faire représenter, soit par un ou par plusieurs délégués, soit par la délégation d'un autre pays.

Toutefois, il est entendu que le délégué ou les délégués d'un pays ne pourront être chargés que de la représentation de deux pays, y compris celui qu'ils représentent.

La prochaine réunion aura lieu à Paris en 1877.

Toutefois, l'époque de cette réunion sera avancée, si la demande en est faite par le tiers au moins des membres de l'Union.

ARTICLE XIX.

Le présent traité entrera en vigueur le 1^{er} juillet 1875.

Il est conclu pour trois ans à partir de cette date. Passé ce terme, il sera considéré comme indéfiniment prolongé, mais chaque partie contractante aura le droit de se retirer de l'Union, moyennant un avertissement donné une année à l'avance.

ARTICLE XX.

Sont abrogées, à partir du jour de la mise à exécution du présent traité, toutes les dispositions des traités spéciaux conclus entre les divers pays et Administrations, pour autant qu'elles ne seraient pas conciliables avec les termes du présent traité et sans préjudice des dispositions de l'art. 14.

Le présent traité sera ratifié aussitôt que faire se pourra et, au

ARTICLE XVIII.

Every three years at least a Congress of plenipotentiaries of the countries participating in the treaty shall be held with a view of perfecting the system of the Union, of introducing into it improvements found necessary, and of discussing common affairs.

Each country has one vote.

Each country may be represented either by one or several delegates, or by the delegation of another country.

Nevertheless, it is understood that the delegate or delegates of one country can be charged with the representation of two countries only, including the one they represent.

The next meeting shall take place at Paris, in 1877.

Nevertheless, the period of this meeting may be advanced, if a demand to that effect be made by one third at least of the members of the Union.

ARTICLE XIX.

The present treaty shall come into force on the 1st of July, 1875.

It is concluded for three years from that date. When that term is passed, it shall be considered as indefinitely prolonged, but each contracting party will have the right to withdraw from the Union on giving notice one year in advance.

ARTICLE XX.

After the date on which the present treaty comes into effect, all the stipulations of the special treaties concluded between the various countries and Administrations, in so far as they may be at variance with the terms of the present treaty, and without prejudice to the stipulations of Article XIV., are abrogated.

The present treaty shall be ratified as soon as possible, and, at the

plus tard, trois mois avant la date de sa mise à exécution. Les actes de ratification seront échangés à Berne.

En foi de quoi les plénipotentiaires des Gouvernements des pays ci-dessus énumérés l'ont signé à Berne, le 9 Octobre, 1874.

Pour les Etats-Unis d'Amérique :
JOSEPH H. BLACKFAN.

Pour l'Allemagne :
STEPHAN.
GÜNTHER.

Pour l'Autriche :
LE BARON DE KOLBENSTEINER.
PILHAL.

Pour la Hongrie :
M. GERVAY.
P. HEIM.

Pour la Belgique :
FASSIAUX.
VINCENT.
J. GIFE.

Pour le Danemark :
FENGER.

Pour l'Egypte.
MUZZI BEY.

Pour l'Espagne :
ANGEL MANSI.
EMILIO C. DE NAVASQÜES.

Pour la France : (3 mai 1875,)
B. D'HARCOURT.

Pour la Grande-Bretagne :
WM. JAS. PAGE.

Pour la Grèce :
A. MANSOLAS.
A. H. BÉTANT.

Pour l'Italie ;
TANTESIO.

Pour le Luxembourg :
VON ROEBE.

Pour la Norvège :
C. OPPEN.

Pour les Pays-Bas :
HOFSTEDE.
B.SWEERTS DE LANDAS WYBORGH.

Pour le Portugal :
EDUARDO LESSA.

Pour la Roumanie :
GEORGE F. LAHOVARI.

latest, three months previous to the date on which it is to come into force. The acts of ratification shall be exchanged at Berne.

In faith of which the plenipotentiaries of the Governments of the countries above enumerated have signed it at Berne, the 9th October, 1874.

For the United States of America :
JOSEPH H. BLACKFAN.

For Germany :
STEPHAN.
GÜNTHER.

For Austria :
LE BARON DE KOLBENSTEINER.
PILHAL.

For Hungary :
M. GERVAY.
P. HEIM.

For Belgium :
FASSIAUX.
VINCENT.
J. GIFE.

For Denmark :
FENGER.

For Egypt :
MUZZI BEY.

For Spain :
ANGEL MANSI.
EMILIO C. DE NAVASQÜES.

For France : (May 3, 1875,)
B. D'HARCOURT.

For Great Britain :
WM. JAS. PAGE.

For Greece :
A. MANSOLAS.
A. H. BÉTANT.

For Italy :
TANTESIO.

For Luxemburg :
VON ROEBE.

For Norway :
C. OPPEN.

For the Netherlands :
HOFSTEDE.
B.SWEERTS DE LANDAS WYBORGH.

For Portugal :
EDUARDO LESSA.

For Roumania :
GEORGE F. LAHOVARI.

Pour la Russie :
 BARON VELHO.
 GEORGES POGGENPOHL.
 Pour la Serbie :
 MLADEN Z. RADOJKOVITCH.
 Pour la Suède :
 W. ROOS.
 Pour la Suisse :
 EUGÈNE BOREL.
 NAEFF.
 DR. J. HEER.
 Pour la Turquie :
 YANCO MACRIDİ.

For Russia :
 BARON VELHO.
 GEORGES POGGENPOHL.
 For Servia :
 MLADEN Z. RADOJKOVITCH.
 For Sweden :
 W. ROOS.
 For Switzerland :
 EUGÈNE BOREL.
 NAEFF.
 DR. J. HEER.
 For Turkey :
 YANCO MACRIDİ.

Having examined and considered the provisions of the Treaty concerning the formation of a General Postal Union signed at Berne, Switzerland, on the 9th of October, A. D. 1874, a certified copy of which is hereunto annexed, the same is by me, in virtue of the powers vested in the Postmaster-General by law, hereby ratified and approved, by and with the advice and consent of the President of the United States.

In witness whereof I have caused the seal of the Post-Office Department of the United States to be hereto affixed with my signature this eighth day of March, 1875.

[SEAL.]

MARSHALL JEWELL,
Postmaster General.

I hereby approve the above-mentioned Treaty, and in testimony thereof I have caused the seal of the United States to be affixed hereto.

[SEAL.]

U. S. GRANT.

By the President :
 HAMILTON FISH,
Secretary of State.
 WASHINGTON, March 8, 1875.

Protocole Final Relatif au Traité.

Final Protocol Relative to the Treaty.

Les soussignés plenipotentiaires des Gouvernements des pays qui ont signé aujourd'hui le traité concernant la création d'une Union générale des Postes, sont convenus de ce qui suit :

Dans le cas où le Gouvernement français, qui s'est réservé le protocole ouvert et qui figure en conséquence au nombre des parties contractantes au traité sans y avoir encore donné son adhésion, ne se déciderait pas à le signer, ce traité n'en sera pas moins définitif et obligatoire pour toutes les autres parties contractantes dont les représentants l'ont signé aujourd'hui.

The undersigned plenipotentiaries of the Governments of the countries which have to-day signed the treaty concerning the formation of a General Postal Union, have agreed as follows :

In case the French Government, which has reserved to itself the open protocol, and which appears in consequence in the number of the contracting parties to the treaty without having yet given to it, its adherence, should decide not to sign it, this treaty shall be no less definitive and obligatory for all the other contracting parties whose representatives have signed it to-day.

En foi de quoi les plénipotentiaires ci-dessous ont dressé le présent protocole final qui aura la même force et la même valeur que si les dispositions qu'il contient étaient insérées dans le traité lui-même, et ils l'ont signé en un exemplaire qui restera déposé aux archives du Gouvernement de la Confédération Suisse et dont une copie sera remise à chaque partie.

Berne, Octobre 9, 1874.

Pour l'Allemagne :

STEPHAN.

GÜNTHER.

Pour l'Autriche :

LE BARON DE KOLBENSTEINER.

PILHAL.

Pour la Hongrie :

M. GERVAY.

P. HEIM.

Pour la Belgique :

FASSIAUX.

VINCENT.

J. GIFE.

Pour le Danemark :

FENGER.

Pour l'Egypte :

MUZZI BEY.

Pour l'Espagne :

• ANGEL MANSI.

EMILIO C. DE NAVASQÜES.

Pour les Etats-Unis d'Amérique :

JOSEPH H. BLACKFAN.

Pour la Grande-Bretagne :

W. J. PAGE.

Pour la Grèce :

A. MANSOLAS.

A. H. BÉTANT.

Pour l'Italie :

TANTESIO.

Pour le Luxembourg :

V. DE ROEBE.

Pour la Norvège :

C. OPPEN.

Pour les Pays-Bas :

HOFSTEDE.

B. SWEERTS DE LANDAS WYBORGH.

Pour le Portugal :

EDUARDO LESSA.

In faith of which the undersigned plenipotentiaries have prepared the present protocol, which shall have the same force and value as if the provisions it contains were inserted in the treaty itself, and they have signed one copy of it which shall remain in the archives of the Government of the Swiss Confederation, and a copy of which shall be given to each party.

Berne, October 9, 1874.

For Germany :

STEPHAN.

GÜNTHER.

For Austria :

LE BARON DE KOLBENSTEINER.

PILHAL.

For Hungary :

M. GERVAY.

P. HEIM.

For Belgium :

FASSIAUX.

VINCENT.

J. GIFE.

For Denmark :

FENGER.

For Egypt :

MUZZI BEY.

For Spain :

ANGEL MANSI.

EMILIO C. DE NAVASQÜES.

For the United States of America :

JOSEPH H. BLACKFAN.

For Great Britain :

W. J. PAGE.

For Greece :

A. MANSOLAS.

A. H. BÉTANT.

For Italy :

TANTESIO.

For Luxembourg :

V. DE ROEBE.

For Norway :

C. OPPEN.

For the Netherlands :

HOFSTEDE.

B. SWEERTS DE LANDAS WYBORGH.

For Portugal :

EDUARDO LESSA.

Pour la Roumanie :
GEORGE F. LAHOVARI.

Pour la Russie :
BARON VELHO.
GEORGES POGGENPOHL.

Pour la Serbie :
MLADEN Z. RADOJKOVITCH.

Pour la Suède :
W. ROOS.

Pour la Suisse :
EUGÈNE BOREL.
NÆFF.
DR. J. HEER.

Pour la Turquie :
YANCO MACRIDİ.

For Roumania :
GEORGE F. LAHOVARI.

For Russia :
BARON VELHO.
GEORGES POGGENPOHL.

For Servia :
MLADEN Z. RADOJKOVITCH.

For Sweden :
W. ROOS.

For Switzerland :
EUGÈNE BOREL.
NÆFF.
DR. J. HEER.

For Turkey :
YANCO MACRIDİ.

Having examined and considered the final protocol relative to the Treaty concerning the formation of a General Postal Union, signed at Berne, October 9, 1874, the same is by me, in virtue of the powers vested in the Postmaster-General by law, hereby ratified and approved, by and with the advice and consent of the President of the United States.

In witness whereof I have caused the seal of the Post-Office Department of the United States to be hereto affixed with my signature this 21st day of May, 1875.

[SEAL.]

MARSHALL JEWELL,
Postmaster-General.

I hereby approve the above-mentioned protocol, 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, May 21, 1875.

Le délai pour l'échange des ratifications ayant été prorogé d'un commun accord, les soussignés, plénipotentiaires des Gouvernements des pays qui ont conclu à Berne, le 9 Octobre, 1874, le Traité concernant la création d'une Union générale des Postes, se sont réunis aujourd'hui à Berne pour procéder à l'échange des ratifications de ce Traité.

Le plénipotentiaire du Gouvernement français, Monsieur le comte d'Harcourt, a déclaré que la France donne son adhésion au Traité, sauf approbation de l'Assemblée nationale et moyennant les conditions et réserves suivantes :

1° Cette convention pourra n'entrer en vigueur en ce qui concerne

The delay in the exchange of the ratifications having been prolonged by common consent, the undersigned plenipotentiaries of the Governments of the countries which concluded at Berne, the 9th October, 1874, the Treaty concerning the formation of a general Postal Union, met at Berne this day in order to exchange the ratifications of the said Treaty.

The plenipotentiary of the French Government, M. le comte d'Harcourt, announced that France gives its adhesion to the Treaty, subject to the approval of the National Assembly, upon the following conditions and reservations :

1. This convention shall not enter into effect, so far as France is

la France qu'à partir du 1^{er} Janvier 1876;

2° La bonification à payer pour le transit territorial sera réglée d'après le parcours réel;

3° Il ne pourra être apporté aucune modification en ce qui touche les tarifs inscrits dans le Traité du 9 Octobre 1874 si ce n'est à l'unanimité des voix des pays de l'Union représentés au Congrès.

En vertu des pouvoirs spéciaux qui leur ont été donnés à cet effet et qu'ils se sont communiqués, les plénipotentiaires soussignés ont déclaré, au nom de leurs Gouvernements respectifs, consentir les conditions et réserves N^{os} 1 et 3 ci-dessus.

La réserve sous N^o 2 a également été consentie, avec la rédaction suivante, proposée par le Gouvernement russe et à laquelle Monsieur le comte d'Harcourt, au nom du Gouvernement français, a déclaré se rallier :

“2° La bonification à payer pour le transit territorial sera réglée d'après le parcours réel, mais aux mêmes taxes que celles établies par le Traité constitutif de l'Union générale des Postes.”

Après ces préliminaires, le Traité signé à Berne le 9 Octobre 1874 a été complété par l'apposition de la signature du délégué de la France, et un exemplaire original revêtu des signatures de toutes parties en a été remis, séance tenante, au plénipotentiaire de chacun des 22 pays qui composent l'Union.

Puis il a été procédé à l'examen des actes de ratification. Les instruments des actes de ratification de tous les pays dont les délégués ont signé le Traité, à Berne le 9 Octobre 1874, savoir de l'Allemagne, de l'Autriche-Hongrie, de la Belgique, du Danemark, de l'Egypte, de l'Espagne, des Etats-Unis d'Amérique, de la Grande-Bretagne, de la Grèce, de l'Italie, du Luxembourg, des Pays-Bas, du

concerned, until the 1st of January, 1876;

2. The compensation to be paid for territorial transit shall be adjusted according to the actual route traversed;

3. There shall be no modification made in relation to the tariffs established in the Treaty of the 9th October, 1874, except by the unanimous vote of the countries of the Union represented at the Congress.

By virtue of the special powers given them for the purpose and which they have communicated, the undersigned plenipotentiaries have announced, in the name of their respective Governments, their assent to the conditions and reservations Nos. 1 and 3 above.

The reservation under No. 2 was also agreed to, with the following wording, proposed by the Government of Russia and accepted in the name of the French Government by M. le comte d'Harcourt:

“2d. The compensation to be paid for territorial transit shall be adjusted according to the actual route traversed, but at the same rates as those established by the Treaty constituting the general Postal Union.”

After these preliminaries, the Treaty signed at Berne, October 9, 1874, was completed by apposition of the signature of the delegate of France, and an original copy bearing the signature of all the parties was presented pending the session, to the plenipotentiary of each of the 22 countries which form the Union.

The acts of ratification were then examined. The instruments of the acts of ratification of all the countries, the delegates from which signed the Treaty at Berne, the 9th October, 1874, viz: Germany, Austria-Hungary, Belgium, Denmark, Egypt, Spain, the United States of America, Great Britain, Greece, Italy, Luxemburg, the Netherlands, Portugal, Roumania, Russia, Serbia, Sweden and Norway, Switzer-

Portugal, de la Roumanie, de la Russie, de la Serbie, de la Suède et de la Norvège, de la Suisse et de la Turquie, ont été trouvés en bonne et dûe forme, et, conformément à ce qui a été convenu entre tous les hauts Gouvernements contractants, ils demeureront déposés dans les archives de la Confédération suisse.

En ce qui concerne l'acte de ratification de la France, qui ne pourra être déposé qu'après que le Traité aura reçu l'approbation de l'Assemblée nationale, il a été convenu, d'un commun accord, que cet acte sera reçu par le Conseil fédéral suisse qui donnera avis de cette remise aux autres parties contractantes.

En foi de quoi, les soussignés ont dressé le présent procès-verbal qu'ils ont revêtu de leurs signatures.

Fait à Berne, le 3 Mai, 1875, en 21 expéditions, dont une restera déposée dans les archives de la Confédération suisse, pour accompagner les instruments des actes de ratification.

Pour les Etats-Unis d'Amérique:
HORACE RUBLEE.

Pour l'Allemagne:
GÉNÉRAL DE ROEDER.

Pour l'Autriche et la Hongrie:
OTTENFELS.

Pour la Belgique:
HUBERT DOLEZ.

Pour le Danemark:
GALIFFE.

Pour l'Égypte:
MUZZI BEY.

Pour l'Espagne:
LE VICOMTE DE MANZANERA.

Pour la France:
B. D'HARCOURT.

Pour la Grande-Bretagne:
ALAN MACLEAN.

Pour la Grèce:
A. H. BÉTANT.

Pour l'Italie:
MELEGARI.

land, and Turkey, were found in good and due form, and in conformity to the agreement between all the high contracting Governments they will remain deposited in the archives of the Swiss Confederation.

In relation to the act of ratification of France, which can only be deposited after the Treaty has received the approval of the National Assembly, it was agreed by common consent, that this act shall be received by the Swiss Federal Council, which shall give notice of its remission to the other contracting parties.

In testimony of which the undersigned have prepared the present procès-verbal, and have appended their signatures thereto.

Done at Berne, the 3d May, 1875, in 21 copies, one of which shall remain placed in the archives of the Swiss Confederation, to accompany the instruments of the acts of ratification.

For the United States of America:
HORACE RUBLEE.

For Germany:
GÉNÉRAL DE ROEDER.

For Austria and Hungary:
OTTENFELS.

For Belgium:
HUBERT DOLEZ.

For Denmark:
GALIFFE.

For Egypt:
MUZZI BEY.

For Spain:
LE VICOMTE DE MANZANERA.

For France:
B. D'HARCOURT.

For Great Britain:
ALAN MACLEAN.

For Greece:
A. H. BÉTANT.

For Italy:
MELEGARI.

Pour le Luxembourg :

V. DE ROEBE.

Pour les Pays-Bas :

J. G. SUTER-VERMEULEN.

Pour le Portugal :

LE COMTE DAS ALCAÇOVAS D.

LUIZ.

Pour la Roumanie :

CTE. VRANAS.

Pour la Russie :

M. GORTCHACOW.

Pour la Serbie :

R. ZUKITCH.

Pour la Suède et la Norvège :

A. M. DE SCHAECK.

Pour la Suisse :

SCHERER.

EUGÈNE BOREL.

Pour la Turquie :

YANCO MACRIDI.

11 P

For Luxemburg :

V. DE ROEBE.

For the Netherlands :

J. G. SUTER-VERMEULEN.

For Portugal :

LE COMTE DAS ALCAÇOVAS D.

LUIZ.

For Roumania :

CTE. VRANAS.

For Russia :

M. GORTCHACOW.

For Servia :

R. ZUKITCH.

For Sweden and Norway :

A. M. DE SCHAECK.

For Switzerland :

SCHERER.

EUGÈNE BOREL.

For Turkey :

YANCO MACRIDI.

DETAILED REGULATIONS FOR THE EXECUTION OF THE TREATY CONCERNING THE FORMATION OF A GENERAL POSTAL UNION, CONCLUDED AT BERNE, OCTOBER 9, 1874.

[These Detailed Regulations, as signed, were in the French language only. The English translation has been added in Washington.]

RÈGLEMENT DE DÉTAIL ET D'ORDRE pour l'exécution du traité concernant la création d'une Union générale des Postes, conclu à Berne, le 9 Octobre 1874.

Les soussignés, vu l'article 13 du traité concernant la création d'une Union générale des Postes, du 9 Octobre 1874, ont, au nom de leurs Administrations respectives, arrêté d'un commun accord les mesures suivantes, pour assurer l'exécution du dit traité :

I.

Taxes des correspondances dans l'Union.

Les Administrations faisant partie de l'Union se communiqueront réciproquement les taxes qu'elles auront adoptées en conformité des articles 3, 4 et 5 du traité pour les lettres affranchies et non affranchies et pour les autres objets affranchis originaires et à destination de l'Union, ainsi que les prix de transport applicables aux services territoriaux et maritimes de l'intérieur de l'Union, en vertu des § 6, 7, 9 et 10 de l'art. 10 du traité. Toute modification apportée ultérieurement dans la fixation de ces taxes ou prix devra être notifiée sans retard.

II.

Echange en dépêches closes.

L'échange des correspondances en dépêches closes entre les Administrations de l'Union sera réglé d'un commun accord et selon les nécessités du service entre les Ad-

DETAILED REGULATIONS for the execution of the Treaty concerning the formation of a General Postal Union, concluded at Berne, the 9th October, 1874.

The undersigned, with reference to Art. 13 of the Treaty of the 9th October, 1874, concerning the formation of a General Postal Union, have, in the name of their respective Offices, by common consent, agreed upon the following measures for ensuring the execution of the said treaty :

I.

Rates of postage within the Union.

The Post Offices composing the Union shall communicate reciprocally the rates of postage which they shall have adopted in conformity with Articles 3, 4, and 5 of the Treaty, for paid and unpaid letters, and for the other paid articles originating in and addressed to the Union, as well as the transit rates applicable to the land and sea services within the Union, by virtue of paragraphs 6, 7, 9, and 10 of Article 10 of the Treaty. Every modification adopted hereafter in the amount of those rates shall be notified without delay.

II.

Exchange in closed mails.

The exchange of correspondence in closed mails between the Post Offices of the Union shall be regulated by common consent and according to the necessities of the

ministrations en cause. S'il s'agit d'un échange à faire par l'entremise d'un ou de plusieurs pays tiers, les Administrations de ces pays devront en être prévenues en temps opportun.

service between the Post Offices concerned. If an exchange of mails should take place through the medium of one or of several other countries, due notice shall be given to the Post Offices of those countries.

III.

Application des timbres.

1) Les correspondances à échanger réciproquement seront frappées à la partie supérieure de la suscription, d'un timbre indiquant le lieu d'origine et la date du dépôt à la poste.

2) Les correspondances non affranchies ou insuffisamment affranchies seront en outre frappées du timbre "T" (Taxe à payer) dont l'application incombera à l'office du pays d'origine.

3) Les objets recommandés porteront l'empreinte du timbre spécial adopté pour les envois de l'espèce par le pays d'origine.

4) Les diverses Administrations se communiqueront, par l'entremise du Bureau international, une empreinte de ce dernier timbre.

5) Tout objet de correspondance ne portant pas le timbre "T" sera considéré comme affranchi jusqu'à destination et traité en conséquence, sauf erreur évidente.

IV.

Indication du nombre de ports.

1) Lorsqu'une lettre ou tout autre objet de correspondance sera passible, en raison de son poids, de plus d'un port simple, l'Office expéditeur indiquera à l'angle gauche supérieur de la suscription, en chiffres ordinaires, le nombre de ports perçus ou à percevoir.

2) Cette mesure ne sera pas de rigueur pour les correspondances dûment affranchies à destination d'un pays de l'Union.

III.

Application of the stamps.

1. The correspondence to be reciprocally exchanged shall be impressed, on the upper part of the address, with a stamp indicating the place of origin and the date of posting.

2. Unpaid or insufficiently paid correspondence shall, in addition, be impressed with the stamp "T" (tax to be paid), the application of which shall devolve upon the office of the country of origin.

3. Registered articles shall bear the impression of the special stamp used for articles of a like nature in the country where they originate.

4. The several Post Offices shall forward to each other, through the medium of the International Office, an impression of the stamp last mentioned.

5. Every postal packet which does not bear the stamp "T" shall be considered as paid to destination and treated accordingly, unless there be an obvious error.

IV.

Indication of the Number of Rates.

1. When a letter or other postal packet shall be liable, by reason of its weight, to more than a single rate of postage, the despatching office shall indicate in the upper left-hand corner of the address, in ordinary figures, the number of rates paid, or to be paid.

2. This regulation shall not be obligatory in the case of correspondence fully prepaid addressed to a country of the Union.

V.

Affranchissement insuffisant.

1) Lorsqu'un objet sera insuffisamment affranchi au moyen de timbres-poste, l'Office expéditeur devra indiquer en chiffres *noirs*, apposés à côté des timbres-poste, la valeur totale de ceux-ci. Cette valeur sera exprimée en francs et centimes.

2) Dans le cas où il aurait été fait usage de timbres-poste non valables dans le pays d'origine, il n'en sera tenu aucun compte. Cette circonstance sera indiquée par le chiffre zéro "0" placé à côté des timbres-poste.

3) L'Office du lieu de destination frappera les objets insuffisamment affranchis du complément de la taxe due, à concurrence du prix d'une lettre non affranchie du même poids. Au besoin on forcera les fractions jusqu'à l'unité monétaire de perception employée dans le pays de destination.

VI.

Feuilles d'avis.

1) Les feuilles d'avis pour les échanges directs entre deux Administrations seront conformes au modèle joint au présent règlement, sub lit. A.

2) Il ne sera fait aucune mention dans la feuille d'avis des correspondances de toute nature, affranchies, non affranchies ou insuffisamment affranchies, originaires d'un pays de l'Union et à destination d'un autre de ces pays, non plus que des correspondances affranchies de l'étranger à destination de l'Union ou non affranchies de l'Union à destination de l'étranger.

3) Pour les autres correspondances, on mentionnera :

1^o Au tableau N^o I le montant total des taxes étrangères sur les correspondances non affranchies et le montant des débours sur les correspondances réexpédiées dont il devra être tenu compte à l'Office envoyeur.

V.

Insufficient Prepayment.

1. When an article shall be insufficiently prepaid by means of postage stamps, the despatching office shall indicate in figures, in black ink, placed by the side of the postage stamps, their total value. That value shall be expressed in francs and centimes.

2. In case postage stamps may be used which are not of any value in the country of origin, no account shall be taken of them. This fact shall be indicated by the figure "0" placed by the side of the postage stamps.

3. The office of the country of destination shall charge the insufficiently paid articles with the amount of the deficient postage, calculated at the rate of an unpaid letter of the same weight. In case of need, fractions may be raised to the monetary unit of charge in force in the country of destination.

VI.

Letter-Bills.

1. The letter bills for the direct exchanges between two Post Offices shall be in conformity with the specimen A. appended to the present regulations.

2. No mention shall be made in the letter bill of the correspondence of any kind, whether paid, unpaid, or insufficiently paid, originating in one country of the Union and addressed to another of those countries, nor of the paid correspondence from foreign countries addressed to the Union, or of the unpaid correspondence from the Union addressed to foreign countries.

3. As regards other correspondence, there shall be entered,—

1st. Under table I., the total amount of the foreign postages due on the unpaid correspondence, and the amount of the claims on the correspondence retransmitted, for which credit will have to be given to the despatching Office.

2) Au tableau N° II le montant total des taxes et, le cas échéant, des droits de recommandation étrangers, sur les correspondances affranchies, qui seront à bonifier à l'Office destinataire ou de sortie de l'Union.

4) Les taxes ou débours à inscrire au tableau N° I seront indiqués sur chaque objet au crayon *bleu*, à l'angle gauche inférieur de l'adresse.

5) Les taxes et droits à porter en compte au tableau N° II seront inscrits au crayon *rouge* sur chaque objet, à l'angle gauche inférieur de l'adresse.

6) Au tableau N° III on inscrira, avec les détails que ce tableau comporte, les dépêches closes en transit qui accompagnent les envois directs.

7) Les objets recommandés seront inscrits au tableau N° IV de la feuille d'avis avec les détails suivants: le nom du bureau d'origine, le nom du destinataire et le lieu de destination ou seulement le nom du bureau d'origine et le numéro d'inscription de l'objet à ce bureau, le montant du port et des droits de recommandation étrangers à bonifier, le cas échéant, à l'Office destinataire ou de sortie de l'Union.

8) Lorsque le nombre d'objets recommandés à expédier habituellement d'un bureau d'échange à un autre le comportera, il pourra être introduit une liste spéciale et détachée pour remplacer le tableau N° IV de la feuille d'avis.

9) Les taxes, bonifications et débours seront exprimés en francs et centimes.

10) Si, pour faciliter les opérations de compte, il était jugé nécessaire dans certaines relations de créer des rubriques nouvelles aux tableaux N° I et II de la feuille d'avis, la mesure pourra être introduite après une entente entre les Administrations intéressées. Le cas échéant, les modèles de comptes seront mis en rapport avec la contexture des feuilles d'avis.

2nd. Under table II., the total amount of the postages, and, when necessary, the foreign fees for registration, upon the paid correspondence, which will have to be credited to the Office of destination, or to the furthest Office of the Union.

4. The postages or claims to be entered in table I. shall be indicated upon each article, in *blue* ink, at the lower left-hand corner of the address.

5. The postage and fees to be brought to account under table II. shall be indicated on each article, in *red* ink, at the lower left-hand corner of the address.

6. In table III. shall be entered, with such details as this table requires, the closed mails in transit which accompany the direct mails.

7. The registered correspondence shall be entered in table No. IV. of the letter bill, with the following details: the name of the office of origin, the name of the addressee and the place of destination, or simply the name of the office of origin and the number given to the article at that office; the amount of the postage and the foreign registration fees to be credited, when necessary, to the Office of destination or the furthest Office of the Union.

8. When the number of registered articles usually sent from one office of exchange to another shall require it, a special and separate list shall be used to take the place of table No. IV. of the letter bill.

9. The amount of postages, credits, and debits shall be expressed in francs and centimes.

10. If, in order to facilitate operations of account, it should be deemed necessary in certain cases to adopt new articles under tables I. and II. of the letter bill, the necessary steps may be taken after an understanding between the Post Offices concerned. In such case, the forms of accounts shall be made to correspond with the wording of the letter bills.

VII.

Expédition d'objets recommandés.

1) Les objets recommandés seront réunis en un paquet distinct, qui devra être convenablement enveloppé et cacheté de manière à en préserver le contenu.

2) Ce paquet, entouré de la feuille d'avis, sera placé au centre de la dépêche.

VIII.

Confection des dépêches.

1) Toute dépêche échangée entre des bureaux de l'Union, après avoir été ficelée intérieurement, devra être enveloppée de papier fort en quantité suffisante pour éviter toute détérioration du contenu, puis ficelée extérieurement et cachetée à la cire ou au moyen d'un cachet en papier gommé avec l'empreinte du cachet du bureau. Elle sera munie d'une suscription imprimée portant en petits caractères le nom du bureau expéditeur et en caractères plus forts le nom du bureau destinataire: "de" "pour"

2) Si le volume de la dépêche le comporte, elle devra être renfermée dans un sac convenablement fermé et cacheté.

3) Les sacs devront être renvoyés au bureau expéditeur par le prochain courrier.

IX.

Vérification des dépêches.

1) Le bureau d'échange qui recevra une dépêche constatera en premier lieu si les inscriptions sur la feuille d'avis (débours, bonifications, dépêches closes en transit, objets recommandés) sont exactes.

2) S'il reconnaît des erreurs ou des omissions, il opère immédiatement les rectifications nécessaires sur les feuilles ou listes, en ayant soin de biffer les indications erronées d'un trait de plume, de manière à pouvoir reconnaître les inscriptions primitives.

VII.

Despatch of registered Correspondence.

1. The registered correspondence shall be enclosed in a separate packet, which must be suitably made up and sealed so as to preserve its contents.

2. This packet, with the letter bill round it, shall be placed in the centre of the mail.

VIII.

Making up the Mails.

1. Every mail exchanged between offices of the Union, after having been first tied with string, must be enclosed in strong paper of sufficient quantity to prevent damage to the contents, then tied again with string on the outside, and sealed with wax or fastened by means of a gummed paper label bearing an impression of the seal of the office. The mail must be furnished with a printed address bearing in small characters the name of the despatching office, and in larger characters the name of the office to which it is to be forwarded: "From" "For"

2. If the size of the mail should require it, it must be enclosed in a bag properly closed and sealed.

3. The bags must be returned to the despatching office by the next mail.

IX.

Verification of the Mails.

1. The exchanging office which shall receive a mail shall, in the first place, ascertain whether the entries in the letter bill (debts, credits, closed mails in transit, registered articles) are correct.

2. If it discovers errors or omissions, it shall immediately make the necessary corrections on the letter bills or lists, taking care to strike out the erroneous entries with a pen, in such a manner as to let the original entries be seen.

3) Ces rectifications devront s'opérer par le concours de deux agents. A moins d'une erreur évidente, elles prévaudront sur la déclaration originale.

4) Un bulletin de vérification, conforme au modèle ci-annexé, sub lit. B, sera dressé par le bureau destinataire et envoyé sans délai, sous recommandation d'office, au bureau expéditeur.

5) Celui-ci, après examen, le renverra avec ses observations, s'il y a lieu.

6) En cas de manque d'une dépêche, d'un objet recommandé ou de la feuille d'avis, le fait sera constaté immédiatement dans la forme voulue par deux agents du bureau d'échange destinataire, et porté à la connaissance du bureau d'échange expéditeur, au moyen du bulletin de vérification; et, si le cas le comporte, celui-ci devra en outre être avisé par télégramme.

7) Dans le cas où le bureau destinataire n'aurait pas fait parvenir par le premier courrier au bureau expéditeur un bulletin de vérification constatant des erreurs ou des irrégularités quelconques, l'absence de ce document vaudra comme accusé de réception de la dépêche et de son contenu jusqu'à preuve du contraire.

X.

Objets recommandés. Conditions de forme et de fermeture.

Aucune condition de forme ou de fermeture n'est exigée pour les objets recommandés. Chaque Office aura la faculté d'appliquer à ces envois les règles établies dans son service intérieur.

XI.

Journaux et imprimés. Conditions de forme.

1) Pour jouir de la modération de port qui leur est attribuée par l'article 4 du traité, les livres, les journaux, les imprimés et les autres objets assimilés devront être placés sous bande ou dans une enveloppe

3. These corrections shall be made by two officers. Except in the case of an obvious error, they shall be accepted in preference to the original statement.

4. A note of verification, in conformity with the specimen B. hereto annexed, shall be prepared by the receiving office, and sent without delay, officially registered, to the despatching office.

5. The latter, after examination, shall return it with any observations to which it may give rise.

6. In case of the failure of a mail, of a registered article, or of a letter bill, the circumstance shall be immediately recorded in the manner agreed upon by two officers of the receiving office, and reported to the despatching office by means of the note of verification; and, if needful, the latter shall also be advised thereof by telegram.

7. In case the receiving office shall not have forwarded by the first mail to the despatching office a note of verification, reporting errors or irregularities of any kind, the absence of that document shall be regarded as evidence of the due receipt of the mail and of its contents, until proof to the contrary.

X.

Registered Articles.—Conditions as to Form and Manner of Fastening.

No stipulation is insisted upon as to the form or manner of fastening of registered articles. Each Office shall have the right to apply to such description of correspondence the regulations in force in its interior service.

XI.

Newspapers and Printed Papers.—Conditions as to Form.

1. In order to enjoy the reduced postage extended to them by Article 4 of the Treaty, books, newspapers, printed papers and other similar articles must be placed under band, or in an envelope,

ouverte, ou bien simplement pliés de manière à pouvoir être facilement vérifiés, et, sauf les exceptions suivantes, ils ne pourront contenir aucune écriture, chiffre ou signe quelconque fait à la main.

2) Les épreuves d'imprimerie ou de compositions musicales pourront porter des corrections à la plume se rapportant exclusivement au texte ou à la confection de l'ouvrage. Il sera permis d'y annexer les manuscrits.

3) Les circulaires, avis, etc., pourront être revêtus de la signature de l'envoyeur avec sa qualité et porter l'indication du lieu d'origine et de la date d'envoi.

4) Les livres seront admis avec une dédicace ou un hommage de l'auteur, inscrits à la main.

5) Il sera permis de marquer d'un simple trait les passages du texte sur lesquels on désire appeler l'attention.

6) Les cotes et prix courants de bourses ou de marchés imprimés, lithographiés ou autographiés pourront être admis avec des prix ajoutés à la main ou au moyen d'une impression quelconque.

7) Il ne sera admis aucune autre addition faite à la main, pas plus que celles produites au moyen de caractères typographiques, lorsque celles-ci auraient pour effet d'enlever à l'imprimé son caractère de généralité.

8) Les objets susmentionnés qui ne réuniraient pas les conditions requises ci-dessus seront considérés comme lettres non affranchies et taxés en conséquence, à l'exception seulement des journaux et des imprimés, tels que les circulaires, les avis, etc., auxquels il ne sera pas donné cours, le cas échéant.

open, or simply folded so as to admit of their being easily examined; and, except in the following particulars, they must contain no MS. writing, figure, or mark whatever.

2. Proofs of printing or of music may bear corrections, made with a pen, relating exclusively to the text or to the execution of the work. It shall be allowable to annex the manuscripts to them.

3. Circulars, notices, &c., may bear the signature of the sender, with his trade or profession, and may also indicate the place of origin and the date.

4. Books shall be admitted with a manuscript dedication or a complimentary inscription from the author.

5. It shall be permitted to mark with a simple stroke the passages in the text to which it is desired to call attention.

6. Printed, lithographed, or autographed stock and share lists, prices current, and market reports shall be admitted with the prices added in writing or by means of any impression whatever.

7. There shall not be admitted any other MS. additions, nor even those produced by means of typographical characters, if the latter tend to take from the packet its general character.

8. Such of the above-mentioned articles as shall not fulfil the foregoing conditions shall be considered as unpaid letters and charged accordingly, with the sole exception of newspapers and printed papers, such as circulars, notices, &c., which shall not be forwarded in such cases.

XII.

Echantillons. Conditions de forme.

1) Les échantillons de marchandises ne seront admis à bénéficier de la modération de port qui leur

XII.

Patterns of Merchandise.—Conditions of Form.

1. Patterns of merchandise shall only be admitted to the benefit of the reduced postage which is ex-

est attribuée par l'article 4 du traité que sous les conditions suivantes :

2) Ils devront être placés dans des sacs, des boîtes ou des enveloppes mobiles, de manière à permettre une facile vérification.

3) Ils ne pourront avoir aucune valeur marchande, ni porter aucune écriture à la main que le nom ou la raison sociale de l'envoyeur, l'adresse du destinataire, une marque de fabrique ou de marchand, des numéros d'ordre et des prix.

4) Il est interdit de réunir ces objets à une lettre ou à un envoi d'une autre nature, sauf le cas où ils feraient partie intégrante d'un ouvrage spécial.

5) Les échantillons qui ne rempliraient pas les conditions requises seront taxés comme lettres, sauf ceux qui auraient une valeur. Ces derniers ne seront pas expédiés, non plus que ceux dont le transport offrirait des inconvénients ou du danger.

XIII.

Papiers d'affaires.

1) Seront considérés comme papiers d'affaires et admis comme tels à la modération de port consacrée par l'article 4 du traité, les actes de tout genre dressés par les officiers ministériels, les lettres de voiture, les différents documents de service des compagnies d'assurance, les copies ou extraits d'actes sous seing privé écrits sur papier timbré ou non timbré, les partitions ou feuilles de musique manuscrites et généralement toutes les pièces et tous les documents écrits à la main qui n'ont pas le caractère d'une correspondance *actuelle* et *personnelle*.

2) Les papiers d'affaires devront être expédiés sous une bande mobile et conditionnés de manière à pouvoir être facilement vérifiés.

3) Les envois qui ne rempliraient pas les conditions énoncées ci-dessus seront considérés comme lettres non affranchies et taxés en conséquence.

tended to them by Article 4 of the Treaty under the following conditions:

2. They must be placed in bags, or in boxes, or envelopes removable so as to admit of an easy examination.

3. They must not have any salable value, nor bear any MS. writing other than the name or the trade or profession of the sender, the address of the person for whom the packet is intended, a manufacturer's or trade mark, numbers and prices.

4. It is forbidden to introduce these articles into a letter, or into a packet of any other kind, save in the case in which they form an integral part of a particular work.

5. Patterns which are not in accordance with the requisite conditions shall be charged as letters, except those which are valuable. The latter shall not be forwarded, nor those the conveyance of which would be attended with risk or danger.

XIII.

Legal and Commercial Documents.

1. The following articles shall be considered as legal and commercial documents, and admitted as such to the reduced postage conferred by Art. 4 of the Treaty: acts or deeds of all kinds drawn up by public functionaries, invoices, the various documents on the service of insurance companies, copies or extracts of deeds under private seal written upon stamped or unstamped paper, scores or sheets of MS. music, and in general all MS. papers and documents which have not the character of an *actual* and *personal* correspondence.

2. Commercial and legal documents must be sent under a movable band, and made up so as to admit of their being easily examined.

3. Packets which do not fulfil the conditions above enumerated shall be considered as unpaid letters and charged accordingly.

XIV.

Correspondance avec les pays étrangers.

1) Les Offices de l'Union qui ont des relations régulières établies avec des pays situés en dehors de l'Union admettront tous les autres Offices à profiter de ces relations pour l'échange de leurs correspondances, contre paiement des taxes dues pour le transport en dehors des limites de l'Union.

2) Ils auront, en conséquence, à fournir aux Offices intéressés un tableau conforme au modèle joint au présent règlement, sub lit. C, et qui indiquera les conditions de prix auxquelles pourront être échangées les correspondances à expédier ou à recevoir par les dites voies.

3) Les changements introduits dans ces conditions devront être notifiés en temps opportun.

XV.

Correspondances mal dirigées.

Les objets de toute nature mal dirigés seront, sans aucun délai, réexpédiés par la voie la plus directe vers leur destination, contre remboursement ou bonification, s'il y a lieu, des taxes pour lesquelles ils auraient été portés en compte.

XVI.

Rebuts.

1) Les correspondances qui seront tombées en rebut pour quelque cause que ce soit devront être renvoyées aussitôt après leur mise en rebut par l'intermédiaire des bureaux d'échange respectifs.

2) Les rebuts renvoyés seront enliassés séparément et pourvus d'une étiquette portant le mot "rebuts."

3) Ceux des dits objets qui auront été affranchis seront livrés sans aucun compte.

XIV.

Correspondence with Foreign Countries.

1. The Offices of the Union which have regular relations established with countries situated beyond the Union shall admit all the other Offices to take advantage of those relations for the exchange of their correspondence, on payment of the charges due for the conveyance beyond the limits of the Union.

2. They shall, consequently, furnish the Offices interested, with a table similar to the specimen C. appended to the present Regulations, which shall indicate the conditions as to payment under which may be exchanged the correspondence to be sent or received by the said routes.

3. Due notice shall be given of any alterations introduced into those conditions.

XV.

Misdirected Correspondence.

Missent articles of all kinds shall be re-forwarded without delay to their destination by the most direct route, subject, where the case occurs, to a charge or claim of the amounts for which they may have been originally brought to account.

XVI.

Undelivered Correspondence.

1. The correspondence which shall not be delivered, from whatever cause, shall be returned immediately through the respective offices of exchange.

2. Returned letters shall be tied up separately, and inscribed with a label bearing the words "Returned letters."

3. Those articles which shall have been paid shall be returned without any claim.

4) Les lettres non affranchies ou insuffisamment affranchies seront également livrées sans compte, pour autant qu'elles sont originaires d'un pays de l'Union.

5) Celles des dites correspondances qui se trouveraient grevées de débours seront portées au crédit de l'Office qui en fait le renvoi (tableau N° I de la feuille d'avis).

4. Unpaid or insufficiently paid letters shall, in like manner, be returned without claim, in so far as they may have originated in a country of the Union.

5. Those which may have been charged with foreign rates shall be entered to the credit of the Office which returns them. (Table No. I. of the Letter Bill.)

XVII.

Comptabilité.

1) Chaque Administration fera établir mensuellement, pour chaque dépêche reçue, un état conforme au modèle annexé au présent règlement, sub lit. D, comprenant les correspondances inscrites aux feuilles d'avis de ses correspondants.

2) Ces états seront ensuite récapitulés dans un compte conforme au modèle lit. E.

3) Le compte accompagné des états et des feuilles d'avis (dont on détachera le tableau N° IV) sera soumis à la vérification de l'Office correspondant, dans le courant du mois qui suit celui auquel il se rapporte.

4) Les comptes mensuels, après avoir été vérifiés et acceptés de part et d'autre, seront résumés en un compte général trimestriel par les soins de l'Administration de celui des deux pays qui sera placé le premier dans l'ordre alphabétique, sauf autre arrangement à prendre à cet égard par les Administrations intéressées.

5) Ces divers comptes seront établis en francs et centimes.

6) Le solde résultant du compte général sera payé au pays créancier en francs effectifs au moyen de traites tirées sur des places à désigner d'avance et d'un commun accord.

XVIII.

Périodes de statistique.

1) La statistique générale à établir en vertu de l'article 10, § 12, du

XVII.

Accounts.

1. Each Office shall prepare monthly, for each mail received, a statement similar to the specimen D. appended to the present Regulations, comprising the correspondence brought to account on the letter bills received.

2. Those statements shall afterwards be incorporated in an account similar to the specimen E.

3. The account, accompanied by the statements and the letter bills (from which table IV. shall be detached), shall be submitted to the examination of the corresponding Office during the month following that to which it relates.

4. The monthly accounts, after having been mutually examined and accepted, shall be included in a quarterly general account to be prepared by the Office of that one of the two countries which shall be placed first in alphabetical order, in the absence of any other arrangement on this point which may be adopted by the Offices interested.

5. These several accounts shall be drawn up in francs and centimes.

6. The balance resulting from the general account shall be paid to the country to which it is due in francs in cash, by means of bills drawn upon places to be determined beforehand by mutual consent.

XVIII.

Periods for Statistics.

1. The general statistical account to be taken by virtue of § 12, Art.

traité pour régler le paiement des droits de transit sera dressée en premier lieu, pendant sept jours consécutifs chaque fois, à partir du 1^{er} Août 1875 et du 1^{er} Décembre de la même année. Elle servira de base pour les paiements à faire, jusqu'au 30 Juin 1876.

2) Pour les statistiques à établir ultérieurement, elles se feront à partir du 1^{er} Juin et du 1^{er} Décembre.

3) Il sera procédé à ces opérations de statistique conformément aux dispositions des articles XIX à XXIII suivants.

XIX.

Statistique du transit à découvert.

1) L'Office servant d'intermédiaire pour la transmission des correspondances en transit *à découvert*, reçues directement d'un autre Office, dressera d'avance, pour chaque relation, un tableau d'après le formulaire lit. F, dans lequel il indiquera, en distinguant au besoin les diverses voies d'acheminement, les prix de transit, au poids, à payer à tous les pays intermédiaires à partir de la frontière de sortie de l'Office expéditeur jusqu'à la frontière d'entrée de l'Office destinataire. Au besoin, il se renseignera en temps utile, auprès des Offices des pays à traverser, sur les voies que devront suivre les correspondances et sur les prix à leur appliquer.

2) Après avoir dressé ce formulaire, le dit Office en remettra un double à l'Office expéditeur intéressé, pour servir de base à un décompte spécial à établir entre eux du chef de ce transit.

3) Le bureau d'échange expéditeur renseignera dans un tableau d'après le formulaire lit. G, qu'il joindra à son envoi, le poids global, en deux catégories, des correspon-

10 of the Treaty for the purpose of regulating the payment of the transit rates, shall be prepared, in the first instance, during seven consecutive days on each occasion, from the 1st August, 1875, and from the 1st December in the same year. It shall serve as a basis, for the payments to be made, up to the 30th June, 1876.

2. The subsequent statistical accounts shall be taken for the periods commencing on the 1st June and 1st December respectively.

3. These statistical operations shall be carried out in conformity with the stipulations of Arts. XIX. to XXIII. following.

XIX.

Statistics of Transit in Open Mails.

1. The Office serving as the medium for the transmission of correspondence in transit *in open mails* received directly from another Office shall prepare beforehand for each separate service a table, according to the form F, in which it shall indicate, distinguishing, if needful, the different routes of transmission, the transit rates to be paid, by weight, to all the intermediate countries, starting from the frontier of exit of the despatching Office up to the frontier of entry of the Office of destination. If needful, it shall communicate in due time with the Offices of the countries to be traversed, as to the route which the correspondence shall take, and as to the rates to be paid upon it.

2. After having prepared this table, the said Office shall forward a copy of it to the despatching Office interested, in order to serve as the basis of a special account to be established between them with reference to this transit.

3. The despatching office of exchange shall communicate in a table according to the specimen form G., which it shall join to its despatch, the total weight, in two

dances qu'il livrera en transit au bureau d'échange correspondant, et celui-ci, après vérification, prendra livraison de ces correspondances pour les acheminer vers leurs destinations en les confondant avec les siennes propres pour le paiement des droits de transit ultérieurs.

4) Le décompte particulier dont il est question ci-dessus sera dressé par l'Office qui reçoit les correspondances en transit, et soumis à la vérification de l'Office expéditeur.

XX.

Statistique du transit en dépêches closes.

1) Les correspondances expédiées en dépêches closes à travers le territoire d'un ou de plusieurs autres Offices devront faire l'objet d'un relevé, formulaire lit. H. Le bureau d'échange expéditeur inscriera à la feuille d'avis pour le bureau d'échange destinataire de la dépêche, le poids net des lettres et celui des imprimés, etc., sans distinction de l'origine de ces correspondances. Ces indications seront vérifiées par le bureau destinataire, lequel aura à établir, à la fin de la période de statistique, le relevé mentionné ci-dessus, en autant d'expéditions qu'il y aura d'Offices intéressés, y compris celui du lieu de départ.

2) Ces relevés seront soumis à la vérification du bureau expéditeur et, après avoir été acceptés par lui, il en sera envoyé un exemplaire à chacun des Offices intermédiaires.

XXI.

Comptes du transit.

Le tableau lit. G et le relevé lit. H seront résumés dans un compte particulier, par lequel on établira le prix annuel de transit revenant à chaque Office, en multipliant par 26 les totaux réunis des deux périodes. Le soin d'établir ce compte incombera à l'Office créditeur, sauf

categories, of the correspondence which it shall deliver in transit to the corresponding office of exchange; and the latter, after verification, shall undertake the further transmission of the correspondence to its destination in mixing it with its own, in respect to the payment of the further transit rates.

4. The special account above referred to shall be prepared by the Office which receives the correspondence in transit, and shall be submitted to the examination of the despatching Office.

XX.

Statistics of Transit in Closed Mails.

1. The correspondence forwarded in closed mails across the territory of one or more other Offices shall form the object of a statement similar to specimen H. The despatching office of exchange shall enter in the letter bill for the receiving office of exchange the net weight of the letters, and of the printed papers, &c., without distinction of the origin of the correspondence. These entries shall be verified by the receiving office, which shall prepare, at the end of the period for taking the statistics, the statement above mentioned, in as many copies as there are Offices interested, including the Office of the place of final despatch.

2. These statements shall be submitted to the verification of the despatching office, and, after having been accepted by it, a copy of the same shall be sent to each of the intermediate Offices.

XXI.

Transit Accounts.

The table G. and the statement H. shall be incorporated in a special account, by which shall be determined the annual amount of transit payable to each Office, in multiplying by 26 the combined totals of the two periods. The duty of preparing this account shall fall

autre arrangement à intervenir d'un commun accord.

upon the Office having to receive payment, subject to any other arrangement to be adopted by common consent.

XXII.

Transit des cartes-correspondance.

Les cartes-correspondance seront assimilées aux lettres en ce qui concerne le paiement des droits de transit. Ces objets devront en conséquence être compris dans la pesée des lettres.

XXII.

Transit of Post-Cards.

Post-cards shall be assimilated to letters in so far as concerns the payment of the transit rates. Those articles must consequently be included in the weight of the letters.

XXIII.

Exemption des droits de transit.

Sont exempts de la bonification des frais de transit territoriaux et maritimes les correspondances réexpédiées et mal dirigées, les rebuts, les mandats de poste, les pièces de comptabilité et autres documents relatifs au service postal.

XXIII.

Exemption from Transit Rates.

The following articles are exempt from payment of the costs of territorial and sea-conveyance:—

Redirected and missent correspondence, undelivered correspondence, post office money orders, documents of accounts, and other documents relating to the postal service.

XXIV.

Poids de journaux et des imprimés.

Il est admis par mesure d'exception que les Etats qui, à cause de leur régime intérieur, ne pourraient adopter le type de poids décimal métrique, auront la faculté d'y substituer l'once, *avoirdupois* (28.3465 grammes) en assimilant une demi-ounce à 15 grammes et deux onces à 50 grammes, et d'élever, au besoin, la limite du port simple des journaux à quatre onces, mais sous la condition expresse que dans ce dernier cas le port des journaux ne soit pas inférieur à 10 centimes et qu'il soit perçu un port entier par numéro de journal, alors même que plusieurs journaux se trouveraient groupés dans un même envoi.

XXIV.

Weight of Newspapers and Printed Papers.

As an exceptional measure, it is agreed that the States which, in consequence of their internal regulations, are unable to adopt the decimal metrical system of weight, shall have the right to substitute for it the ounce *avoirdupois* (28.3465 grammes), by assimilating a half-ounce to 15 grammes, and two ounces to 50 grammes, and to raise, if needful, the limit of the single rate of postage of newspapers to four ounces, but under the express condition that, in the latter case, the postage on newspapers be not less than 10 centimes, and that an entire rate of postage be charged for each copy of the newspaper, even though several newspapers be included in the same packet.

XXV.

Monnaies, bijoux.

On n'admettra au transport par la poste aucune lettre ou autre envoi qui contiendrait soit de l'or ou

XXV.

Money; Jewelry.

There shall not be admitted for conveyance by the post, any letter or other packet which may contain

de l'argent monnayé, soit des bijoux ou des effets précieux, soit tout objet quelconque possible de droits de douane.

either gold or silver money, jewels or precious articles, or any other article whatever liable to Customs duties.

XXVI.

Cartes-correspondance et lettres non admises au transport.

Il ne sera pas donné cours aux cartes-correspondance qui ne seraient pas complètement affranchies. Chaque Administration aura, en outre, la faculté de ne pas expédier ou de ne pas admettre dans son service les cartes-correspondance portant des inscriptions qui seraient interdites par les dispositions légales ou réglementaires en vigueur dans le pays. Il en sera de même pour les lettres et les autres objets de correspondance qui porteraient extérieurement des inscriptions de l'espèce.

XXVI.

Post-cards and Letters not admitted to conveyance.

Post-cards which are not fully prepaid shall not be forwarded. Each Office shall have, moreover, the right not to forward or not to admit in its service post-cards bearing any description of writing which may be forbidden by the statutory or administrative enactments in force in the country. The same shall be the case for letters and other articles which may bear externally any writing of the character referred to.

XXVII.

Bureau international.

1) L'Administration supérieure des Postes de la Confédération Suisse est désignée pour organiser le Bureau international institué par l'art. 15 du traité. Ce bureau commencera à fonctionner aussitôt après l'échange des ratifications du traité.

2) Les frais communs du Bureau international ne doivent pas dépasser, par année, la somme de 75,000 francs, non compris les frais spéciaux auxquels donneront lieu les réunions périodiques du Congrès postal. Cette somme pourra être augmentée ultérieurement, du consentement de toutes les Administrations contractantes.

3) L'Administration désignée par § 1 ci-dessus surveillera les dépenses du Bureau international, fera les avances nécessaires et établira le compte annuel, qui sera communiqué à toutes les autres Administrations.

4) Pour la répartition des frais les pays contractants et ceux qui

XXVII.

International Office.

1. The Administration of the Posts of the Swiss Confederation is selected to organise the International Office established by Art. 15 of the Treaty. That Office shall commence its functions immediately after the exchange of the ratifications of the Treaty.

2. The ordinary expense of the International Office must not exceed the sum of 75,000 francs annually, exclusive of the special expenses to which the periodical meetings of the Postal Congress may give rise. That sum may be increased ultimately, with the consent of all the contracting Offices.

3. The Administration named in par. 1. above shall superintend the expenses of the International Office, shall make the necessary advances, and shall prepare the annual account, which shall be communicated to all the other Offices.

4. For the division of the expenses, the contracting countries

seraient admis ultérieurement à adhérer à l'Union postale, seront divisés en six classes contribuant chacune dans la proportion d'un certain nombre d'unités, savoir :

1 ^{re} classe	- -	25 unités
2 ^e “	- -	20 “
3 ^e “	- -	15 “
4 ^e “	- -	10 “
5 ^e “	- -	5 “
6 ^e “	- -	3 “

5) Ces coefficients seront multipliés par le nombre des pays de chaque classe et la somme des produits ainsi obtenus fournira le nombre d'unités par lequel la dépense totale doit être divisée. La quotient donnera le montant de l'unité de dépense.

6) Les pays contractants sont classés ainsi qu'il suit, en vue de la répartition des frais :

1^{re} classe: Allemagne, Autriche-Hongrie, Etats-Unis d'Amérique, France, Grande-Bretagne, Italie, Russie, Turquie;

2^e “ Espagne;

3^e “ Belgique, Egypte, Pays-Bas, Roumanie, Suède;

4^e “ Danemark, Norvège, Portugal, Suisse;

5^e “ Grèce, Serbie;

6^e “ Luxembourg.

7) Le Bureau international servira d'intermédiaire aux notifications régulières et générales qui intéressent les relations internationales. Il recevra également de chaque Administration les documents publiés sur le service intérieur.

8) Chaque Administration fera parvenir dans le 1^{er} semestre de chaque année au Bureau international une série complète des renseignements statistiques se rapportant à l'année précédente sous forme de tableaux dressés d'après les indications du Bureau international, qui distribuera à cet effet

and those which may be hereafter admitted to join the Postal Union shall be divided into six classes, each contributing in the proportion of a certain number of units, viz:—

1st class	- -	25 units.
2nd “	- -	20 “
3rd “	- -	15 “
4th “	- -	10 “
5th “	- -	5 “
6th “	- -	3 “

5. These co-efficients shall be multiplied by the number of countries of each class, and the total of the products thus obtained shall furnish the number of units by which the whole expense shall be divided. The quotient will give the amount of the unit of expense.

6. The contracting countries are classified as follows, in view of the division of the expenses:—

1st class: Germany, Austro-Hungary, United States of America, France, Great Britain, Italy, Russia, Turkey;

2nd “ Spain;

3rd “ Belgium, Egypt, Netherlands, Roumania, Sweden;

4th “ Denmark, Norway, Portugal, Switzerland;

5th “ Greece, Servia;

6th “ Luxembourg.

7. The International Office shall serve as the medium for the regular and general notifications which concern international relations. It shall equally receive from each Office published documents relative to its interior service.

8. Each Office shall furnish the International Office, in the first half of each year, with a complete series of statistical details relating to the previous year, in the form of tables prepared according to directions from the International Office, which shall distribute with that view forms properly prepared. It

des formules toutes préparées. Il réunira ces renseignements en une statistique générale qui sera distribuée à toutes les Administrations.

9) Le Bureau international rédigera, à l'aide des documents qui sont mis à sa disposition, un journal spécial en langues allemande, anglaise et française.

10) Les numéros de ce journal, de même que tous les documents publiés par le Bureau international, seront distribués aux Administrations de l'Union, dans la proportion du nombre des unités contributives mentionnées au § 4. Les exemplaires et documents supplémentaires qui seraient réclamés seront payés à part d'après leur prix de revient. Les demandes de cette nature devront être formulées en temps opportun.

11) Le Bureau international devra se tenir, en tout temps, à la disposition des membres de l'Union, pour leur fournir, sur les questions relatives au service international des postes, les renseignements spéciaux dont ils pourraient avoir besoin.

12) Lorsqu'il aura soumis aux Administrations la solution d'une question qui réclame l'assentiment de tous les membres de l'Union, ceux qui n'auront point fait parvenir leur réponse dans le délai de quatre mois seront considérés comme consentants.

13) L'Administration du pays où doit siéger le prochain Congrès postal préparera avec le concours du Bureau international les travaux du Congrès.

14) Le directeur du Bureau international assistera aux séances du Congrès et prendra part aux discussions, sans voix délibérative.

15) Il fera, sur sa gestion, un rapport annuel qui sera communiqué à tous les membres de l'Union.

16) La langue officielle du Bureau international sera la langue française.

shall incorporate those details in a general statistical report, which shall be distributed to all the Offices.

9. The International Office shall publish, by the aid of the documents which are put at its disposal, a special journal in the German, English and French languages.

10. The numbers of this journal, as well as all the documents published by the International Office, shall be distributed to the Offices of the Union in the proportion of the number of contributing units mentioned in par. 4. Any additional copies and documents which may be applied for shall be paid for separately at prime cost. Applications of this nature should be made in due time.

11. The International Office shall hold itself always at the disposal of the members of the Union for the purpose of furnishing them with any special information they may require upon questions relating to the International Postal Service.

12. When it shall have submitted to the solution of the several Offices a question which requires the assent of all the members of the Union, those which shall not have sent in their reply within a period of four months shall be considered as giving their consent.

13. The Office of the country in which the next Postal Congress is to be held, shall prepare, with the assistance of the International Office, the business to be submitted to the Congress.

14. The director of the International Office shall be present at the sittings of the Congress, and shall take part in the discussions, but without the power of voting.

15. There shall be issued, under his superintendence, an annual report, which shall be communicated to all the members of the Union.

16. The official language of the International Office shall be the French language.

XXVIII.

Langue.

1) Les feuilles d'avis, les comptes et autres formulaires à l'usage des Administrations de l'Union seront, en règle générale, rédigés en langue française, à moins que les Administrations intéressées n'en disposent autrement par une entente directe.

2) En ce qui concerne la correspondance de service, l'état de choses actuel sera maintenu, sauf autre arrangement à intervenir ultérieurement et d'un commun accord entre les Administrations intéressées.

XXIX.

Ressort de l'Union.

Seront considérés comme appartenant à l'Union générale des postes:

1° L'Islande et les îles Faroë, comme faisant partie du Danemark.

2° Les îles Baléares, les îles Canaries, les possessions espagnoles de la côte septentrionale d'Afrique et les établissements de poste de l'Espagne sur la côte occidentale du Maroc, comme faisant partie de l'Espagne.

3° L'Algérie, comme faisant partie de la France.

4° L'île de Malte, comme relevant de l'Administration des Postes de la Grande-Bretagne.

5° Madère et les Açores, comme faisant partie du Portugal.

6° Le Grand-Duché de Finlande, comme faisant partie intégrante de l'Empire de Russie.

XXX.

Durée du Règlement.

Le présent règlement sera exécutoire à partir du jour de la mise en vigueur du traité du 9 Octobre 1874. Il aura la même durée que ce traité, à moins qu'il ne soit modifié d'un

XXVIII.

Language.

1. The letter bills, accounts, and other forms used by the Post Offices of the Union shall, as a general rule, be drawn up in the French language, unless the Offices interested arrange otherwise by direct agreement.

2. As regards official correspondence, the present state of things shall be maintained, unless any other arrangement should subsequently be agreed upon by common consent between the Offices interested.

XXIX.

District of the Union.

The following shall be considered as belonging to the General Postal Union:—

1. Iceland and the Faroe Islands, as forming part of Denmark.

2. The Balearic Isles, the Canary Islands, the Spanish possessions on the Northern Coast of Africa, and the Postal establishments of Spain upon the Western Coast of Morocco, as forming part of Spain.

3. Algeria, as forming part of France.

4. The Island of Malta, as subordinate to the Post Office of Great Britain.

5. Madeira and the Azores, as forming part of Portugal.

6. The Grand Duchy of Finland, as forming an integral part of the Empire of Russia.

XXX.

Duration of the Regulations.

The present Regulations shall be put into execution on the day on which the Treaty of the 9th October 1874 comes into force. They shall have the same duration as that

commun accord entre les parties intéressées.

Berne, le 9 Octobre 1874.

Pour les Etats-Unis d'Amérique:
JOSEPH H. BLACKFAN.

Pour l'Allemagne :
STEPHAN.
GÜNTHER.

Pour l'Autriche :
LE BARON DE KOLBENSTEINER.
PILHAL.

Pour la Hongrie :
M. GERVAY.
P. HEIM.

Pour la Belgique :
FASSIAUX.
VINCENT.
J. GIFE.

Pour le Danemark :
FENGER.

Pour l'Égypte :
MUZZI BEY.

Pour l'Espagne :
ANGEL MANSI.
EMILIO C. DE NAVASQÜES.

Pour la France : (3 mai 1875,)
B. D'HARCOURT.

Pour la Grande-Bretagne :
WM. JAS. PAGE.

Pour la Grèce :
A. MANSOLAS.
A. H. BÉTANT.

Pour l'Italie :
TANTESIO.

Pour le Luxembourg :
VON ROEBE.

Pour la Norvège :
C. OPPEN.

Pour les Pays-Bas :
HOFSTEDE.
B. SWEERTS DE LANDAS WY-
BORGH.

Pour le Portugal :
EDUARDO LESSA.

Pour la Roumanie :
GEORGE F. LAHOVARI.

Pour la Russie :
BARON VELHO.
GEORGES POGGENPOHL.

Treaty, unless they should be modified by common consent between the parties interested.

Berne, 9th October, 1874.

For the United States of America :
JOSEPH H. BLACKFAN.

For Germany :
STEPHAN.
GÜNTHER.

For Austria :
LE BARON DE KOLBENSTEINER.
PILHAL.

For Hungary :
M. GERVAY.
P. HEIM.

For Belgium :
FASSIAUX.
VINCENT.
J. GIFE.

For Denmark :
FENGER.

For Egypt :
MUZZI BEY.

For Spain :
ANGEL MANSI.
EMILIO C. DE NAVASQÜES.

For France : (May 3, 1875,)
B. D'HARCOURT.

For Great Britain :
WM. JAS. PAGE.

For Greece :
A. MANSOLAS.
A. H. BÉTANT.

For Italy :
TANTESIO.

For Luxemburg :
VON ROEBE.

For Norway :
C. OPPEN.

For the Netherlands :
HOFSTEDE.
B. SWEERTS DE LANDAS WY-
BORGH.

For Portugal :
EDUARDO LESSA.

For Roumania :
GEORGE F. LAHOVARI.

For Russia :
BARON VELHO.
GEORGES POGGENPOHL.

Pour la Serbie :
MLADEN Z. RADOJKOVITCH.

Pour la Suède :
W. ROOS.

Pour la Suisse :
EUGÈNE BOREL.
NAEFF.
DR. J. HEER.

Pour la Turquie :
YANCO MACRIDI.

For Servia :
MLADEN Z. RADOJKOVITCH.

For Sweden :
W. ROOS.

For Switzerland :
EUGÈNE BOREL.
NAEFF.
DR. J. HEER.

For Turkey :
YANCO MACRIDI.

Administration des Postes
d _____

A.

Correspondance avec l'Office
d _____

FEUILLE D'AVIS.

(Timbre du bureau expéditeur.) Dépêche du bureau d'échange _____ d _____ pour le bureau d'échange _____ d _____
 Départ du _____ 187 — à _____ h. — m. du _____
 Arrivée le _____ 187 — à _____ h. — m. du _____

○

I. AVOIR DE L'OFFICE D'ÉCHANGE EXPÉDITEUR.			II. AVOIR DE L'OFFICE D'ÉCHANGE DESTINATAIRE.		
	Fr.	Cs.		Fr.	Cs.
DÉBOURS (Port étranger, taxe des correspon- dances réexpédiées)			BONIFICATIONS (Taxe etc.) { a. Objets ordinaires		
			{ b. Objets recommandés		

(Timbre du bureau expéditeur.)		IV. ENVOIS RECOMMANDÉS.				(Timbre du bureau destinataire.)	
○						○	
N ^{os} d'ordre.	Timbre d'origine.	Numéros du registre des bureaux d'origine ou noms des destinataires et lieux de destination.	A bonifier à l'Office d'échange des- tinataire.				Observations.
			Port étranger.		Droit de recommandation.		
1	2	3	4		5		6
			Fr.	Cs.	Fr.	Cs.	
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							

III. DÉPÊCHES CLOSES.

Bureau d'origine.	Bureau de destination.	Nombre des dépêches closes.	Observations.
1	2	3	4

N ^{os} d'ordre.	Timbre d'origine.	Numéros du registre des bureaux d'origine ou noms des destinataires et lieux de destination.	A bonifier à l'Office d'échange des- tinataire.				Observations.
			Port étranger.		Droit de recommandation.		
1	2	3	4		5		6
			Fr.	Cs.	Fr.	Cs.	
11							
12							
13							
14							
15							
16							
etc.							
		Totaux.....					
		Total général à reporter au Tableau N° II, lit. b.....					

L'employé du bureau d'échange expéditeur:

L'employé du bureau d'échange destinataire:

Postal Administration
of _____.

A.

Correspondence with the Office
of _____.

LETTER-BILL.

(Stamp of despatching office.)
○Mail from the exchange office of _____ for the exchange office of _____.
Departure of _____, 187—, at _____ o'clock.
Arrival of _____, 187—, at _____ o'clock.

I. CREDIT OF THE DESPATCHING EXCHANGE OFFICE.			II. CREDIT OF THE RECEIVING EXCHANGE OFFICE.		
		Fr.	Os.		
CLAIMS (foreign postage-charge on re-forwarded correspondence)				CREDITS { a. Ordinary correspondence b. Registered correspondence	

(Stamp of despatching office.) ○		IV. REGISTERED DISPATCHES.				(Stamp of receiving office.) ○	
Nos. of order.	Stamp of origin.	Registration numbers of the offices of origin or names of the addressees and places of destination.	To pay to the receiving exchange Office.				Observations.
			Foreign postage.		Registration fee.		
1	2	3	4		5		6
1			Fr.	Cs.	Fr.	Cs.	
2							
3							
4							
5							
6							
7							
8							
9							
10							

III. CLOSED MAILS.

Office of origin.	Office of destination.	Number of the closed mails.	Observations.
1	2	3	4

Nos. of order.	Stamp of origin.	Registration numbers of the offices of origin or names of the addresses and places of destina- tion.	To pay to the receiving Office of exchange.				Observations.	
			Foreign postage.		Registration fee.			
1	2	3	4		5		6	
11			Fr.	Cs.	Fr.	Cs.		
12								
13								
14								
15								
16								
etc.								
Totals.....								
General total to carry to Table No. II, b.....								

Clerk of the despatching exchange office :

Clerk of the receiving exchange office :

Administration des Postes
d ———

C.

TABLEAU

indiquant les conditions auxquelles pourront être échangées, à découvert, entre les Administrations de l'Union postale et l'Administration d ———, les lettres et les autres objets de correspondance originaires ou à destination des pays étrangers auxquels cette dernière Administration sert d'intermédiaire.

Postal Administration
of——

C.

TABLE

showing the conditions under which there may be exchanged in open mails, between the Administrations of the Postal Union and the Administration of ——, letters and other correspondence originating in or addressed to the foreign countries to which the latter Administration serves as intermediary.

TABLE

Showing the conditions under which there may be exchanged in open mails, between the Administrations of the Postal Union and the Administration of —, letters and other correspondence originating in or addressed to the foreign countries to which the latter Administration serves as intermediary.

Nos.	Country of destination or of origin.	Ordinary letters.						Registered letters.				Newspapers or other prints.			Samples of merchandise.			Observations.	
		Condition of prepayment.	Limit of prepayment.	Weight in grammes of a single letter.	Prepaid letters for foreign countries.		Unpaid letters from foreign countries.		Weight in grammes of a single letter.	CREDITS.		Weight in grammes of a single packet.	CREDITS. (foreign postage.)		Weight in grammes of a single packet.	CREDITS. (foreign postage.)			
					CREDITS, (foreign postage.)		CLAIMS, (foreign postage.)			Register fee.	Postage.								
1	2	3	4	5	6		7		8	9	10		11	12		13	14		15
					Fr.	Cs.	Fr.	Cs.			Fr.	Cs.		Fr.	Cs.		Fr.	Cs.	

Administration des Postes
d _____

D.

Correspondance avec l'Office
d _____

ETAT MENSUEL

du contenu des dépêches du bureau d _____ pour le bureau d _____

Départ de _____ h. _____ m. du _____

Mois d _____ 187-

NUMÉROS DES ARTICLES DES COMPTES.							Observations.
Dates.	I. Avoir de l'Of- fice d'échange expéditeur.		II. Avoir de l'Office d'échange des- tinataire.				
			a. Objets ordi- naires.		b. Objets recom- mandés.		
	1	2		3		4		5
	Fr.	Cs.	Fr.	Cs.	Fr.	Cs.	
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
24							
25							
26							
27							
28							
29							
30							
31							
Totaux							

Postal Administration
of _____.

D.

Correspondence with the Office of
of _____.

MONTHLY STATEMENT

of the contents of the mails from the office of _____, for the office of _____.

Departure of _____ at _____ o'clock of the _____.

Month of _____, 187—.

NUMBER OF THE ITEMS OF THE ACCOUNTS.							Observations.
Dates.	I. Credit of the des- patching ex- change Office.		II. Credit of the receiving exchange Office.				
			a. Ordinary cor- respondence.		b. Registered cor- respondence.		
	1	2	3	4	5		
	Fr.	Cs.	Fr.	Cs.	Fr.	Cs.	
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
24							
25							
26							
27							
28							
29							
30							
31							
Totals.							

Despatching Office

F.

Receiving re-forwarding Office.

OPEN TRANSIT.

TABLE

showing the rates of transit for the correspondence transmitted in open mails
by the Postal Office of _____
to the Postal Office of _____

1 Nos. of order.	Country of destination or of departure.	Transit rate per kilogram—			Observations.
		on letters.	on news-papers, &c.	for the conveyance through	
	2	3	4	5	6
		<i>Fr.</i>	<i>Cs.</i>		

Despatching Office

H.

Receiving Office

CLOSED TRANSIT.

Mails from the exchange office of _____
for the exchange office of _____
sent in transit through _____.

Dates.	MAIL from the exchange office of _____ to the exchange office of _____.		MAIL from the exchange office of _____ to the exchange office of _____.		MAIL from the exchange office of _____ to the exchange office of _____.	
	Net weight.		Net weight.		Net weight.	
	Letters.	Newspapers, &c.	Letters.	Newspapers, &c.	Letters.	Newspapers, &c.
1	2	3	4	5	6	7
	Grams.	Grams.	Grams.	Grams.	Grams.	Grams.
Totals						

_____ the _____, 187—
Chief of receiving exchange office :

♦ Examined and accepted :
_____ the _____, 187—
Chief of despatching exchange office :

AMENDED ARTICLE TO REPLACE ARTICLE THREE OF THE POSTAL CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND THE COLONIAL GOVERNMENT OF NEW SOUTH WALES, SIGNED AT WASHINGTON THE 15TH DAY OF JANUARY, A. D. 1874.

The undersigned being thereunto duly authorized by their respective Governments, have agreed to replace Article 3 of the Postal Convention of 15th January, 1874, by the following article.

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 postage which it collects.

The single rate of international letter-postage shall be 12 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 12 cents (sixpence) for each single 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 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.

The United States Post Office shall levy and collect to its own use, on newspapers addressed to New South Wales, a postage charge of 2 cents; and on all other articles of printed matter, patterns and samples of merchandise addressed to New South Wales, a postage charge of 4 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 the United States, the regular rates of domestic postage chargeable thereon by the laws and regulations of the Colony of New South Wales.

Letters, newspapers, and other articles of printed matter, patterns and samples of merchandise, fully prepaid, which may be received in either country from the other, shall be delivered free of all charge whatever.

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.

The provisions of this amended article shall be carried into operation on the 1st of July, A. D. 1875.

Done in duplicate and signed at Washington the twentieth day of July, 1875, and at Sydney the first day of June, 1875.

[L. S.]

MARSHALL JEWELL,
Postmaster General of the United States.

[L. S.]

J. T. BURNS,
Postmaster General of New South Wales.

I hereby approve the foregoing amended 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, July 29, 1875.

POSTAL ARRANGEMENT BETWEEN THE UNITED STATES AND THE DOMINION OF CANADA.

The Post-Office Department of the United States of America, and the Post-Office Department of the Dominion of Canada, being desirous of effecting, by means of a new arrangement, the unification of the postal systems of the United States and Canada, in respect to correspondence exchanged between them, the undersigned, duly authorized for that purpose by their respective governments, have agreed upon the following articles :

ARTICLE I.

Correspondence of every kind, written and printed, embracing letters, postal cards, newspapers, pamphlets, magazines, books, maps, plans, engravings, drawings, photographs, lithographs, sheets of music, &c., and patterns and samples of merchandise, including grains and seeds, mailed in the United States and addressed to Canada, or, *vice versa*, mailed in Canada and addressed to the United States, shall be fully prepaid at the domestic postage rates of the country of origin, and the country of destination will receive, forward, and deliver the same free of charge.

ARTICLE II.

Each country will transport the domestic mails of the other by its ordinary mail-routes, in closed pouches, through its territory, free of charge.

ARTICLE III.

Patterns and samples of merchandise not exceeding the weight of eight ounces may be exchanged in the mails between the two countries, under such regulations in regard to the forwarding and delivery of the same as either of the Post-Office Departments shall prescribe, to prevent violations of the revenue laws. They must never be closed against inspection, but must always be so wrapped or inclosed that they may be readily and thoroughly examined by postmasters. The postage on each pattern or sample shall be ten cents, prepayment obligatory.

ARTICLE IV.

No accounts shall be kept between the Post-Office Departments of the two countries in regard to international correspondence of any kind

exchanged between them, but each department will retain to its exclusive use all the postage it collects on mail-matter of every kind sent to the other for delivery.

ARTICLE V.

The Post-Office Departments of the United States and Canada shall each return to the other all dead letters, unopened and without charge, monthly or oftener, as may best suit the regulations of each department.

ARTICLE VI.

The expense of transporting the mails between the frontier exchange offices, where the conveyance is by water, shall be borne equally by the two departments; but when the transportation is by land, the expense shall be borne by each in proportion to the distance traveled over the territory of each country. All contracts for such transportation shall, before they go into operation, be approved by the Post-Office Department of each country.

ARTICLE VII.

All offices now exchanging mails shall continue to act as offices of exchange under this convention. The two departments may at any time, by mutual agreement, discontinue any of said offices of exchange, or establish others.

ARTICLE VIII.

The existing arrangement for the exchange of registered letters between the two countries shall continue in full force; but the registration-fee on registered letters sent from the United States to Canada, shall be the same as the registration-fee charged in the United States for domestic registered letters.

ARTICLE IX.

This arrangement, except so far as it relates to letter-postage, shall take effect from the first day of January, 1875. The reduced letter-rate will come into operation on the first of February, 1875. It shall continue in force until terminated by mutual agreement; and it may be annulled at the desire of either Department, upon six months' previous notice given to the other.

Done in duplicate, and signed at Washington the first day of February, 1875, and at Ottawa the 27th day of January, 1875.

[SEAL.]

MARSHALL JEWELL,

Postmaster-General of the United States.

[SEAL.]

D. A. MACDONALD,

P. M. G., Canada.

I hereby approve the foregoing postal arrangement, 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, *February 1, 1875.*

AGREEMENT BETWEEN THE UNITED STATES OF AMERICA AND THE EMPIRE OF JAPAN, FOR THE PREPAYMENT IN FULL TO DESTINATION OF THE POSTAGE ON NEWSPAPERS AND OTHER ARTICLES OF PRINTED MATTER, PATTERNS AND SAMPLES OF MERCHANDISE EXCHANGED IN THE MAILS BETWEEN THE TWO COUNTRIES.

The undersigned being thereunto duly authorized by their respective Governments have agreed to replace the fourth and fifth paragraphs of Article III of the Postal Convention between the United States of America and the Empire of Japan signed at Washington on the 6th day of August A. D. 1873, or the sixth day of the eighth month of the sixth year of Meiji, with the following paragraph, viz :

"There shall be levied, collected and retained to its own use by the post office of the country of origin an international postage of 4 cents, or 4 sen on each newspaper, not exceeding four ounces in weight, and of 4 cents or 4 sen for each weight of two ounces or fraction of two ounces on all other articles of printed matter, patterns and samples of merchandise, which postage shall be in full of all charges to destination in the country of delivery."

This agreement shall be carried into operation on the 1st day of July A. D. 1875, or the first day of the seventh month of the eighth year of Meiji, and shall supersede from that date the fourth and fifth paragraphs of Article III of the aforesaid Convention.

Done in duplicate and signed at Washington this twenty-sixth day of April one thousand eight hundred and seventy-five.

[L. S.]

MARSHALL JEWELL,

Postmaster General of the United States.

YOSHIDA KIYONARI

*His Imperial Japanese Majesty's Envoy Extraordinary and
Minister Plenipotentiary to the U. S. of America.*

I hereby approve the foregoing 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:

HAMILTON FISH

Secretary of State

WASHINGTON, April 27, 1875.

[Translation.]

I hereby approve the foregoing Agreement, and in testimony thereof I have caused the seal of the Empire of Japan to be affixed.

[L. S.]

MUTSUHITO.

The 15th day of the 6th month of the 8th year, Meiji.

By order of His Majesty

TERASHIMA MUNENORI,

Minister for Foreign Affairs.

Total operations of the appointment-office for the year ended June 30, 1875.

States and Territories.	Post-offices.				Postmasters.			Total number of cases.
	Established.	Discontinued.	Names and sites changed.	Appointments on change of names and sites.	Resigned and commissions expired.	Removed.	Deceased.	
Alabama	82	43	10	4	165	31	8	339
Alaska		2						2
Arizona	10	2			12	3		27
Arkansas	116	53	9	3	132	42	6	358
California	72	24	12	6	138	13	8	267
Colorado	29	8	4	2	41	12	4	98
Connecticut	2	3	1		51	3	6	66
Dakota	30	7	3		44	11	3	98
Delaware	2	2			10	2	2	18
District of Columbia	1							1
Florida	40	15	8	2	48	12	1	124
Georgia	84	25	6	2	141	16	6	278
Idaho	6	7			16	2	1	32
Illinois	86	51	22	4	359	34	13	565
Indiana	47	31	7	3	354	37	21	497
Iowa	54	39	15	7	251	51	9	419
Kansas	133	50	24	16	250	39	8	504
Kentucky	90	59	10	4	207	30	19	415
Louisiana	43	23	5	2	82	48	8	209
Maine	24	12	2	1	98	9	12	157
Maryland	33	8	11	6	61	8	12	133
Massachusetts	6	13	3	1	86	2	10	120
Michigan	60	26	14	5	188	43	12	343
Minnesota	56	25	12	7	135	28	6	262
Mississippi	32	9	7	3	104	23	3	178
Missouri	138	62	16	7	304	52	23	595
Montana	13	7	1		18	6		45
Nebraska	82	25	27	17	99	23	3	259
Nevada	7	5			21	6	2	41
New Hampshire	11	4			43	2	8	68
New Jersey	28	9	2		86	12	6	143
New Mexico	15	4	1		16	3		39
New York	42	28	16	9	344	69	29	528
North Carolina	124	49	13	3	176	24	6	392
Ohio	55	31	23	7	308	45	20	482
Oregon	38	13	7	3	55	3	5	121
Pennsylvania	78	37	33	16	427	57	32	664
Rhode Island	1				20	2		23
South Carolina	58	29	5	3	100	14	2	208
Tennessee	100	43	11	5	161	36	9	360
Texas	92	49	20	7	199	37	12	409
Utah	11	6	3	1	22	5	1	48
Vermont	2		2	1	53	4	10	71
Virginia	130	65	32	13	241	35	19	522
Washington	20	4	5	2	31	1		61
West Virginia	66	34	9	3	112	13	2	236
Wisconsin	55	16	20	12	194	23	13	321
Wyoming	9	3			14	3		29
Total	2,313	1,060	431	187	6,017	974	380	11,175

Statement of the operations of the free-delivery

Post-offices.	Number of carriers in service June 30, 1875.	Delivered.				
		Mail.		Local.		Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.	
Albany, N. Y.	25	1,900,768	199,076	240,992	142,410	964,852
Allegheny, Pa.	11	951,995	64,011	86,170	27,067	536,936
Atlanta, Ga.	6	654,194	86,157	29,580	29,149	241,989
Baltimore, Md.	60	5,364,437	438,442	796,226	444,082	1,612,779
Bangor, Me.	5	230,473	25,012	14,113	3,698	126,004
Boston, Mass.	146	10,853,982	1,322,070	4,250,955	1,257,411	4,057,334
Bloomington, Ill.	6	333,673	64,266	27,663	12,077	228,473
Brooklyn, N. Y.	86	4,565,021	503,525	914,360	426,469	2,386,417
Buffalo, N. Y.	34	3,305,971	245,779	334,333	186,609	1,486,117
Burlington, Iowa.	6	406,150	42,913	27,424	17,489	331,954
Camden, N. J.	6	357,618	44,831	42,178	17,568	194,430
Charleston, S. C.	8	385,954	37,069	36,787	19,842	208,878
Chicago, Ill.	144	15,654,751	1,552,405	2,777,682	1,018,208	4,132,003
Cincinnati, Ohio.	63	5,319,691	555,469	912,993	411,785	1,360,514
Cleveland, Ohio.	30	3,247,536	458,741	419,189	173,691	1,392,709
Columbus, Ohio.	12	785,288	105,831	64,736	41,690	428,374
Covington, Ky.	4	240,906	23,828	14,121	3,938	131,858
Davenport, Iowa.	7	382,819	77,140	29,343	26,788	250,076
Dayton, Ohio.	12	1,025,453	124,828	94,187	50,432	529,706
Detroit, Mich.	31	4,206,955	471,308	431,518	113,675	1,748,046
Dubuque, Iowa.	5	359,211	55,036	16,857	15,040	262,891
Des Moines, Iowa.	6	424,101	67,638	36,375	18,490	273,399
Easton, Pa.	6	560,014	72,301	38,773	14,034	237,699
Elizabeth, N. J.	6	451,962	45,562	62,326	11,611	289,593
Elmira, N. Y.	6	540,409	70,527	41,841	13,578	223,856
Erie, Pa.	7	585,528	36,053	57,171	27,247	442,218
Evansville, Ind.	7	485,968	68,542	22,004	18,146	370,901
Fort Wayne, Ind.	7	937,336	75,509	108,965	62,859	606,936
Fall River, Mass.	8	309,541	19,637	28,932	8,927	218,885
Grand Rapids, Mich.	8	960,012	122,993	94,042	29,114	520,026
Harrisburgh, Pa.	5	362,919	45,408	24,634	10,240	273,288
Hartford, Conn.	11	833,252	94,558	147,044	55,324	545,543
Hoboken, N. J.	4	213,336	27,700	16,492	14,417	68,197
Indianapolis, Ind.	26	2,420,374	288,471	243,391	129,971	910,549
Jersey City, N. J.	14	1,244,260	77,639	122,018	46,889	396,466
Kansas City, Mo.	11	1,197,572	126,722	75,956	36,289	637,392
La Fayette, Ind.	4	320,587	53,830	20,941	4,177	249,133
Lancaster, Pa.	5	457,351	49,755	23,004	14,283	238,078
Lawrence, Mass.	8	670,861	32,748	34,317	35,778	483,478
Leavenworth, Kans.	5	322,607	50,861	23,400	15,644	184,377
Louisville, Ky.	29	2,751,877	326,021	265,479	216,221	955,127
Lowell, Mass.	10	610,770	54,906	50,287	28,959	275,378
Lynn, Mass.	7	485,165	60,416	31,757	31,946	238,395
Manchester, N. H.	7	515,482	69,889	27,823	24,577	408,065
Memphis, Tenn.	13	1,337,721	82,441	84,543	46,970	354,025
Milwaukee, Wis.	26	3,063,537	208,957	205,314	168,060	735,404
Minneapolis, Minn.	8	671,966	50,435	44,629	27,069	566,398
Mobile, Ala.	6	215,183	19,376	16,425	5,181	171,871
Nashville, Tenn.	11	991,289	104,233	67,255	30,727	515,970
Newark, N. J.	23	1,645,254	242,877	400,200	152,452	825,423
New Bedford, Mass.	6	736,555	30,582	26,331	14,442	364,016
New Haven, Conn.	14	764,369	73,361	112,461	39,545	496,405
New Orleans, La.	47	2,617,851	284,534	458,590	268,817	1,211,399
New York, N. Y.	429	34,140,620	3,283,271	20,453,013	5,162,722	7,651,516
Norfolk, Va.	6	438,047	77,609	33,361	25,686	164,808
Omaha, Neb.	6	521,249	77,113	55,307	19,603	294,175
Oswego, N. Y.	6	389,756	50,111	26,469	6,718	189,305
Patterson, N. J.	7	384,924	30,532	43,738	17,803	208,006
Peoria, Ill.	8	481,647	79,054	29,774	17,503	234,158
Petersburgh, Va.	5	332,339	46,242	20,975	11,254	138,692
Philadelphia, Pa.	227	17,239,000	1,813,877	9,364,499	2,453,602	7,783,392
Pittsburgh, Pa.	34	2,376,914	185,725	366,201	140,609	953,871
Portland, Me.	10	587,731	81,584	45,712	35,830	479,140
Poughkeepsie, N. Y.	4	250,570	31,595	23,119	4,636	204,041
Pontkeepsie, N. Y.	6	441,306	35,542	36,198	22,625	259,376
Providence, R. I.	21	972,639	91,593	232,024	48,400	461,240
Quincy, Ill.	7	445,601	79,839	31,180	19,959	370,420
Reading, Pa.	9	577,200	63,240	50,230	22,232	304,156
Richmond, Va.	16	1,203,579	133,547	87,813	58,333	464,155
Rochester, N. Y.	23	2,753,985	148,048	189,346	154,149	1,067,569
Saint Joseph, Mo.	7	464,612	56,336	27,754	11,688	332,456
Saint Louis, Mo.	100	9,431,997	802,998	1,050,667	698,904	2,695,276
Saint Paul, Minn.	10	816,381	84,634	45,738	26,291	58,707

system for the year ending June 30, 1875.

Collected.			Pieces handled.		Cost of service, (including incidental expenses.)			Amount of local postage.
Letters.	Postal cards.	Newspapers.	Aggregate.	Per carrier.	Aggregate.	Per piece.	Per carrier.	
						<i>Mills.</i>		
1,854,471	186,516	245,593	5,734,618	229,385	\$21,182 44	3.69	\$847 30	\$7,861 49
484,137	53,623	52,951	2,256,890	205,172	8,580 37	3.80	780 03	5,897 79
388,169	69,468	49,232	1,537,938	256,323	3,784 54	2.42	620 76	1,769 42
5,049,315	785,251	255,837	14,746,369	245,773	58,910 05	3.93	981 83	28,216 86
317,505	50,810	35,478	806,093	161,219	3,301 08	4.10	660 22	825 21
17,511,101	2,101,300	2,582,908	43,937,061	300,939	112,457 67	2.56	770 26	132,657 36
179,723	47,241	16,833	909,949	151,658	3,765 52	4.14	627 59	1,295 26
2,834,817	512,058	348,824	12,496,491	145,308	79,320 06	6.35	922 33	57,097 84
2,274,269	347,410	264,872	8,445,360	248,393	32,695 91	3.87	961 64	10,745 63
317,240	50,312	108,038	1,301,520	216,920	3,649 44	2.80	608 24	1,038 68
179,289	23,678	17,518	877,110	146,185	4,011 31	4.57	668 55	1,419 59
343,697	42,436	37,456	1,112,119	139,015	5,590 60	5.03	698 83	2,373 55
20,711,337	3,221,669	4,620,246	53,688,301	372,835	135,116 10	2.52	938 31	69,009 89
3,273,229	532,046	270,288	12,636,015	260,572	59,003 06	4.73	949 65	42,884 90
2,393,773	490,488	265,784	8,841,911	294,730	29,789 02	3.37	992 97	13,669 05
578,288	117,877	57,283	2,179,367	181,614	8,019 78	3.68	668 32	3,402 42
106,209	10,884	11,023	542,767	135,692	2,609 58	4.81	632 40	536 71
242,150	45,340	30,082	1,083,738	154,820	4,934 69	4.46	690 67	1,284 22
853,726	205,488	318,255	3,262,075	266,840	9,462 43	2.96	788 54	2,794 41
2,814,785	370,713	205,022	9,762,022	314,904	27,813 47	2.85	897 21	10,932 51
343,894	58,081	45,837	1,183,877	230,775	3,332 52	2.81	666 50	910 49
296,688	54,377	40,375	1,211,443	201,907	4,120 10	3.40	686 63	1,438 53
481,733	62,497	231,388	1,698,439	283,073	4,528 56	2.67	754 76	1,147 26
308,865	29,814	22,928	1,222,681	203,777	4,162 30	3.40	693 72	1,555 99
242,473	36,554	20,053	1,189,091	198,182	3,816 55	2.21	636 09	1,503 40
274,631	33,419	14,880	1,471,147	210,164	5,870 27	3.99	838 61	2,109 87
337,252	70,946	30,082	1,493,841	200,549	4,539 69	3.23	648 53	863 91
906,317	96,246	108,849	2,903,017	414,717	4,353 26	1.50	621 89	3,843 37
182,160	13,905	33,266	815,253	101,907	5,176 00	6.35	647 00	1,635 22
613,596	88,983	72,033	2,500,799	312,600	5,012 96	2.00	626 62	3,553 87
132,074	17,903	11,196	877,662	175,532	3,633 40	4.14	726 68	1,541 05
528,843	73,871	52,011	2,330,446	211,850	8,759 06	3.76	796 28	6,230 04
77,188	15,379	4,911	437,620	109,405	2,599 74	5.94	644 94	638 68
1,627,669	370,776	181,829	6,173,030	237,424	20,550 13	3.33	790 39	8,088 61
518,665	71,318	87,264	2,564,519	183,180	10,678 00	4.20	762 71	6,256 05
631,426	109,328	98,153	2,912,840	264,804	7,681 94	2.64	698 36	5,359 08
208,856	40,140	17,029	914,693	228,673	2,665 40	2.91	666 35	762 47
127,661	16,998	19,176	946,306	189,261	4,627 72	4.89	925 54	861 95
632,353	49,525	53,092	1,992,152	249,019	6,960 50	3.49	870 66	1,744 67
282,570	52,536	31,097	963,092	192,618	3,045 38	3.16	609 08	986 05
1,608,049	286,174	221,691	6,630,639	228,643	27,504 78	4.21	962 23	9,117 95
693,100	68,782	40,899	1,823,075	182,308	6,595 64	3.62	659 56	2,716 50
349,249	60,886	37,022	1,294,336	184,905	6,302 95	4.87	900 42	1,499 24
254,166	38,761	57,654	1,396,417	199,488	6,294 71	4.51	899 24	1,053 06
776,387	95,143	105,575	2,882,805	221,754	9,498 99	3.30	730 69	2,365 56
1,592,542	257,079	156,580	6,387,493	245,673	23,119 66	3.62	889 22	14,139 93
486,584	59,000	55,268	1,961,349	245,160	5,761 80	2.94	720 23	3,162 90
283,955	23,185	67,696	809,872	133,812	3,857 07	4.80	642 85	1,791 84
565,763	104,032	59,996	2,439,265	221,751	9,662 00	3.96	878 36	1,952 41
1,019,895	154,642	138,247	4,568,990	198,652	20,779 87	4.55	903 47	11,040 73
297,750	32,936	16,116	1,518,128	253,021	5,042 43	3.32	840 41	1,366 78
549,558	66,198	80,226	2,227,123	159,080	11,298 14	5.07	807 01	6,364 36
4,063,205	482,765	1,208,125	10,505,286	225,432	39,545 88	3.73	841 40	28,044 24
53,231,340	8,105,825	5,503,527	137,513,844	320,545	358,600 00	2.61	835 90	1,003,698 09
525,820	77,614	44,399	1,387,344	231,224	4,034 54	2.91	672 42	1,498 09
359,613	65,171	33,437	1,426,228	237,705	4,217 25	2.96	702 88	1,923 43
297,624	46,802	22,959	1,029,744	171,624	4,088 05	3.97	681 34	748 16
207,862	24,967	36,224	954,056	136,294	5,101 67	5.35	728 81	1,483 32
513,524	102,254	61,446	1,519,360	189,920	5,556 52	3.66	694 57	1,342 02
220,817	31,184	13,471	814,974	162,995	3,228 51	3.96	645 70	703 75
21,961,428	3,259,294	3,996,445	67,871,447	292,993	218,098 04	2.23	964 71	236,002 29
1,774,272	203,920	177,996	6,181,508	181,809	24,536 14	3.97	721 65	15,719 36
778,819	131,219	73,214	2,213,249	221,325	8,792 96	3.97	879 30	3,269 85
134,642	18,204	58,103	724,910	181,228	2,657 53	3.67	664 38	943 59
492,268	60,267	125,145	1,472,727	245,455	3,567 04	2.42	594 51	1,923 31
438,369	43,073	17,245	2,304,583	109,742	14,401 57	6.25	685 79	13,435 57
284,919	71,950	50,343	1,354,211	193,459	5,212 87	3.85	744 70	1,363 16
293,878	38,653	16,870	1,116,459	146,273	7,089 36	5.39	787 71	1,800 56
710,953	107,171	81,798	2,852,349	178,272	12,204 66	4.28	762 79	3,200 88
2,274,257	206,891	154,763	6,949,008	302,131	17,854 96	2.57	776 30	8,553 18
360,390	76,702	80,242	1,410,380	201,483	3,897 17	2.76	556 74	1,518 05
5,989,528	1,088,019	1,633,373	23,395,762	233,958	95,096 89	4.06	950 97	32,296 46
772,391	141,933	85,528	2,494,693	243,460	6,292 64	2.52	629 26	2,530 57

for the year ending June 30, 1875—Continued.

Collected.			Pieces handled.		Cost of service, (including incidental expenses.)			Amount of local postage.
Letters.	Postal cards.	Newspapers	Aggregate.	Per carrier.	Aggregate.	Per piece.	Per carrier.	
279,352	39,250	75,603	1,086,798	181,133	\$5,276 00	<i>Mills.</i> 4.85	\$879 33	81,242 09
4,031,811	491,654	545,523	9,652,932	268,137	37,920 46	3.93	1,053 35	30,995 27
378,195	59,563	34,697	1,201,052	200,175	4,077 49	3.39	679 58	1,976 44
474,704	63,914	50,160	1,853,839	231,730	5,336 66	2.88	667 08	3,572 75
146,716	31,210	43,763	836,644	209,161	2,700 65	3.23	675 16	879 50
991,834	180,262	142,585	4,280,722	251,807	13,810 20	3.23	812 36	4,729 31
1,142,585	255,406	194,850	3,849,905	296,147	11,246 23	2.92	865 09	4,183 78
300,972	32,668	24,869	1,065,492	177,582	4,121 48	3.87	686 91	2,134 56
1,294,237	192,186	297,871	4,709,779	313,985	12,108 10	2.57	807 21	5,316 44
855,168	151,761	71,074	2,889,412	222,262	11,071 73	3.83	851 67	2,999 39
1,696,964	187,175	255,857	6,286,645	169,909	34,555 05	5.50	933 92	15,258 06
563,507	81,831	65,830	1,723,216	344,643	3,388 55	1.97	677 71	1,158 63
290,387	54,780	17,460	1,456,146	161,794	8,393 33	5.76	932 59	2,617 57
434,148	68,008	35,668	1,784,726	162,248	8,569 86	4.80	779 08	5,172 21
187,950,641	28,203,468	27,330,407	574,201,474	261,595	1,874,411 71	3.26	853 95	1,947,559 54
					5,622 48			
					7 80			
					1,880,041 99			

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, 1875.

States and Territories.	Whole number of post-offices in the United States June 30, 1874.	Whole number of post-offices in the United States June 30, 1875.	Increase.	Decrease.	Number of postmasters appointed by the President June 30, 1874.	Number of postmasters appointed by the President June 30, 1875.	Increase.	Decrease.	Number of postmasters appointed by the Postmaster-General June 30, 1874.	Number of postmasters appointed by the Postmaster-General June 30, 1875.	Increase.	Decrease.
Alabama	746	785	39		14	17	3		732	768	36	
Alaska	4	2		2					4	2		2
Arizona	34	42	8		2	3	1		32	39	7	
Arkansas	602	663	61		7	9	2		595	654	59	
California	683	731	48		24	32	8		659	699	40	
Colorado	167	188	21		8	9	1		159	179	20	
Connecticut	436	435		1	41	44	3		395	391		4
Dakota	112	133	21		2	2			110	131	21	
Delaware	101	101			4	6	2		97	95		2
District of Columbia	5	6	1		2	2			3	4	1	
Florida	181	206	25		6	6			175	200	25	
Georgia	656	715	59		22	23	1		634	692	58	
Idaho	66	68	2		2	2			64	66	2	
Illinois	1,830	1,865	35		127	136	9		1,703	1,729	26	
Indiana	1,478	1,494	16		57	67	10		1,421	1,427	6	
Iowa	1,337	1,352	15		66	60	14		1,271	1,272	1	
Kansas	981	1,064	83		34	38	4		947	1,026	79	
Kentucky	1,031	1,062	31		24	28	4		1,007	1,034	27	
Louisiana	318	338	20		7	6		1	311	332	21	
Maine	857	869	12		23	28	5		834	841	7	
Maryland	581	606	25		12	14	2		569	592	23	
Massachusetts	722	715		7	102	100		2	620	615		5
Michigan	1,168	1,202	34		68	70	2		1,100	1,132	32	
Minnesota	783	814	31		18	23	5		765	791	26	
Mississippi	537	560	23		23	21		2	514	539	25	
Missouri	1,449	1,525	76		46	46			1,403	1,479	76	
Montana	94	100	6		4	4			90	96	6	
Nebraska	501	559	58		10	11	4		491	545	54	
Nevada	86	88	2		10	9		1	76	79	3	
New Hampshire	427	434	7		24	23		1	403	411	8	
New Jersey	635	654	19		46	46			589	608	19	
New Mexico	55	66	11		2	3	1		53	63	10	
New York	2,801	2,815	14		156	179	23		2,645	2,636		9
North Carolina	970	1,045	75		12	13	1		958	1,032	74	
Ohio	2,140	2,164	24		100	113	13		2,040	2,051	11	
Oregon	244	268	24		5	6	1		239	262	23	
Pennsylvania	3,072	3,113	41		120	132	12		2,952	2,981	29	
Rhode Island	103	104	1		10	11	1		93	93		
South Carolina	431	460	29		13	13			418	447	29	
Tennessee	989	1,046	57		17	19	2		972	1,027	55	
Texas	818	861	43		30	30			788	831	43	
Utah	166	171	5		3	3			163	168	5	
Vermont	482	484	2		19	21	2		463	463		
Virginia	1,339	1,404	65		22	24	2		1,317	1,380	63	
Washington	138	155	17		3	3			135	152	17	
West Virginia	714	746	32		10	10			704	736	32	
Wisconsin	1,190	1,229	39		49	56	7		1,141	1,173	32	
Wyoming	34	40	6		2	3	1		32	37	5	
Total	34,294	35,547	1,263	10	1,408	1,547	146	7	32,886	34,000	1,136	22

CONVENTION

BETWEEN

THE POSTAL DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE POSTAL DEPARTMENT OF THE DOMINION OF CANADA.

The Postal Department of the United States of America and the Postal Department of the Dominion of Canada being desirous of establishing an exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following articles :

ARTICLE I.

There shall be a regular exchange of money-orders between the two countries for sums received from remitters in one country for payment to beneficiaries in the other.

The maximum of each order is fixed at forty dollars, gold value, when issued in the Dominion of Canada, and when issued in the United States at fifty dollars in the national paper currency of that country, but no money-order shall include the fractional part of a cent.

ARTICLE II.

The Postal Department of the Dominion of Canada shall have the power to fix the rates of commission on all money-orders issued in the Dominion of Canada, and the Postal Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each Postal Department shall communicate to the other its tariff of charges or rates of commission, and these rates shall, in all cases, be paid in advance by the remitter, who shall not be entitled to repayment thereof. It is understood, moreover, that each department is authorized to suspend temporarily, after having given sixty days' notice of such intention to the other, the exchange of money-orders, in case the course of exchange, or any other circumstances, should give rise to abuses or cause detriment to the postal revenue.

ARTICLE III.

Each country shall keep the commission charged on all money-orders issued within it, but shall pay to the other country one-half of one per cent. on the total amount of such orders.

ARTICLE IV.

The service of the postal money-order system between the two countries shall be performed exclusively through the agency of offices of

exchange, which shall be established in the United States by the Postmaster-General of that country. Eight such offices are hereby designated, viz: Bangor, Me.; Boston, Mass.; New York, Ogdensburgh, and Buffalo, N. Y.; Detroit, Mich.; Saint Paul, Minn., and Portland, Oreg., and the number and location of these offices may be changed from time to time by said Postmaster-General as the interests of the service may require.

ARTICLE V.

Any person in the United States desiring to remit to the Dominion or Canada a sum of money within the limits prescribed by Article I, hereof, may pay it into any post-office in the United States designated from time to time by the Postmaster-General of that country for the transaction of Canadian money-order business. Such person shall, at the same time, give the name and address of the person to whom the amount is to be paid in said Dominion, and also his own name and address.

Any person in the Dominion of Canada, desiring to remit to the United States a sum of money within the same limits, may pay it into any money-order office of said Dominion, designated by the Postmaster-General thereof for said purpose, giving at the same time the name and address of the person to whom the amount is to be paid in the United States, and also his own name and address.

The receiving postmaster in either country shall, in accordance with the rules established by its Postal Department, forward a coupon, an advice, and a money-order to the exchange-office in the United States most convenient to the residence of the beneficiary for whom the money is intended, the postmaster of which exchange-office shall, immediately after the receipt thereof, certify upon the coupon, the advice, and the order, the value of the same in the currency of the country in which payment is to be made, and he shall likewise enter therein the name of the inland office at which the same is to be paid, and shall at once forward the advice to said office, and the order to the beneficiary for whom the money is intended, retaining the coupon on file in his office as a voucher for his own protection and information.

ARTICLE VI.

The money-orders, advices, and coupons issued in each country shall have printed thereon consecutive local or inland numbers, the number upon each advice and coupon being the same as upon its corresponding order; and, in addition thereto, all such orders, advices, and coupons shall be numbered consecutively at the exchange-office at which they are certified, which numbers shall be in the order of their receipt and certification, and shall be designated as "international numbers."

The discovery, by an inland postmaster, of any error in a money-order or advice shall be by him promptly reported to the exchange-office through which the same was certified, and any error coming to the notice of an exchange-office shall at once be reported to the Money-Order Office at Washington, D. C., in order that an explanation or correction may be given or asked for, as the case may be, which explanation or correction shall be afforded with the least possible delay.

ARTICLE VII.

Lists of all orders issued during each week by postmasters in either country for payment in the other, shall, at the close of the week, or as soon thereafter as practicable, be transmitted by the Postal Department of the issuing to that of the paying country, and at the close of

each fiscal quarter two copies of an account shall be prepared and transmitted to the Postal Department of the United States by the Postal Department of the Dominion of Canada, exhibiting the balance found due on the exchanges of money-orders during the quarter, one copy of which, after proper verification and acknowledgment, shall be returned to the Postal Department of the Dominion of Canada. If this verified account shows a balance in favor of the Postal Department of the Dominion of Canada, that of the United States will transmit, with such verified copy of the quarterly account, a bill of exchange on Montreal, Canada, for the amount of said balance, payable to the Postal Department of the Dominion of Canada. The latter will then send an acknowledgment of receipt to the Postal Department of the United States. If, on the other hand, said account, after verification and acknowledgment as aforesaid, shows a balance in favor of the Postal Department of the United States, then the Postal Department of the Dominion of Canada will, upon receipt of the certified copy of the same, transmit to that of the United States a bill of exchange for the amount thereof on New York. The United States Postal Department will then send in return an acknowledgment of receipt.

If, pending the settlement of an account, one of the two Postal Departments shall ascertain that it owes the other a balance exceeding five thousand dollars, the indebted administration shall promptly remit the approximate amount of such balance to the credit of the other. The expenses attending the remittance of bills of exchange shall invariably be borne by the Postal Department having to make the payment.

This account and the letters which accompany such intermediate remittances shall be in accordance with the forms A, B, and C, hereto annexed.

ARTICLE VIII.

Until the two Postal Departments shall consent to an alteration, it is agreed that, in all matters relative to money-orders which shall result from the execution of the present convention, the Canadian dollar shall be considered equivalent to one dollar of the gold coin of the United States, and the exchange-offices in the United States shall certify all orders upon the basis of gold.

ARTICLE IX.

The value, in gold coin, of deposits made in the United States in paper money, for payment to beneficiaries in the Dominion of Canada, and the value, in United States paper money, of deposits made in the Dominion of Canada in gold coin, or currency of par value, for payment in the United States, shall be determined according to the rate of premium on gold in New York, N. Y., in the following manner, viz: The postmaster at New York shall, at three o'clock p. m. of each day, except Sunday, telegraph to each of the above-named exchange-offices in the United States the rate of premium on gold at that hour, which rate shall, when received by such exchange-office, be taken as the basis of conversion of money values for the next and for all subsequent orders and advices dispatched and received, until the receipt of the next telegram from the postmaster at New York.

ARTICLE X.

A duplicate order shall only be issued by the Postal Department of the country on which the original order was drawn, and in conformity with the regulations established or to be established in that country.

ARTICLE XI.

A money-order returned, on application by a dispatching exchange-office, to the inland issuing postmaster, as "not certified for payment," may be repaid by said postmaster to the remitter, in the same manner as a domestic order.

ARTICLE XII.

An order which shall not have been paid within twelve calendar months after the month of its issue shall become void, and the sum received therefor shall accrue to and remain at the disposal of the country of origin, and the advice shall be returned, by the inland postmaster holding the same, to his Postal Department, to be by it returned to the Postal Department of the country in which it originated. The Postal Department of the Dominion of Canada shall, therefore, enter, to the credit of the United States, in the quarterly account, all sums certified from the latter country which remain unpaid at the end of the period specified. On the other hand, the United States Postal Department shall, at the close of each month, transmit to the Postal Department of the Dominion of Canada, for entry in the quarterly account, a detailed statement of all orders dispatched from said Dominion which, under this article, become void.

ARTICLE XIII.

Repayment of an order, not void, to a remitter shall not be made until an authorization therefor shall first have been obtained by the Postal Department of the country of issue from the Postal Department of the country where such order was made payable; and the amount of the repaid order shall be duly credited to the former country in the quarterly account. It is the province of each Postal Department to determine the manner in which repayment to the remitter is to be made.

ARTICLE XIV.

The orders drawn by each country upon the other shall be subject, as regards payment, to the regulations which govern the payment of domestic orders in the country on which they are drawn.

ARTICLE XV.

The Postal Department of each country shall be authorized to adopt any additional rules, not repugnant to the foregoing, for greater security against fraud, or for the better working of the system generally. All such additional rules, however, must be promptly communicated to the Postal Department of the other country.

ARTICLE XVI.

The present convention shall take effect on Monday, the 2d day of August, 1875, and shall continue in force until twelve months after the date at which one of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate, and signed at Washington, on the eighth day of June, in the year of our Lord one thousand eight hundred and seventy-five, and at Ottawa, Canada, on the twenty-third day of June, in the year of our Lord one thousand eight hundred and seventy-five.

{ Seal of the Post-Office } (Signed) MARSHALL JEWELL,
 { Department of the }
 { United States. } *Postmaster-General of the United States.*

{ Seal of the Post-Office } (Signed) T. FOURNIER,
 { Department of the }
 { Dominion of Canada. } *Postmaster-General of the Dominion of Canada.*

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be hereto affixed.

(Signed) U. S. GRANT.

By the President:

{ Seal of the United States. } (Signed) JOHN L. CADWALADER,
Acting Secretary of State.

JULY 7, 1875.

INSTRUCTIONS TO POSTMASTERS RELATIVE TO THE SYSTEM OF INTERNATIONAL POSTAL MONEY-ORDERS BETWEEN THE UNITED STATES AND THE DOMINION OF CANADA, WHICH, BY MUTUAL AGREEMENT, IS TO GO INTO OPERATION AUGUST 2, 1875.

1. The exchange of money-orders between the two countries is to be effected through the agency of certain post-offices in the United States, selected for that purpose, to be known as "INTERNATIONAL EXCHANGE-OFFICES."

Eight such exchange-offices have been agreed upon in the foregoing postal convention, viz:

Bangor, Me.
 Boston, Mass.
 New York, N. Y.
 Ogdensburg, N. Y.

Buffalo, N. Y.
 Detroit, Mich.
 Saint Paul, Minn.
 Portland, Oreg.

2. Certain other money-order post-offices in this country, specially selected for this service by the Postmaster-General, and to be known as "INLAND OFFICES," in distinction from the exchange-offices, are authorized to issue money-orders on any of the above-mentioned international exchange-offices, payable to beneficiaries in the Dominion of Canada, and to pay orders, properly certified by postmasters of such exchange-offices, for sums remitted by postmasters in the Dominion of Canada, for payment to beneficiaries in the United States; but each exchange-office shall also be an inland office, the postmaster at which shall have the right to draw orders on his own or on any other exchange-office for certification in the usual manner. Hence, a postmaster in either country cannot draw an international money-order, for an amount deposited with him, directly upon a postmaster in the other, but must draw the same upon some one of the designated "exchange-offices" most convenient to the residence of the payee or beneficiary for whom the money is intended. An international money-order must not be drawn for a larger sum than *fifty dollars in United States currency*, and must not contain a fractional part of a cent. The fees for the issue of international money-orders are as follows, viz:

On orders not exceeding \$10, twenty cents; over \$10, and not exceeding \$20, forty cents; over \$20, and not exceeding \$30, sixty cents; over \$30, and not exceeding \$40, eighty cents; over \$40, and not exceeding \$50, one dollar. No other currency than United States or national-bank notes can be received or paid in this country.

3. The Canadian dollar is equivalent in value to the gold dollar of the United States, but the issuing postmaster must not undertake to decide definitely upon the actual value, in United States gold coin, (or Canadian money,) of a certain sum in currency for which an international order is issued by him. He is at liberty, however, to advise the remitter as to its approximate value, which may be found to differ materially from the real value, as the latter is to be computed, on the day the order is received by the exchange-office, upon the basis of the premium on gold in *New York*, as last advised by the postmaster of that city. Hence, this Department cannot undertake, on behalf of a remitter in this country, to pay a determinate sum in gold, (or Canadian money,) in the Dominion of Canada. As the premium on gold is variable, it is evident that an international order issued for a sum in United States currency may, when received at such "exchange-office," yield a sum in gold greater or less than that considered at the office of issue as the equivalent of such order. For the same reason, the value in United States currency of an order in gold, when received for certification by any "exchange-office," would depend upon the premium on gold in *New York*, on the day of the receipt of the order, as shown by the last telegraphic advices from the postmaster thereof to such "exchange-office." This Department, therefore, can only agree to cause payment to be made to a beneficiary in the Dominion of Canada of the gold value of any international money-order issued for an amount in United States currency, and to pay to a beneficiary in this country the currency value of an international order in gold from the Dominion of Canada. To guard against misapprehension, postmasters will be careful to explain this point fully to remitters and to payees.

4. A special form of application, form "No 1, *Canadian*," must be furnished to each applicant for an international money-order payable in the Dominion of Canada. On this form he must enter all the particulars of the amount, names, address, &c., and must state the *full name*, and *exact residence* of the payee, giving the town or village and county. From the items contained in such application the (inland) issuing postmaster will fill up an international money-order, form "No. 12, *Canadian*," the advice of the same, "No. 12a," the coupon, "No. 12b," and the receipt, "No. 12d," all of which, after having been properly dated, and stamped with the money-order stamp of his office, he will forward, *without separating them*, to the international exchange-office nearest the residence of the payee, but he will not undertake to enter upon either of them the name of the post-office in the Dominion of Canada at which such order is to be paid. He will also fill up, detach, and deliver to the remitter of such order the certificate, "No. 12c." Upon the return to him, from the exchange-office, of the receipt, "No. 12d," he will place the same on file in his office for reference, should the remitter apply for information as to the gold-value of the order. He will also enter in his "COMBINED REGISTER" of money-orders issued, the particulars of such order, in accordance with the instructions contained in circular "No. 76g, *Combined*," issued June 1, 1875, by the Superintendent of the Money-Order System, and the application must be retained on file at the issuing-office. When an order, drawn by a postmaster in the Dominion of Canada, and properly numbered, dated, certified, stamped, signed,

and addressed to him by the postmaster at a duly-authorized international exchange-office, is presented for payment to the postmaster of an inland office, authorized to transact Canadian business, he will compare such order with the corresponding advice, which should previously have been received by him, and after having satisfied himself, in the manner required for domestic orders, (see sections 839 to 844, inclusive, of the "Postal Laws and Regulations,") that both the advice and order are correct, and that the person presenting the order is legally entitled to receive the amount due thereon, he will pay the same, and will enter all such paid orders upon his combined weekly statement in the manner described in circular No. 76*g*, above referred to. The postmaster issuing a Canadian order should be careful to instruct the sender thereof that he "should at once inform the payee, in Canada, of the full name and address of the remitter," inasmuch as payment thereof cannot be obtained unless the payee is able to furnish that information to the paying postmaster. All applications for duplicates of lost or missing advices, or for corrections of advices, must be made to the exchange-postmaster by whom such advices were certified. The general rules in regard to the issue and payment of domestic orders, contained in the book of "Postal Laws and Regulations," are to be observed in the issue of international money-orders, in so far as these rules are applicable. The postmaster, however, must refuse to issue an order payable to any person, if the surname of that person, and his given name or names, or at least the initial letters thereof, are not furnished by the applicant. If the payee be a firm, the usual designation of such firm will suffice, such as "Baring Bros.," "Smith & Son," "Jones & Co.;" but the mere term "Messrs." such as "Messrs. Rivington," or the name of a company trading under a title which does not consist of the names of the persons composing such company, as, for example, "The Carron Company," must not be accepted as sufficient by the issuing postmaster, who will decline to issue an order for payment in the Dominion of Canada in favor of such payee, as payment thereof would be refused in that country.

5. The postmaster at New York, N. Y., will telegraph at 3 p. m. daily, except Sunday, the rate of premium on gold at that hour in New York, to each of the exchange-offices designated for the certification of international orders to and from Canada.

6. The postmaster at each of said international exchange-offices will, whenever he receives an order, ("No. 12,") with its corresponding "advice," "coupon," and "receipt," stamp AT ONCE upon each of these papers the current international number, and the date of its receipt at his office. He will also enter therein the value of the same in gold, (or Canadian currency,) if such order originated in the United States, or its value in United States currency, if it originated in the Dominion of Canada, as ascertained by calculation, upon the basis of the last telegram received by him from the postmaster at New York, and the name of the post-office in the Dominion of Canada or in the United States, as the case may be, at which he desires the same to be paid, which should be the office nearest the residence of the payee or most accessible by him. He will then forward the order, inclosed in an envelope, to the payee, and the advice to the postmaster instructed to pay the order, and will send back the receipt to the issuing postmaster, but will retain the coupon on file in his office for future reference. At the close of each week he will make up, in duplicate, from the coupons on file in his office, a "weekly list of international money-orders," issued in the United States, which have been certified by him during the week for payment in the Dominion of Canada, and a "weekly list of international money-

orders," issued in the Dominion of Canada, which have been certified by him during the week for payment in the United States, and will forward such duplicate "lists," with his weekly statement, to the Superintendent of the Money-Order System at Washington, D. C. He will also furnish, upon the application of postmasters drawn upon, duplicates of lost advices, which must be made up from the corresponding coupons on file in his office. When the postmaster at an exchange-office receives an application from a paying postmaster for a *corrected advice*, the former will, if necessary, apply to the issuing postmaster for precise information in the premises, and will communicate the same to the postmaster at the office of payment.

Exchange-office postmasters are required to keep on file in their offices the telegrams received daily from New York concerning the premium on gold.

7. When a remitter of an international money-order, payable in the Dominion of Canada or in the United States, makes application to the issuing postmaster for repayment of the amount thereof, the latter should immediately communicate the fact to the postmaster of the exchange-office on which it was drawn, whereupon, if he has not already certified and forwarded the order to the payee, and the advice to the paying postmaster, he will return them to the issuing postmaster for repayment. But if the order (in case it is payable in the Dominion of Canada) has been so certified, the issuing postmaster, upon the receipt of notice to that effect from the exchange-office, will apply to the Superintendent of the Money-Order System at Washington, D. C., for repayment, who will notify the Canadian Postal Department of such application, and request authority for repayment of the order. When that authority is received by him, notice will at once be sent to the issuing postmaster to repay the amount of the order.

8. All orders certified for payment in either country, which for any reason cannot be paid within twelve months after the month of issue, become *invalid*, and will be recertified to the country of issue for repayment or other disposal in accordance with the laws and regulations of that country. Postmasters will, therefore, take care to forward promptly to this Department the advices of all invalid orders of this kind, with their weekly statements, and a description thereof.

9. All inquiries from inland postmasters in the United States concerning the issue or the payment in Canada of international money-orders should be addressed to the postmaster of the exchange office by which such orders were certified.

10. In case the postmaster who issues an international order does not receive, after a sufficient lapse of time, the corresponding receipt thereof, duly filled up and stamped by the postmaster at the exchange-office drawn upon, the former should send him a letter of inquiry on the subject, with the request that, if the order and advice have not been received at the exchange-office, the latter would transmit to the issuing office, and also to the Superintendent of the Money-Order System at Washington, D. C., a certificate to that effect. Upon the receipt of such a document, the postmaster who issued the originals should at once draw upon and transmit to the same exchange-office a new order, advice, coupon, and receipt in lieu thereof for a like amount, after having *written across the face of each of them in red ink the words "In lieu of Canadian money-order No. —, not received by the postmaster at — exchange-office."* The certificate of non-receipt should be carefully filed by the issuing postmaster, but it is not necessary for him to furnish the remitter with a second receipt. Great caution should be exercised by ex-

change-office postmasters in certifying such orders, as they will be held responsible for all double payments that may occur through their negligence.

11. Postmasters will receive, for transacting the Canadian international money-order business, the following rate of compensation, viz: one-fourth of one per cent. on the gross amount of orders issued and of orders paid. But the annual salary or compensation of a postmaster, from all sources, cannot, except in the case of the postmaster at New York, exceed four thousand dollars.

12. The domestic money-order regulations in regard to incidental expenses, and to the transfer of funds and blanks from a late to a newly-appointed postmaster, are to be followed in the transaction of the Canadian international money-order business.

13. Attention, promptitude, and accuracy on the part of postmasters are essential to the utility and success of an international money-order system.

MARSHALL JEWELL,
Postmaster-General.

JULY 15, 1875.

A.

_____,
Ottawa, Ont., _____, 18—.

The within account exhibits a total balance of \$_____, gold, which, after deduction of the payments on account, as therein stated, leaves a balance remaining of \$_____ due the Postal Department of the _____.

The above statement of account is accepted with a balance of \$_____, gold, due the Postal Department of the _____.

Auditor of the Treasury for the Post-Office Department.

WASHINGTON, D. C., _____, 18—.

The payment on account of _____ having been receipted by special vouchers, the receipt of the balance of \$_____, gold, remaining is hereby acknowledged.

_____,
_____ 18—.

Account of the exchange of money-orders between the Dominion of Canada and the United States during the quarter ended ————, 18—.

Orders issued in the Dominion of Canada.						Orders issued in the United States.					
Total number of orders issued.	Certified by the exchange office at—	Number of the international orders.		Total amount from each exchange of fee, (gold.)		Total number of orders issued.	Certified by the exchange office at—	Number of the international orders.		Total amount from each exchange of fee, (gold.)	
		From—	To—	Dolls.	Cts.			From—	To—	Dolls.	Cts.
	Bangor, Me						Bangor, Me				
	Boston, Mass.						Boston, Mass.				
	New York, N. Y.						New York, N. Y.				
	Ogdensburg, N. Y.						Ogdensburg, N. Y.				
	Buffalo, N. Y.						Buffalo, N. Y.				
	Detroit, Mich.						Detroit, Mich.				
	Saint Paul, Minn.						Saint Paul, Minn.				
	Portland, Oreg.						Portland, Oreg.				
	Total						Total				

BALANCE.

To credit of Canadian postal department.			To credit of United States postal department.		
	Dolls.	Cts.		Dolls.	Cts.
Amount of international orders issued in the United States.....			Amount of international orders issued in the Dominion of Canada...		
One-half of one per cent. on account of such orders			One-half of one per cent. on account of such orders		
Amount of void orders of Canadian issue, as per table			Amount of void orders of United States issue, as per table		
Amount of international orders repaid in the Dominion of Canada, as per table			Amount of international orders repaid in the United States, as per table		
Total			Total		
United States credit to be deducted ..			Canadian credit to be deducted		
Balance to credit of Canadian postal department			Balance to credit of United States postal department		
Paid on account by the postal department of the United States			Paid on account by the postal department of the Dominion of Canada ..		
Amounts.			Amounts.		
	Dolls.	Cts.		Dolls.	Cts.
Balance remaining			Balance remaining		

B.

No. —.

POST-OFFICE DEPARTMENT,
MONEY-ORDER OFFICE,
Ottawa, —, 18—.

SIR: The total number of international money-orders which were issued in the Dominion of Canada from —, 18—, to —, 18—, inclusive, and were certified and transmitted by the several exchange offices of —, for payment in the United States, was —, amounting to \$—.

The total number of such orders which were issued in the United States during the same period, and were certified and transmitted by said offices for payment in the Dominion of Canada, was —, amounting to \$—.

On account of which the Canadian office has already paid the following sums, viz:

—, 18—	.....	\$ —
—, 18—	.....	\$ —
—, 18—	.....	\$ —
Difference remaining	.....	\$ —

In accordance with Article VII of the convention of —, 1875, a bill of exchange on New York, N. Y., for \$— is herewith transmitted, the receipt of which you will be pleased to acknowledge in due form.

To the POSTMASTER-GENERAL OF THE UNITED STATES,
Washington.

C.

No. —.

POST-OFFICE DEPARTMENT,
MONEY-ORDER OFFICE,
Washington, D. C., —, 18—.

SIR: The total number of international money-orders which were issued in the United States from —, 18—, to —, 18—, inclusive, and were certified and transmitted by the several exchange offices of —, for payment in the Dominion of Canada, was —, amounting to \$—.

The total number of such orders which were issued in the Dominion of Canada during the same period, and were certified and transmitted by said offices for payment in the United States, was —, amounting to \$—.

On account of which the United States office has already paid the following sums, viz:

—, 18—	.....	\$ —
—, 18—	.....	\$ —
—, 18—	.....	\$ —
Difference remaining	.....	\$ —

In accordance with Article VII of the convention of —, 1875, a bill of exchange on Montreal, Canada, is herewith transmitted, the receipt of which you will be pleased to acknowledge in due form.

_____,
Superintendent.

To the POSTMASTER-GENERAL OF THE
DOMINION OF CANADA, *Ottawa*.

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 22, 1875.

SIR: I have the honor to submit the following annual 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 ending June 30, 1875:

Collection of post-office revenues.

The number of post-offices in operation during the year was 35,765, which are classified under the regulations adopted for the government of the Department, chapter 25, sections 352 to 368 inclusive, as follows:

The following named offices 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.
Atlanta, Ga., B. Conley.
Bangor, Me., A. B. Farnham.
Batavia, N. Y., Wm. Tyrrell.
Binghamton, N. Y., E. B. Stephens.
Buffalo, N. Y., N. B. Sherwin.
Cleveland, Ohio, John W. Allen.
Columbus, Ohio, Jas. M. Comley.
Concord, N. H., M. T. Willard.
Davenport, Iowa, Edward Russell.
Des Moines, Iowa, J. S. Clarkson.
Detroit, Mich., J. H. Kaple.
Dover, Del., F. A. Smith.
Dubuque, Iowa, G. L. Torbert.
Easton, Pa., J. K. Dawes.
Evansville, Ind., T. R. McFerson.
Fort Wayne, Ind., J. J. Kamm.
Geneva, N. Y., Chas. L. Hemiup.
Grand Rapids, Mich., A. B. Turner.
Harrisburgh, Pa., M. W. McAlarny.
Hartford, Conn., John H. Burnham.
Huntsville, Ala., J. D. Sibley.
Indianapolis, Ind., W. R. Holloway.
Kalamazoo, Mich., L. B. Kendell.
Keene, N. H., L. M. Henderson.
Knoxville, Tenn., Wm. Rule.
Lafayette, Ind., J. L. Miller.
Lancaster, N. H., John W. Spalding.
Leavenworth, Kans., D. R. Anthony.
Lexington, Ky., S. W. Price.
Lima, Ohio, C. Parmenter.

Louisville, Ky., L. M. Porter.
Lowell, Mass., E. T. Rowell.
Madison, Wis., E. W. Keyes.
Meadville, Pa., L. D. Williams.
Memphis, Tenn., J. DeLoach.
Milwaukee, Wis., S. C. West.
Mobile, Ala., M. D. Wickersham.
Montpelier, Vt., J. W. Clark.
Nashville, Tenn., H. W. Hasslock.
Newark, N. J., Wm. Ward.
New Haven, Conn., N. D. Sperry.
Ogdensburg, N. Y., R. G. Pettibone.
Olean, N. Y., J. G. Johnson.
Peoria, Ill., D. W. Magee.
Pittsburgh, Pa., E. C. Negley.
Plattsburgh, N. Y., H. S. Ransom.
Portland, Me., C. W. Goddard.
Portsmouth, Ohio, L. Adair.
Providence, R. I., C. R. Brayton.
Quincy, Ill., M. Piggott.
Raleigh, N. C., W. W. Holden.
Richmond, Va., E. L. Van Lew.
Ripon, Wis., H. S. Town.
Rochester, N. Y., D. T. Hunt.
Rutland, Vt., A. H. Tuttle.
Sandusky, Ohio, A. C. Van Tine.
Scranton, Pa., J. A. Scranton.
Springfield, Ill., J. L. Crane.
Springfield, Mass., H. C. Lee.
Steubenville, Ohio, J. M. Reede.
Saint Paul, Minn., David Day.

List of offices designated as depositories, &c.—Continued.

Savannah, Ga., J. G. Clark.
 Syracuse, N. Y., D. H. Bruce.
 Urbana, Ohio, D. C. Hitt.
 Utica, N. Y., C. H. Hopkins.
 Vincennes, Ind., W. N. Denney.

Wheeling, W. Va., C. J. Rawlings.
 Williamsport, Pa., Robert Hawley.
 Wooster, Ohio, A. S. McClure.
 Worcester, Mass., Josiah Pickett.
 Zanesville, Ohio, J. J. Douglas.

The following depositories 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 Depositories.

S. J. Holley, Buffalo, N. Y.
 E. W. Little, Santa Fé, N. Mex.
 J. P. Luce, Louisville, Ky.

J. Cushman, Olympia, Wash.
 Thos. Steel, Pittsburgh, Pa.
 C. H. Lorde, Tucson, Ariz.

Assistant Treasurers.

Thomas Hillhouse, New York, N. Y.
 George Eyster, Philadelphia, Pa.
 Peter Negley, Baltimore, Md.
 F. Haven, jr., Boston, Mass.
 B. F. Flanders, New Orleans, La.

C. H. Baldwin, Charleston, S. C.
 W. E. Davis, Cincinnati, Ohio.
 J. D. Webster, Chicago, Ill.
 A. G. Edwards, Saint Louis, Mo.
 Wm. Sherman, San Francisco, Cal.

One hundred and twenty-eight post-offices are draft-offices, and during the year paid 18,256 drafts issued by the Postmaster-General, countersigned, entered, and sent out by the Auditor, for sums in the aggregate of	\$2,041,940 82
Twenty-seven hundred and forty-eight are deposit-offices, a portion of which during the year deposited with the Treasurer and assistant treasurers of the United States the sum of	5,384,010 64
The remaining deposit-offices deposited with the depositories named above the sum of \$579,560.70, which is embraced in the \$2,041,940.82, paid on the drafts of the Department by said depositories and draft-offices	
Twenty-nine thousand one hundred and thirty-nine offices are collection-offices, and paid on collection orders issued to mail-contractors the sum of	4,397,144 84
Three thousand seven hundred and fifty offices are special and mail-messenger offices, and derive their mail supplies by the payment of the revenue of their offices therefor, amounting to	672,483 71
The amount paid into the Treasury by postmasters, for the use and purposes of the Post-Office Department, during the fiscal year was	12,495,580 01

Revenue account of the Post-Office Department.

The receipts of the Department for the fiscal year ended June 30, 1875, were	\$26,791,360 59
The amount placed in the Treasury for the service of the Department for the fiscal year, being grants in aid of the revenue under the following acts of Congress, were:	
Under the second section of the act approved June 23, 1874, for mail-steamship service between San Francisco, Japan, and China	\$500,000 00
Under the second section of the act approved June 23, 1874, for mail-steamship service between the United States and Brazil	150,000 00
Under the second section of the act approved June 23, 1874, for law-books for the use of the Post-Office Department	2,000 00
Under the second section of the act approved March 3, 1875, to enable the Postmaster-General to adjust the pay of railroad companies according to the act of March 3, 1873	1,000,000 00

Revenue account of the Post-Office Department—Continued.

Under the act approved January 22, 1875, (private,) to pay D. B. Allen & Co. for carrying the mails between New York and San Francisco, in 1864 and 1865.....	\$21,543 00	
Under the act approved March 3, 1875, (private,) to pay the Allegheny Valley Railroad Company for carrying the mails in 1868 and 1869	7,232 75	
Under the act approved March 3, 1875, (private,) to pay the Terre Haute and Indianapolis Railroad Company, successors of the Terre Haute and Richmond Railroad Company, being the amount found due said company by the Court of Claims.....	7,543 75	
Under the third section of the act approved March 3, 1875, to enable the Postmaster-General to re-adjust salaries of certain fourth-class officers in accordance with section 84 of act of June 8, 1872.....	300,000 00	
Under the first section of the act approved March 3, 1870, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1871	14,853 62	
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	22,106 02	
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	85,942 33	
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	193,425 49	
Under the third section of the act approved June 23, 1874, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1875.....	4,400,000 00	
		<u>\$6,704,646 96</u>
Aggregate of revenue and grants.....		33,496,007 55
The expenditures of the Department for the fiscal year ended June 30, 1875, were		<u>33,611,309 45</u>
Excess of expenditures		115,301 90

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, 1874.....	\$3,499,095 24
For the quarter ended December 31, 1874.....	3,599,830 94
For the quarter ended March 31, 1875	3,895,637 91
For the quarter ended June 30, 1875.....	3,606,708 49
Total	<u>14,601,272 58</u>

The amount of book, newspaper, and pamphlet postage, paid in money, was :

For the quarter ended September 30, 1874.....	\$293,472 61
For the quarter ended December 31, 1874.....	284,296 07
For the quarter ended March 31, 1875	1,504 85
For the quarter ended June 30, 1875.....	91 42
tal.....	<u>579,364 95</u>

Revenue account of the Post-Office Department—Continued.

The amount of letter-postage paid in money, was :

For the quarter ended September 30, 1874	\$71 199 75
For the quarter ended December 31, 1874.....	64,521 38
For the quarter ended March 31, 1875	82,865 71
For the quarter ended June 30, 1875.....	68,382 20
Total	286,969 04

The amount of stamps, stamped envelopes, postal cards, and newspaper-wrappers sold, was :

For the quarter ended September 30, 1874	\$5,431,944 82
For the quarter ended December 31, 1874.....	6,173,164 97
For the quarter ended March 31, 1875	6,381,028 42
For the quarter ended June 30, 1875.....	6,504,804 02
Total.....	24,490,942 23

The amount of official stamps furnished the different Departments, and included in the above amount of stamps sold, was :

To the Department of State.....	\$12,520 00
To the Navy Department	16,620 00
To the War Department.....	73,265 43
To the Agricultural Department	40,390 00
To the Interior Department.....	84,870 00
To the Department of Justice.....	5,124 00
To the Treasury Department.....	190,750 00
To the Post-Office Department.....	587,506 00
Total.....	1,011,045 43

The number of quarterly-returns of postmasters received and audited, on which the sum of \$14,601,272.58 was found due the United States, was :

For the quarter ended September 30, 1874.....	33,011
For the quarter ended December 31, 1874.....	34,242
For the quarter ended March 31, 1875	34,557
For the quarter ended June 30, 1875.....	34,873
Total.....	136,683

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	\$15,145,497 96
For the supply of special and mail-messenger offices.....	667,745 09
For the salaries of postal-railway clerks, route and other agents	2,279,970 73
For the salaries and per diem of the assistant superintendents of the postal-railway service	53,768 82
	18,146,982 60

FOREIGN-MAIL TRANSPORTATION.

San Francisco, Japan, and China.....	\$500,000 00
San Francisco, Japan, and China, (extra service).....	8,099 84
United States and Brazil.....	150,000 00
New York and Rio Janeiro.....	347 20
New York, Great Britain, and Ireland.....	131,334 54
Boston and Great Britain.....	3,849 58
Chicago, Detroit, Portland, and Great Britain.....	4,876 67
Philadelphia and Queenstown	1,669 82
New York, England, France, and Germany	43,397 70
New York, England, and Bremen.....	33,406 50
Boston, Prince Edward Island, and Nova Scotia.....	568 08

Mail-Transportation—Continued.

Baltimore and Bremen.....	\$28 00	
Baltimore, Havana, and New Orleans	594 30	
New Orleans, Key West, and Havana	2, 654 96	
New York and Rotterdam.....	3 73	
New York and West Indies	9, 688 21	
New York, Venezuela, and United States of Colombia...	1, 412 60	
New York, Havana, New Orleans, and Vera Cruz	52, 172 21	
New York, and San Francisco, and Ecuador, via Panama.	49, 303 59	
New Orleans, Havana, and France	221 13	
Cleveland and Canada.....	194 25	
New York, Philadelphia, and Belgium.....	42 51	
Portland and Nova Scotia	1, 408 30	
Philadelphia, Havana, and New Orleans.....	2, 750 16	
Expenses of Government mail-agent at Havana.....	800 00	
Expenses of Government mail-agent at Panama.....	1, 473 55	
Expenses of Government mail-agent at Aspinwall.....	940 00	
Expenses of Government mail-agent at Hakodadi, Japan.	374 52	
		\$1, 009, 611 93
		19, 156, 594 53

The amount credited to transportation accrued and charged to contractors, was:

For fines imposed	\$3, 495 06	
For deductions.....	149, 466 36	
		152, 961, 42

Net amount to the credit of mail-contractors and others. 19, 003, 633 11

The amount actually paid during the year was \$18, 777, 201 20

Statement of collecting-division.

This division has had charge of 24,400 accounts of postmasters who became late during the period from July 1, 1873, to June 30, 1875.

Amounts collected from postmasters becoming late prior to July 1, 1874:

Collected by draft.....	\$142, 139 19
Collected by suit.....	16, 801 37
Credited on vouchers.....	107, 944 10
Charged to suspense.....	41 63
Charged to bad debts.....	1, 434 72
Charged to compromise debts.....	2, 669 11
Total.....	271, 030 12

Amount collected by draft from contractors..... \$9, 424 00

Number of changes of postmasters reported by appointment-office during the fiscal year, was 15,262; and the balances due the United States upon the accounts of said late postmasters, amount to..... \$304, 891 84
Of which there has been—

Collected by draft.....	\$95, 176 22
Credited on vouchers.....	142 54
Charged to suspense.....	243 68
Charged to bad debts.....	76 20
	95, 638 64

Total remaining due..... 209, 253 20

Of which there is—

In suit	\$1, 069 52
Not in suit.....	208, 183 68
	209, 253 20

Amount reported due late postmasters, late prior to July 1, 1874:

As per last report	\$64, 785 35
Increase during the fiscal year.....	15, 794 03
Total.....	80, 579 38

Statement of collecting-division—Continued.

Amount paid thereon	\$48,880 31	
Amount closed by suspense	9,452 23	
Amount remaining due.....	22,246 84	
		<u>\$80,579 38</u>
Amount due postmasters late during the fiscal year.....		127,866 53
Amount paid thereon.....	\$64,491 70	
Amount closed by suspense.....	295 82	
Amount remaining due.....	63,079 01	
		<u>127,866 53</u>
Accounts of late postmasters for which suit has been brought during the fiscal year.....		49,814 17
Amount collected by suit during the fiscal year.....		29,822 79

The subjoined tables, numbered from 1 to 51 inclusive, exhibit in detail the transactions of the Department for the fiscal year.

I have the honor to be, very respectfully,

J. M. MCGREW,
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, 1875.*

Receipts.	Quarter ended September 30, 1874.	Quarter ended December 31, 1874.	Quarter ended March 31, 1875.	Quarter ended June 30, 1875.	Aggregate.
Letter-postage	\$71,199 75	\$64,521 38	\$82,865 71	\$62,382 20	\$286,969 04
Book, newspaper, and pamphlet postage	293,472 61	284,296 07	1,504 85	91 42	579,364 95
Box-rents and branch offices.....	316,173 81	313,530 23	320,201 35	320,648 84	1,270,554 23
Fines and penalties	439 54	1,457 25	9,190 38	3,199 12	14,286 29
Postage-stamps, stamped envelopes, and postal cards.....	5,431,944 82	6,173,164 97	6,351,028 42	6,504,804 02	24,490,942 23
Dead-letters	1,430 00	900 00	6,850 00		9,180 00
Revenue from money-order business.....				120,142 09	120,142 09
Miscellaneous.....	3,386 02	3,248 23	3,980 60	9,306 91	19,921 76
Total.....	6,118,046 55	6,841,118 13	6,805,621 31	7,026,574 60	26,791,360 59

J. M. MCGREW, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1875.

Expenditures.	Quarter ended September 30, 1874.	Quarter ended December 31, 1874.	Quarter ended March 31, 1875.	Quarter ended June 30, 1875.	Aggregate.
Compensation to postmasters.	\$1,692,439 33	\$1,806,752 89	\$1,786,944 54	\$1,763,799 01	\$7,049,935 77
Additional compensation to postmasters for fiscal year ended June 30, 1874, act March 3, 1875			295,688 44	2,498 89	298,187 33
Ship, steamboat, and way let- ters.	1,175 18	908 15	668 15	1,001 70	3,753 18
Transportation of the mails.	4,417,807 21	4,949,643 71	4,743,587 26	4,666,163 02	18,777,201 20
Wrapping-paper.	1,460 00	1,908 22	5,238 88	2,960 00	11,567 10
Office-furniture.	2,041 81	4,345 88	4,464 24	6,012 38	16,864 31
Advertising.	62,122 83	88,486 16	13,008 44	4,763 77	168,381 20
Mail-bags and catchers.	60,451 06	57,931 18	45,317 84	23,448 00	187,148 08
Mail locks and keys.	10,282 03	9,247 65	2,759 40	9,522 34	31,811 42
Mail depredations and special agents.	39,282 00	35,673 78	38,138 91	37,599 08	150,693 77
Compensation of clerks for offices.	839,077 37	843,827 38	842,513 27	889,393 24	3,414,811 26
Postage-stamps, stamped en- velopes, and postal cards.	154,725 00	234,480 33	161,240 25	173,741 26	724,186 84
Compensation of letter-carriers.	455,210 61	469,787 74	473,928 87	480,282 89	1,879,210 11
Dead-letters.	1,760 00			552 42	2,312 42
Postmarking and canceling stamps.	1,044 86	1,051 31	2,315 98	1,531 03	5,943 23
Twine.	9,964 50	12,043 07	12,354 50	9,449 50	43,811 57
Letter-balances.	1,244 00	16,303 15	215 65	1,686 44	19,449 24
Rent, light, and fuel.	84,487 54	103,339 64	93,285 17	108,526 50	389,638 85
Balances due foreign countries.	58,003 48	20,271 30	36,498 29	66,959 45	181,732 52
Miscellaneous.	55,245 90	84,682 84	44,360 55	30,953 15	215,242 44
Miscellaneous stationery.	7,855 33	7,226 03	10,722 08	13,624 17	39,427 61
Total.	7,955,680 04	8,747,910 41	8,613,250 71	8,294,468 29	33,611,309 45

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

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.....	\$3,560 86	\$12,425 19	\$137 00	\$23,149 42	\$324,636 19	\$423,908 66
New Hampshire.....	1,042 54	8,799 84	173 78	13,433 31	244,872 18	268,321 65
Vermont.....	819 66	7,934 39	94 65	9,869 13	228,405 18	247,123 01
Massachusetts.....	15,691 00	31,742 22	507 36	104,746 61	1,781,269 33	1,933,956 58
Rhode Island.....	1,737 33	3,604 48	141 93	20,023 51	190,285 52	215,797 77
Connecticut.....	3,460 20	12,887 36	265 85	36,441 80	530,188 50	583,243 71
New York.....	105,037 74	81,543 23	2,368 30	185,019 87	4,946,339 72	5,320,308 86
New Jersey.....	4,965 54	12,777 53	186 35	25,056 44	518,251 59	561,237 45
Pennsylvania.....	22,602 40	47,085 85	1,294 01	55,338 54	2,356,114 74	2,512,635 54
Delaware.....	402 65	1,703 25	16 71	1,352 76	62,296 65	65,772 02
Maryland.....	9,607 25	9,083 82	111 48	10,044 81	462,736 91	491,584 27
Virginia.....	2,059 98	10,506 38	89 60	11,734 41	371,859 77	396,550 14
West Virginia.....	739 61	4,487 99	55 45	3,466 20	125,289 59	134,038 84
North Carolina.....	703 83	6,630 10	71 13	7,658 44	173,983 40	189,046 90
South Carolina.....	896 34	4,922 79	41 36	7,162 90	148,709 70	161,733 09
Georgia.....	1,649 15	9,158 76	185 37	18,973 84	287,669 46	317,636 58
Florida.....	1,970 80	1,264 40	27 14	4,596 07	57,842 62	65,701 03
Ohio.....	8,821 78	42,861 78	1,151 55	78,140 38	1,609,292 32	1,740,267 81
Michigan.....	21,727 19	26,613 96	767 74	60,702 34	758,836 82	868,643 05
Indiana.....	2,859 04	24,719 94	482 95	43,103 73	676,927 16	748,092 82
Illinois.....	16,487 01	43,753 04	2,155 96	97,253 56	1,932,279 11	2,091,928 68
Wisconsin.....	5,769 06	20,284 50	374 92	41,542 90	548,575 12	616,546 50
Iowa.....	4,267 66	24,162 49	380 10	52,035 21	674,722 22	755,567 68
Missouri.....	6,222 03	23,656 57	711 99	30,666 94	860,899 31	922,216 84
Kentucky.....	1,823 17	10,363 75	232 31	15,314 36	377,183 40	404,916 99
Tennessee.....	1,456 00	9,021 37	253 04	10,367 97	277,007 09	298,105 47
Alabama.....	1,168 57	5,500 58	49 48	13,690 76	171,241 89	191,651 28
Mississippi.....	821 21	5,392 34	52 29	13,904 45	147,095 79	167,266 08
Arkansas.....	423 42	3,141 51	60 04	7,742 44	97,222 67	108,650 08
Louisiana.....	6,446 26	5,819 67	104 04	22,064 85	234,769 96	269,224 78
Texas.....	3,501 38	10,462 55	209 83	34,969 74	340,388 37	389,531 87
California.....	12,363 82	15,746 11	269 07	53,915 01	664,259 13	746,553 14
Oregon.....	149 73	2,899 19	47 32	8,538 80	64,787 13	76,422 17
Minnesota.....	5,481 67	10,737 81	251 92	22,116 74	287,302 96	325,891 10
Kansas.....	1,317 20	9,232 73	170 75	24,742 37	274,553 97	310,017 02
Nebraska.....	927 18	5,001 79	406 55	10,224 03	144,545 19	161,104 74
Nevada.....	581 50	2,231 01	57 83	13,238 25	57,318 75	73,427 34
Colorado.....	528 81	2,889 72	81 75	19,196 74	97,815 77	120,512 79
Utah.....	380 41	1,895 70	24 18	5,534 90	51,940 16	59,775 35
New Mexico.....	62 62	299 55	6 02	1,304 86	16,187 53	17,860 58
Washington.....	94 93	1,012 11	13 30	1,898 34	17,866 02	20,884 70
Dakota.....	248 74	710 99	16 27	1,393 83	23,087 10	25,456 93
Arizona.....	34 21	296 13	4 85	720 70	8,784 27	9,840 16
Idaho.....	81 99	578 28	18 25	2,160 40	12,623 76	15,462 68
Wyoming.....	90 65	628 97	14 80	2,391 70	24,352 73	27,478 85
Montana.....	99 35	973 76	16 52	4,885 75	21,585 07	27,560 45
Alaska.....	2 69	3 10	.....	18 00	149 19	172 98
District of Columbia.....	3,421 82	2,500 12	166 08	7,468 24	166,456 47	180,012 73
Deduct miscellaneous items.....	284,667 98	580,248 76	14,319 17	1,269,521 35	23,510,887 48	25,659,644 74
Add miscellaneous items.....	2,301 06	883 81	.....	1,032 88	980,054 75	982,504 88
	286,969 04	579,364 95	14,319 17	1,270,554 23	24,490,942 23	26,642,149 62

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 agent.....	\$1,009,611 93
Balances due foreign countries.....	181,732 52
Ship, steamboat, and way letters.....	3,753 18
Wrapping-paper.....	11,567 10
Twine.....	43,811 57
Office-furniture.....	643 25
Advertising.....	153,395 75
Mail-bags and catchers.....	102,724 56
Salaries and per diem of assistant superintendents of postal-railway service.....	53,768 82
Mail locks and keys.....	31,811 42
Postmarking and canceling stamps.....	5,943 23
Mail depredations and special agents.....	150,693 77
Letter-balances.....	19,449 24
Expenses of postage-stamps, stamped envelopes, and postal cards.....	724,186 84
Dead-letters.....	2,312 42
Miscellaneous payments.....	120,138 56
Additional compensation to postmasters for year ended June 30, 1874. Act of Mar. 3, 1875.	298,187 33
Excess of expenditures brought down.....	4,281,660 25

the United States for the fiscal year ended June 30, 1875.

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.
\$170,180 33	\$48,104 06	\$12,094 04	\$43,163 03	\$282,876 03	\$556,417 49	\$132,508 83	.....
118,749 39	17,433 72	6,294 71	21,976 70	128,845 23	293,299 75	24,978 10	.....
119,025 40	15,861 22	.....	21,614 48	185,831 19	342,332 29	95,209 28	.....
372,543 34	323,817 93	161,717 71	172,141 44	364,207 72	1,394,428 14	.....	\$539,528 44
43,221 65	24,101 76	14,401 57	7,184 75	52,684 17	141,593 90	.....	74,203 87
180,123 39	68,214 71	20,065 00	51,385 60	236,272 67	556,061 37	.....	27,182 34
761,708 75	115,808 73	558,117 04	389,585 90	1,663,066 08	4,488,286 50	.....	832,022 36
190,263 49	42,402 87	51,454 37	29,090 84	181,626 18	494,837 75	.....	66,399 70
594,721 57	342,092 55	281,512 39	186,557 90	730,223 30	2,134,107 72	.....	378,527 82
21,770 85	6,038 40	2,393 33	8,551 18	201,142 64	76,230 58	10,458 56	.....
87,132 38	83,907 86	58,910 08	43,487 84	314,932 69	582,370 85	96,786 58	.....
146,900 30	49,958 29	19,467 71	42,629 16	393,613 88	652,569 34	256,019 20	.....
60,228 14	14,703 47	3,388 55	18,209 71	130,597 63	227,127 50	93,088 66	.....
88,397 67	17,384 64	.....	39,193 39	201,142 64	346,118 34	157,071 44	.....
57,161 26	12,469 94	5,590 60	17,208 06	180,925 00	273,354 86	111,621 77	.....
109,217 91	45,551 15	7,802 03	51,845 41	238,696 34	453,112 84	135,476 26	.....
30,012 21	5,968 92	.....	11,626 18	217,562 00	265,169 31	199,468 28	.....
483,231 72	200,362 21	118,320 52	740,455 78	1,074,927 84	2,117,298 07	377,030 26	.....
353,147 80	94,292 06	32,826 43	42,129 00	436,588 23	988,983 52	120,335 47	.....
287,264 73	112,557 26	32,108 48	97,367 90	481,848 00	1,011,146 37	263,053 55	.....
554,046 64	457,221 15	152,351 66	381,364 85	1,100,487 20	2,645,471 50	553,542 82	.....
238,932 09	62,898 24	23,119 66	78,634 72	364,138 62	767,743 33	151,196 83	.....
330,776 86	62,627 59	15,936 75	132,369 55	457,510 67	999,221 42	243,653 74	.....
233,698 50	158,530 99	106,676 00	135,597 97	811,355 93	1,446,459 39	524,242 55	.....
122,403 02	49,913 26	30,514 36	49,820 66	269,745 51	529,396 81	124,479 82	.....
100,885 35	49,182 40	19,160 99	87,597 41	265,095 13	521,921 28	223,815 81	.....
81,299 93	26,208 54	3,557 07	34,531 88	302,157 30	448,054 72	256,403 44	.....
88,978 76	12,821 34	.....	14,726 06	151,255 08	267,781 24	100,515 16	.....
55,852 60	13,003 83	.....	14,307 60	351,251 22	434,415 25	325,765 17	.....
43,125 43	67,265 80	39,545 88	18,536 54	269,135 75	437,609 40	168,384 62	.....
157,869 71	48,994 46	.....	36,210 62	774,489 83	1,017,564 62	628,032 75	.....
153,978 38	106,729 72	37,920 46	62,672 64	433,295 52	794,596 72	48,043 58	.....
33,567 92	10,600 08	.....	7,529 00	121,682 54	173,379 54	96,957 37	.....
131,273 50	35,495 33	12,054 44	58,582 51	226,768 63	464,174 41	138,283 31	.....
158,953 27	33,392 27	3,045 38	72,289 55	250,269 56	517,950 03	207,933 01	.....
71,982 76	18,715 60	4,217 25	68,581 87	431,591 16	595,088 64	433,983 90	.....
35,209 46	11,790 44	.....	2,326 84	128,385 79	177,712 53	104,285 19	.....
46,715 42	22,258 43	.....	12,317 13	136,501 42	217,792 40	97,279 61	.....
27,246 11	9,827 69	.....	4,982 85	258,725 61	300,782 26	241,006 91	.....
11,368 25	1,306 45	.....	.....	137,386 48	150,061 18	132,200 60	.....
12,510 96	947 50	.....	1,031 73	115,973 06	130,463 25	109,578 55	.....
14,634 81	1,248 10	.....	413 83	54,140 58	70,437 32	44,980 39	.....
5,646 09	200 00	.....	1 66	69,347 81	75,195 56	65,355 40	.....
9,593 36	1,120 00	.....	50 00	69,475 78	80,239 14	64,776 46	.....
11,746 28	3,665 00	.....	188 00	20,600 00	36,199 28	8,720 43	.....
16,644 78	5,580 55	.....	153 33	67,764 59	90,145 25	62,584 80	.....
108 57	.....	.....	.....	.....	108 57	.....	64 41
7,201 43	117,924 13	34,555 05	107,490 77	.....	267,171 38	87,158 65	.....
7,038,272 52	4,030,500 65	1,874,419 51	2,947,715 82	15,167,074 41	31,057,982 91	7,316,267 11	1,917,928 94
11,663 25	24,110 98	4,790 60	.....	174,537 87	133,973 04	133,973 04	982,504 88
7,049,935 77	4,054,611 63	1,879,210 11	2,947,715 82	14,992,536 54	30,924,009 87	7,182,294 07	2,900,433 82

in the above statement, viz :

Receipts on account of dead-letters.....	\$9,180 00
Receipts on account of fines and penalties.....	14,286 29
Receipts on account of miscellaneous.....	5,602 59
Receipts on account of money-order business.....	120,142 09
Excess of transportation accrued.....	226,431 91
Total excess of expenditures over receipts.....	6,819,948 86

No. 4.—Table exhibiting the receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1875.

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.....	3,487,193 35	750,000 00	4,237,193 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.....	6,255,586 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.....	7,968,484 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.....	8,209,820 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	12,644,766 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.....	15,227,026 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 60	26,909,176 97	26,658,192 31
1873.....	22,996,741 57	5,490,475 00	28,487,216 57	29,084,945 67
1874.....	26,471,071 82	5,922,433 55	32,393,505 37	32,126,414 53
1875.....	26,791,360 59	6,704,646 96	33,496,007 55	33,611,309 45
Total.....	387,152,398 45	95,399,674 38	482,552,072 83	480,766,289 67

J. M. McGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1875, exhibiting the sums placed to the credit of postmasters and others, and charged to miscellaneous account.

Date.	To whom allowed.	For what object.	Amount.
1874.			
Dec. 5	J. S. Slocum.....	Late postmaster, Scranton, Pa., for miscellaneous items in the 3d and 4th quarters, 1873.	\$7 50
17	E. M. Smith.....	Postmaster, Rochester, N. Y., for printing in the 3d quarter, 1874.	92 00
1875.			
Feb. 23	A. B. Farnham.....	Postmaster, Bangor, Me., for miscellaneous items in the 4th quarter, 1874.	18 85
Mar. 12	T. B. Van Buren.....	United States consul, &c., Kanagawa, Japan, for miscellaneous items during the period from August 6 to December 31, 1874.	259 42
12	W. P. Mangum.....	United States consul, &c., Nagasaki, Japan, for printing in the 1st quarter, 1873; for miscellaneous items during the 4th quarter, 1873, and the 4th quarter, 1874, and for rent of fire-proof safe from February 1, 1874, to December 31, 1874.	164 65
25	J. W. Howson.....	Postmaster, Cazenovia, N. Y., for amount paid for telegraphing Postmaster-General and Third Assistant Postmaster-General in the 4th quarter, 1874.	2 06

No. 5.—*Amounts paid by the Department on warrants, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1875.			
Mar. 25	George F. Seward	United States consul-general, Shanghai, China, for miscellaneous expenses during the 2d and 3d quarters, 1874.	\$75 98
Apr. 14	Julia P. Woolfolk	Postmaster, Jackson, Tenn., for amount paid for furnishing a room for post-office in the 4th quarter, 1874.	42 75
May 10	George F. Seward	United States consul-general, &c., Shanghai, China, for miscellaneous items in the 4th quarter, 1874.	29 53
17	Thomas B. Van Buren	United States consul, &c., Kanagawa, Japan, for miscellaneous expenses in the 1st quarter, 1875.	36 34
26	Benjamin W. Davis	Postmaster, Richmond, Ind., for miscellaneous items in the 3d and 4th quarters, 1874, and 1st quarter, 1875.	26 68
June 18	J. W. Howson	Postmaster, Cazenovia, N. Y., for amount expended in telegraphing postmaster, Syracuse, and Third Assistant Postmaster-General.	1 13
July 26	N. D. Sperry	Postmaster, New Haven, Conn., for copies of journal in the 1st quarter, 1875.	8 32
28	R. S. Hendricks	Postmaster, Chattanooga, Tenn., for water in the 4th quarter, 1874, and 1st quarter, 1875.	20 25
Aug. 19	John L. Miller	Postmaster, La Fayette, Ind., for miscellaneous expenses in the 4th quarter, 1874, and 1st quarter, 1875.	49 85
19	T. H. Kaple	Postmaster, Detroit, Mich., for miscellaneous items in the 2d quarter, 1875.	68 85
Sept. 30	George F. Seward	United States consul-general and postal agent, Shanghai, China, for miscellaneous expenses incurred during the 1st and 2d quarters, 1875.	16 89
1874.			
Oct. 3	G. H. Reay	New York, N. Y., for official stamped envelopes furnished in September, 1874.	1,838 51
3	G. H. Reay	New York, N. Y., for post-office envelopes furnished during 3d quarter, 1874.	3,514 43
3	G. F. Nesbitt & Co.	New York, N. Y., for post-office and registered-package envelopes furnished in September, 1874.	11,036 40
5	G. T. Swann	Clerk United States circuit court, Jackson, Miss., for fees in four post-office cases.	10 45
13	H. O. Houghton & Co	Cambridge, Mass., for 30,000 Official Postal Guides furnished October 10, 1874.	6,450 00
13	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 October 15, 1874.	790 40
15	A. Comstock	Brooklyn, N. Y., for moieties of fines imposed by the United States district courts of Northern and Southern New York upon William G. Burrows, Orson F. Cobb, John P. Russ, Charles Rosboro, John L. Lyon, Leander Fox, Byron Fox, S. H. Hudson, and J. A. Patterson, convicted of mailing obscene matter.	1,200 00
19	G. W. Wood	Quincy, Ill., for services and expenses in case of E. Quinlan vs. F. A. Eastman, late postmaster, Chicago, Ill., and G. A. Wood, late special agent.	75 00
20	H. W. Hilliard	Attorney at law, Washington, D. C., for services in the case of the United States vs. T. G. Simms, late postmaster at Atlanta, Ga.	500 00
30	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 October 31, 1874.	1,950 45
Nov. 9	T. & J. W. Johnson & Co.	Philadelphia, Pa., for law-books furnished the Post-Office Department.	1,264 25
10	G. B. McCartee	Washington, D. C., for engraving, printing, numbering, and binding 2,500 post-office drafts.	53 13
13	W. L. Nicholson	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 November 15, 1874.	740 00
23	J. S. Botsford	United States attorney, Jefferson City, Mo., for fees in two post-office cases.	40 00
23	George Smith	United States marshal, Jefferson City, Mo., for fee in one post-office case.	15 92
27	W. L. Nicholson	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 November 30, 1874.	1,227 83
30	D. McClelland	Washington, D. C., for engraving and printing post-route maps.	1,854 70

No. 5.—*Amounts paid by the Department on warrants, &c.—Continued.*

Date.	To whom allowed.	For what object.	Amount.
1874.			
Dec. 3	F. A. Woolfley	Clerk United States circuit court, New Orleans, La., for fees in nine post-office cases.	\$85 05
9	The National Bank-Note Company.	New York, N. Y., for printing, gumming, perforating, and paper for 350,000 registered-package seals.	525 00
14	G. B. McCartee	Washington, D. C., for engraving, printing, numbering, and binding 4,000 post-office drafts and warrants.	86 00
16	William J. Points	Clerk United States circuit court, Harrisonburgh, Va., for fee in one post-office case.	42 50
16	W. L. Nicholson	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 December 15, 1874.	1,215 49
30	W. L. Nicholson	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 December 31, 1874.	929 14
1875.			
Jan. 2	V. S. Lusk	United States attorney, Asheville, N. C., for fees in two post-office cases.	40 00
2	A. E. Buck	Clerk United States circuit court, Atlanta, Ga., for fees in three post-office cases.	43 75
11	W. Van Dyke	United States attorney, San Francisco, Cal., for fees in two post-office cases.	40 00
14	W. L. Nicholson	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 January 15, 1875.	735 00
15	George F. Nesbitt & Co.	New York, N. Y., for 504,000 registered-package envelopes furnished in the 4th quarter, 1874.	4,420 08
15	A. N. Lewis	New York, N. Y., for license-fees on 504,000 registered-package envelopes.	252 00
16	R. G. Usher	United States marshal, Boston, Mass., for fee in one post-office case.	12 60
19	R. L. Goodrich	Clerk United States circuit court, Little Rock, Ark., for fee in one post-office case.	7 10
19	N. Trusler	United States attorney, Connorsville, Ind., for fee in one post-office case.	10 00
20	W. S. Lurty	United States attorney, Harrisonburgh, Va., for fee in one post-office case.	10 00
20	E. S. Kearney	United States marshal, Olympia, Wash., for fee in one post-office case.	56 00
25	H. O. Houghton & Co.	Cambridge, Mass., for 30,000 official postal guides, furnished January 22, 1875.	4,050 00
29	W. L. Nicholson	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 January 31, 1875.	1,034 97
Feb. 1	G. H. Reay	New York, N. Y., for post-office envelopes furnished during 4th quarter, 1874.	4,987 80
10	G. R. Peck	United States attorney, Topeka, Kans., for fees in six post-office cases.	85 00
13	W. L. Nicholson	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 February 15, 1875.	1,082 89
19	A. T. Akerman	Attorney at law, Cartersville, Ga., for balance of fee in one post-office case.	750 00
26	G. B. McCartee	Washington, D. C., for engraving and printing 100 post-office drafts.	2 12
26	G. R. Hill	Clerk United States district court, Oxford, Miss., for fees in nine post-office cases.	27 87
26	W. L. Nicholson	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 February 28, 1875.	931 54
26	S. R. Smith	Clerk United States circuit court, Wilmington, Del., for fee in one post-office case.	11 10
Mar. 4	G. B. McCartee	Washington, D. C., for engraving and printing 1,000 post-office drafts and warrants.	21 50
12	J. C. Wilson	Clerk United States district court, Topeka, Kans., for fees in three post-office cases.	66 55
12	J. R. Wilkins	Clerk United States district court, Beaver City, Utah, for fee in one post-office case.	13 35

No. 5.—*Amounts paid by the Department on warrants, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1875.			
Mar. 12	G. B. McCartee	Washington, D. C., for engraving, printing, numbering, and binding 10,200 post-office drafts and warrants.	\$219 30
12	W. L. Nicholson	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 March 15, 1875.	1,037 20
15	George Tyng	Late United States marshal, Prescott, Ariz., for fee in one post-office case.	12 00
29	D. McClelland	Washington, D. C., for engraving and printing post-route maps.	1,126 98
30	W. L. Nicholson	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 March 31, 1875.	1,607 69
Apr. 8	W. T. Cox	Special agent, Post-Office Department, Galveston, Tex., for amount to reimburse him for advance to pay Ferris & Rainey, attorneys at law, for services in one post-office case.	25 00
10	George F. Nesbitt & Co.	New York, N. Y., for 796,000 registered-package envelopes in the 1st quarter, 1875.	6,980 92
10	A. N. Lewis	New York, N. Y., for royalty on 796,000 registered-package envelopes.	398 00
13	G. H. Reay	New York, N. Y., for post-office envelopes furnished during 1st quarter, 1875.	5,726 87
13	C. P. Latham	Clerk United States circuit court, Danville, Va., for fee in one post-office case.	12 45
14	W. L. Nicholson	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 April 15, 1875.	1,003 85
22	J. H. Pierce	United States marshal, Oxford, Miss., for fees in two post-office cases.	56 50
22	J. S. Rottsford	United States attorney, Jefferson City, Mo., for fee in one post-office case.	10 00
23	H. O. Houghton & Co.	Cambridge, Mass., for 30,000 official postal guides furnished April 22, 1875.	6,457 12
30	W. L. Nicholson	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 April 30, 1875.	925 32
May 14	W. L. Nicholson	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 15, 1875.	990 57
18	G. W. Durgin	United States deputy marshal, Vancouver, Wash., for fee in one post-office case.	13 00
19	G. B. McCartee	Washington, D. C., for engraving and printing 7,500 drafts and warrants.	161 25
20	P. Melendy	Late United States marshal, Cedar Falls, Iowa, for fee in one post-office case.	29 79
20	J. T. Hoke	Attorney at law, New Creek, W. Va., for fee in one post-office case.	100 00
20	W. S. Lurty	United States attorney, Harrisonburgh, Va., for fees in two post-office cases.	20 00
24	J. T. McConnell	Clerk United States district court, Vancouver, Wash., for fee in one post-office case.	10 90
25	W. L. Nicholson	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, 1875.	1,360 15
June 12	P. Melendy	Late United States marshal, Cedar Falls, Iowa, for fee in one post-office case.	40 00
12	J. R. Wilkins	Clerk United States district court, Beaver City, Utah, for fee in one post-office case.	3 00
12	Houston & Houston	Attorneys at law, Paducah, Ky., for fee in one post-office case.	25 00
12	W. L. Nicholson	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 June 15, 1875.	881 22
14	William Cary	United States attorney, Provo, Utah, for fee in one post-office case.	10 00

No. 5.—*Amounts paid by the Department on warrants, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1875.			
June 29	T. P. Ochiltree	Late United States marshal, Galveston, Tex., for fees in eleven post-office cases.	\$87 80
29	J. N. Kerns	United States marshal, Philadelphia, Pa., for fees in three post-office cases.	23 30
29	J. H. Pierce	United States marshal, Oxford, Miss., for fees in four post-office cases.	65 12
29	W. L. Nicholson	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 June 30, 1875.	1,326 39
29	D. McClelland	Washington, D. C., for engraving and printing post-route maps.	1,236 06
July 7	G. H. Reay	New York, N. Y., for post-office envelopes furnished during 2d quarter, 1875.	5,079 63
10	G. F. Nesbitt & Co.	New York, N. Y., for 1,034,000 registered-package envelopes furnished during 2d quarter, 1875.	9,068 18
10	A. N. Lewis	New York, N. Y., for royalty on 1,034,000 registered-package envelopes.	517 00
14	W. L. Nicholson	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 July 15, 1875.	835 00
15	V. S. Lusk	United States attorney, Asheville, N. C., for fee in one post-office case.	20 00
15	J. O. Churchill	Late clerk United States district court, Fort Smith, Ark., for fee in one post-office case.	1 65
15	T. & J. W. Johnson & Co.	Philadelphia, Pa., for law-books furnished the Post-Office Department.	23 96
15	D. T. Corbin	United States attorney, Charleston, S. C., for fee in one post-office case.	45 00
15	William Carey	United States attorney, Salt Lake City, Utah, for fees in three post-office cases.	30 00
15	W. W. Dedrick	United States attorney, Jackson, Miss., for fees in two post-office cases.	25 00
15	N. J. Riddick	Clerk United States circuit court, Raleigh, N. C., for fees in five post-office cases.	47 65
15	G. C. Rives	Clerk United States district court, Galveston, Tex., for fees in two post-office cases.	31 20
15	S. Wheeler	Clerk United States district court, Fort Smith, Ark., for fee in one post-office case.	2 85
16	H. O. Houghton & Co.	Cambridge, Mass., for 15,000 Official Postal Guides, furnished July 15, 1875.	2,687 23
19	G. W. Wells	United States attorney, Oxford, Miss., for fees in two post-office cases.	20 00
19	G. R. Hill	Clerk United States district court, Oxford, Miss., for fees in seven post-office cases.	38 20
19	J. W. Dimmick	Clerk United States district court, Montgomery, Ala., for fees in twelve post-office cases.	50 75
19	N. W. Trimble	Clerk United States circuit court, Mobile, Ala., for fees in two post-office cases.	31 65
19	J. R. Beckwith	United States attorney, New Orleans, La., for fees in six post-office cases.	105 00
19	J. A. Woolfley	Clerk United States circuit court, New Orleans, La., for fees in ten post-office cases.	162 40
19	S. B. Packard	United States marshal, New Orleans, La., for fees in seven post-office cases.	100 35
19	C. Dart	Clerk United States circuit court, Galveston, Tex., for fees in four post-office cases.	60 98
19	S. R. Harrington	United States attorney, Little Rock, Ark., for fees in six post-office cases.	55 00
19	R. L. Goodrich	Clerk United States circuit court, Little Rock, Ark., for fees in six post-office cases.	31 35
19	W. Van Dyke	United States attorney, San Francisco, Cal., for fee in one post-office case.	20 00
19	L. S. B. Sawyer	Clerk United States circuit court, San Francisco, Cal., for fees in six post-office cases.	100 40
30	I. C. Mills	United States marshal, Little Rock, Ark., for fees in four post-office cases.	43 78
30	A. S. Thomas	Clerk United States circuit court, Topeka, Kans., for fees in twelve post-office cases.	91 30
30	N. S. McAfee	United States attorney, Montgomery, Ala., for fees in eleven post-office cases.	195 00
30	V. S. Lusk	United States attorney, Asheville, N. C., for fee in one post-office case.	50 00
30	G. W. Wells	United States attorney, Oxford, Miss., for fee in one post-office case.	20 00
30	W. L. Nicholson	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 July 31, 1875.	1,322 52

No. 5.—*Amounts paid by the Department on warrants, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1875. Aug. 30	W. L. Nicholson	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 month ended August 31, 1875.	\$2,213 31
31	G. R. Peck	United States attorney, Topeka, Kans., for fees in six post-office cases.	90 00
Sept. 7	G. F. Nesbitt & Co	New York, N. Y., for 538,450 registered-package envelopes furnished in third quarter, 1875.	4,722 20
10	J. G. Wintermith	Attorney at law, Tyler, Texas, for fee in one post-office case.	50 00
15	A. N. Lewis	New York, N. Y., for royalty on 538,450 registered package envelopes.	269 22
20	R. J. Paden	Clerk United States district court, Santa Fé, N. Mex., for fees in five post-office cases.	25 37
21	A. S. Gray	United States marshal, Harrisonburgh, Va., for fees in two post-office cases.	29 00
21	N. J. Riddick	Clerk United States circuit court, Raleigh, N. C., for fee in one post-office case.	10 90
21	W. J. Points	Late clerk United States circuit court, Harrisonburgh, Va., for fee in one post-office case.	12 55
21	D. P. Wheden	Assistant United States attorney, Beaver City, Utah, for fee in one post-office case.	10 00
21	William Patrick	Late United States attorney, Saint Louis, Mo., for fee in one post-office case.	10 00
21	N. Trusler	United States attorney, Indianapolis, Ind., for fee in one post-office case.	10 00
21	R. C. Badger	United States attorney, Raleigh, N. C., for fee in one post-office case.	20 00
21	R. W. Healy	United States marshal, Alabama, for fee in one post-office case.	14 00
29	W. L. Nicholson	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 month ended September 30, 1875.	1,999 24

No. 5.—*Amounts paid by the Department on drafts and charged to miscellaneous account.*

1874. Oct. 20	Chase Andrews	Washington, D. C., for amount advanced to pay expenses as a witness in the case of the United States vs. T. G. Simms, late postmaster, Atlanta, Ga.	\$100 00
Nov. 1	E. H. Murray	United States marshal, Louisville, Ky., for fee in one post-office case.	15 60
2	E. W. Early	Clerk United States circuit court, Lynchburgh, Va., for fees in two post-office cases.	17 15
2	H. P. Farrow	United States attorney, Atlanta, Ga., for fees in three post-office cases.	60 00
16	A. P. Eastlake	Washington, D. C., for expenses incurred in connection with the registered-package envelope system.	350 00
Dec. 3	D. J. Davidson	Clerk United States district court, Detroit, Mich., for fee in one post-office case.	10 00
21	E. H. Murray	United States marshal, Louisville, Ky., for fee in one post-office case.	26 00
1875. Jan. 22	W. A. Merriwether	Clerk United States circuit court, Louisville, Ky., for fees in two post-office cases.	21 15
23	Ellis & Caldwell	Attorneys at law, Washington, D. C., for legal services in one post-office case.	100 00
30	W. W. Murray	United States attorney, Memphis, Tenn., for fees in two post-office cases.	40 00
30	E. R. Campbell	Clerk United States circuit court, Memphis, Tenn., for commission on moneys collected in three post-office cases.	2 52
Feb. 17	H. Slack	United States marshal, Kanawha Court-House, W. Va., for fee in one post-office case.	9 50
23	W. C. Robards	Clerk United States circuit court, Tyler, Texas, for commission on moneys collected in one post-office case.	6 48
23	J. W. Dimmick	Clerk United States court, Montgomery, Ala., for fees in fifteen post-office cases.	13 10
23	H. P. Farrow	United States attorney, Atlanta, Ga., for investigating and reporting on lease of building for post-office at Columbus, Ga.	25 00
25	H. E. Andrews	Clerk United States circuit court, Memphis, Tenn., for fees in sundry post-office cases.	46 70

No. 5.—Amounts paid by the Department on drafts, &c.—Continued.

Date.	To whom allowed.	For what object.	Amount.
1875.			
Feb. 25	S. H. Jones.....	Late United States marshal, Memphis, Tenn., for fees in six post-office cases.	\$71 20
25	R. C. Badger.....	United States attorney, Raleigh, N. C., for fees in four post-office cases.	80 00
Mar. 15	P. Melendy.....	United States marshal, Keokuk, Iowa, for fee in one post-office case.	16 00
23	G. W. Wells.....	United States attorney, Holly Springs, Miss., for fees in two post-office cases.	40 00
25	William Spence.....	United States marshal, Nashville, Tenn., for fee in one post-office case.	17 96
25	J. T. Lane.....	United States attorney, Davenport, Iowa, for fees in two post-office cases.	25 00
27	J. W. Knowlton.....	Washington, D. C., for sundry expenses incurred while traveling as special agent of the Post-Office Department.	79 70
29	J. B. C. Drew.....	United States attorney, Pensacola, Fla., for fees in two post-office cases.	60 00
Apr. 15	N. Davis.....	Attorney at law, Huntsville, Ala., for legal services in one post-office case.	50 00
May 10	A. W. McCullough.....	Clerk United States circuit court, Huntsville, Ala., for fees in eleven post-office cases.	115 85
June 11	Z. E. Thomas.....	United States marshal, Huntsville, Ala., for fees in nine post-office cases.	140 58
11	William Pound.....	United States attorney, Yankton, Dak., for fee in one post-office case.	10 00
14	W. H. Smyth.....	United States marshal, Savannah, Ga., for fees in two post-office cases.	89 47
16	James Henry.....	Late United States marshal, Kalamazoo, Mich., for fee in one post-office case.	11 22
21	S. Patterson.....	Clerk United States circuit court, Lynchburgh, Va., for fees in two post-office cases.	28 05
July 3	A. P. Eastlake.....	Washington, D. C., for amount advanced to pay expenses in visiting New York and other offices on business connected with the registered-package envelope system.	75 00
19	W. A. Merriwether.....	Clerk United States circuit court, Louisville, Ky., for fee in one post-office case.	34 40
30	J. H. Standish.....	United States attorney, Grand Rapids, Mich., for fees in two post-office cases.	40 00
Aug. 12	G. C. Wharton.....	United States attorney, Louisville, Ky., for fee in one post-office case.	20 00
24	First National Bank.....	Portland, Oreg., for charges incurred in transporting four hundred dollars, currency, from Olympia, Wash.	2 00
Sept. 21	J. P. Van Dorston.....	United States attorney, Springfield, Ill., for fee in one post-office case.	10 00
21	William Spence.....	United States marshal, Murfreesborough, Tenn., for fee in one post-office case.	17 96

No. 5.—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-fixtures, telegraphing, and other miscellaneous expenses.

Third quarter, 1874.....	\$19,134 05
Fourth quarter, 1874.....	45,257 33
First quarter, 1875.....	15,247 63
Second quarter, 1875.....	16,268 90
Total.....	95,907 91
Amount paid to postmasters and others.....	921 05
Amount paid by warrants.....	116,547 44
Amount paid by drafts.....	1,877 59
Total.....	215,253 99
Amount allowed for stationery.....	39,427 61
Total.....	254,681 60
Deduct amounts charged to postmasters for overcredits.....	11 55
Amount actually paid and charged to miscellaneous account.....	254,670 05

J. M. MCGREW, Auditor.

No. 6.—Statement showing the transactions of the Money-Order Office of the United States during the fiscal year ended June 30, 1875.

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue.		Drafts and deposits received.	Balance due postmasters.	Transferred from—			
				Total fees received.	Premiums.			Postage fund.	Swiss fund.	British fund.	German fund.
Alabama	68,307	\$17,309 27	\$1,236,560 70	\$7,586 15	\$148 80	\$717,736 67	\$63 47	\$634 93	\$72 18	\$1,964 52	\$5,542 98
Arizona Ter.	4,493	11,090 76	161,232 99	846 20						921 14	210 00
Arkansas	46,691	17,411 70	1,076,799 53	6,168 55		406,984 00	4 16	2,029 28	30 90	1,605 23	1,442 13
California	80,316	20,753 12	1,905,842 14	10,827 30		1,424,060 65	88 16	12,031 57	2,464 18	43,908 72	43,938 72
Colorado Ter.	34,720	14,426 07	654,085 45	3,894 65		336,408 68	56 58	5,141 34	330 67	41,212 63	2,124 94
Connecticut	81,528	10,139 17	1,165,377 41	7,973 44		438,485 00	22 37	14,654 00	513 95	35,677 18	8,633 46
Dakota Ter.	6,798	1,519 58	117,041 55	720 70		9,050 00	98 14	1,180 37		182 50	314 50
Delaware	12,376	1,733 36	173,279 16	1,129 00		3,165 00		5,197 00	390 88	2,878 50	1,556 58
District of Columbia	31,330	8,484 04	581,456 29	3,427 05		1,365,641 71			832 55	8,470 44	6,904 24
Florida	36,843	28,488 03	919,361 62	5,171 85		198,242 90	1 83	350 86	56 77	4,787 19	1,700 27
Georgia	81,480	55,085 76	1,315,484 41	8,292 75	691 53	1,003,954 88	119 21	3,562 00	656 50	6,389 36	8,357 14
Idaho Ter.	4,744	7,320 88	156,267 50	837 40	161 36	68,265 28	5 40	1,280 00	97	7,889 70	322 46
Illinois	564,560	90,635 36	7,615,902 63	50,660 95	323 54	7,336,307 51	140 03	37,803 94	5,259 97	49,245 31	34,506 31
Indiana	265,140	44,627 91	3,524,010 66	23,544 00		1,278,749 05	161 28	16,235 19	1,172 59	18,638 14	12,841 33
Indian Territory	719	69 45	17,269 19	97 90							
Iowa	343,252	57,074 59	4,753,578 93	31,518 80		1,785,790 60	168 76	13,109 98	936 83	9,688 32	10,515 91
Kansas	130,060	29,808 01	1,965,877 90	12,707 70		829,341 13	315 18	12,797 46	33 39	3,127 28	1,227 77
Kentucky	86,312	15,514 21	1,926,271 97	8,034 80		912,298 00	44 16	5,776 65	493 97	5,123 32	5,761 62
Louisiana	47,261	45,689 17	1,085,795 46	6,176 30	1 25	1,645,114 81	191 35	128 00	409 89	8,896 70	2,179 84
Maine	79,032	20,144 72	1,384,388 60	8,480 90		600,782 00	86 98	7,485 52	198 13	74,616 79	4,926 32
Maryland	60,587	11,098 70	959,462 32	6,042 00		1,338,858 00	4 66	4,963 38	911 13	8,658 06	19,452 35
Massachusetts	180,171	38,850 54	2,912,896 72	18,172 30		1,948,139 75	174 10	40,135 91	997 98	108,771 17	18,035 90
Michigan	279,132	55,385 01	3,873,167 81	25,083 75		1,883,699 00	293 80	13,629 23	2,042 63	47,091 37	16,078 16
Minnesota	101,685	27,735 11	1,645,391 41	10,664 50		664,336 79	1 78	1,508 00	83 60	3,773 22	6,174 28
Mississippi	91,031	33,539 04	1,732,973 30	10,490 45	91 92	9,660 38		1,268 67	40 98	1,131 73	602 99
Missouri	202,064	55,543 55	3,022,465 90	19,478 35	9 21	3,589,891 86	1,070 05	20,521 44	1,320 18	16,485 94	8,223 06
Montana Ter.	8,973	4,904 97	188,396 00	1,100 35		92,579 00		25 00		2,041 56	2,703 78
Nebraska	60,292	22,674 73	985,682 66	6,202 60		919,755 00	25 34	16,736 00	61 62	2,013 58	1,993 46
Nevada	11,988	5,276 00	341,846 70	1,863 75					252 51	8,269 21	5,746 46
New Hampshire	59,631	7,870 80	772,670 97	5,048 60		78,825 00	179 20	5,483 68	32	12,922 14	1,596 97
New Jersey	64,691	9,273 19	996,646 98	6,305 75		160,489 00	50 25	18,568 68	401 49	34,739 66	13,911 93
New Mexico Ter.	7,233	2,879 04	210,284 43	1,146 15		166,482 02	20 72	30 00		282 51	1,109 03
New York	396,010	183,998 63	5,829,800 12	37,449 45		16,529,273 99	205 18	93,393 97	34,309 46	212,457 54	191,228 05
North Carolina	79,808	18,510 23	1,559,097 21	9,391 15		201,665 00	107 64	3,174 00	27 07	1,725 91	6,309 77
Ohio	399,041	48,211 09	5,179,790 61	34,831 90		3,244,465 05	451 90	99,304 04	2,333 99	50,002 50	31,337 81
Oregon	19,289	16,212 81	387,889 19	2,324 60		281,237 00	34 23	1,434 68	609 33	4,270 14	4,252 72
Pennsylvania	270,172	51,144 84	3,692,457 98	24,379 20	10 96	2,766,634 98	497 93	45,596 34	2,789 58	89,483 92	33,727 18
Rhode Island	25,804	2,870 30	413,848 42	2,580 00		102,986 00	4 04	1,736 00	69 24	26,429 80	3,241 48

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.....	54,956	\$17,674 56	\$982,990 18	\$6,041 20	\$191 26	\$578,068 11	.....	\$916 84	.....	\$1,586 47	\$774 40
Tennessee.....	96,913	46,355 19	1,775,874 34	10,792 50	43 75	1,790,443 34	\$37 16	38,522 64	\$1,094 51	4,373 48	4,328 01
Texas.....	98,421	63,404 02	2,013,573 42	11,878 85	29 25	920,793 80	6 91	34,703 55	313 34	8,872 57	8,214 70
Utah Ter.....	10,590	4,499 55	265,308 23	1,480 25	.....	250 00	6 13	1,617 00	571 81	8,559 51	2,740 39
Vermont.....	58,200	10,125 60	824,315 74	5,423 05	.....	91,420 00	119 17	6,777 86	17	5,813 21	1,093 20
Virginia.....	81,974	14,251 04	1,345,721 04	8,424 15	.....	1,475,818 00	21 52	7,150 89	799 09	12,728 41	6,258 12
Washington Ter.....	7,105	2,909 10	178,098 38	1,006 05	.....	8,123 00	.....	355 00	.....	1,434 97	1,870 99
West Virginia.....	32,206	5,673 29	492,357 88	3,151 65	.....	58,950 00	48 44	4,510 72	1 17	3,865 44	1,744 09
Wisconsin.....	234,140	60,654 17	3,624,042 79	23,116 70	.....	2,176,177 00	209 58	9,936 63	2,782 04	16,773 28	17,800 80
Wyoming Ter.....	8,254	2,682 44	182,316 76	1,044 90	.....	.....	.....	17 06	.....	1,005 23	51 18
Total.....	5,006,323	1,326,532 70	77,431,251 58	493,011 44	1,705 83	61,439,398 94	5,166 79	611,412 30	65,667 56	1,020,776 81	563,667 78

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.
				Postage-fund.	Swiss fund.	British fund.	German fund.					
Alabama	30,291	\$588,650 86	\$7,005 95	\$320 00	\$171 00	\$503 45	\$457 71	\$1,366,449 99	\$553 38	\$5,105 78	\$18,401 55	.....
Arizona Ter	655	24,472 33	770 24	.....	.....	1 39	32	137,296 00	.....	343 19	11,417 62	.....
Arkansas	19,640	530,506 56	7,823 48	37,248 72	11 00	539 84	1,701 57	916,396 77	580 54	3,030 98	14,636 02	.....
California	40,626	1,270,724 72	13,517 74	618 32	148 05	2,430 21	3,889 23	2,137,726 65	126 80	8,790 86	25,654 73	\$278 56
Colorado Ter	21,020	515,632 51	5,611 40	800 00	.....	1,031 56	1,167 19	517,190 68	118 06	2,525 36	13,603 65	.....
Connecticut	71,019	1,107,024 24	6,381 39	116 00	335 32	1,702 83	3,295 94	547,683 97	63 10	5,128 04	9,697 53	47 62
Dakota Ter	3,228	64,373 76	963 20	200 00	.....	55 10	1,558 56	61,332 79	.....	401 08	1,222 65	.....
Delaware	8,060	127,549 32	655 19	.....	1 05	327 91	111 92	58,166 00	3 00	695 10	1,784 93	35 06
District of Columbia	38,620	607,705 05	3,504 60	.....	70 00	.....	940 00	1,341,276 00	3,259 14	4,434 35	14,027 18	.....
Florida	12,572	320,633 56	4,353 14	191 24	27 60	433 39	272 59	803,683 90	236 06	2,484 15	25,654 64	191 05
Georgia	63,750	1,141,531 63	9,250 60	1,052 49	32 78	797 37	434 40	1,193,989 78	63 05	5,361 59	50,016 59	63 26
Idaho Ter	759	28,125 48	594 65	143,009 00	.....	131 16	580 79	66,091 28	.....	348 42	3,432 63	37 54
Illinois	680,596	9,014,642 16	47,697 93	8,371 21	1,676 80	8,994 48	47,760 24	5,966,682 72	3,400 28	36,491 25	84,771 26	294 22
Indiana	146,524	2,304,529 85	21,114 32	5,092 12	1,185 96	2,911 62	15,028 09	2,516,469 73	519 23	12,785 18	40,198 96	145 09
Indian Territory	83	2,050 49	55 00	.....	.....	.....	.....	15,103 00	.....	37 78	181 27	.....
Iowa	185,739	3,230,527 44	26,195 51	6,039 88	1,310 47	3,973 41	22,480 69	3,297,027 00	137 25	17,101 27	57,371 06	218 74
Kansas	108,199	2,102,226 78	12,782 27	2,758 00	1,056 60	7,974 77	10,266 14	685,321 41	107 46	9,569 53	23,133 27	69 59
Kentucky	90,352	1,584,288 98	7,619 18	.....	222 00	1,311 54	2,754 79	562,213 71	8 06	7,061 20	13,803 15	36 09
Louisiana	50,431	1,256,168 54	6,232 14	65 91	1,098 84	424 66	6,280 22	1,472,509 86	4 66	4,637 23	47,142 02	18 69
Maine	61,050	1,138,387 04	5,720 45	400 00	.....	1,638 99	386 64	928,630 00	64 82	5,525 75	20,312 11	44 16
Maryland	96,685	1,970,048 44	6,216 71	76 14	36 00	1,964 97	4,213 68	346,836 85	39 00	7,412 03	12,607 68	.....
Massachusetts	310,896	4,049,644 54	18,336 29	358 00	199 78	4,818 28	2,646 65	967,040 75	287 95	18,071 25	24,709 66	61 22
Michigan	188,928	3,048,314 40	24,569 83	1,347 23	116 79	4,575 66	19,435 11	2,753,530 10	39 50	13,891 33	50,511 34	139 47
Minnesota	64,128	1,168,354 51	11,421 97	800 00	544 55	2,254 51	24,901 71	1,118,306 00	122 40	6,596 40	26,297 16	69 48
Mississippi	24,950	454,650 70	11,717 09	390 00	56 70	1,057 72	869 72	1,283,031 51	494 19	4,468 97	32,956 12	109 74
Missouri	279,868	5,070,288 78	22,053 49	227 40	2,552 59	3,724 45	18,580 70	1,578,169 72	454 10	19,077 70	25,355 15	555 46
Montana Ter	2,355	67,958 62	1,473 31	.....	.....	23 34	384 64	212,568 00	41 11	554 71	8,746 93	.....
Nebraska	43,648	898,495 54	7,198 82	607 26	198 00	4,051 59	14,165 41	1,005,060 00	7 65	4,674 02	20,549 33	137 37
Nevada	1,313	57,112 03	2,119 77	.....	.....	264 05	446 98	297,815 00	3 50	436 13	5,057 17	.....
New Hampshire	36,291	611,464 32	3,262 07	692 00	.....	774 03	123 80	253,102 00	27 58	3,210 95	6,772 81	168 12
New Jersey	57,286	919,568 25	6,746 92	155 00	615 04	5,123 76	13,683 46	280,744 00	8 00	4,033 44	9,627 29	111 77
New Mexico Ter	1,313	39,726 71	551 02	.....	.....	6 22	81 00	336,147 49	3 75	481 35	5,236 36	.....
New York	942,924	11,496,157 42	49,721 34	266,868 61	30,987 75	679,945 12	275,372 84	10,064,346 14	3,087 60	46,862 65	198,497 11	269 81
North Carolina	32,295	611,325 51	5,735 11	6,790 00	.....	949 62	410 53	1,149,540 44	69 60	4,661 89	20,812 88	12 36
Ohio	417,904	5,922,077 02	33,162 29	179,609 00	1,972 05	11,104 27	23,668 40	2,445,808 68	191 04	23,142 29	49,403 24	590 61
Oregon	8,195	235,306 07	2,697 80	168 55	.....	9 95	829 56	441,417 00	37 74	1,587 49	16,232 05	8 49
Pennsylvania	346,757	4,629,606 84	26,013 71	5,228 16	2,704 95	18,824 96	29,235 88	1,928,308 90	3,061 43	19,300 79	43,894 40	542 89
Rhode Island	17,570	326,431 43	2,818 10	.....	76 00	794 73	479 00	218,784 00	38 40	1,463 51	2,880 11	.....

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.
				Postage-fund.	Swiss fund.	British fund.	German fund.					
South Carolina.....	28, 197	\$529, 235 10	\$5, 618 06	.....	\$0 11	\$227 09	\$407 56	\$1, 035, 190 11	\$18 90	\$3, 234 45	\$14, 311 64	.....
Tennessee.....	79, 977	1, 537, 686 03	12, 031 84	\$38, 205 50	239 39	726 17	1, 777 91	2, 039, 704 03	2, 304 21	7, 382 40	31, 744 29	\$63 15
Texas.....	54, 267	1, 132, 494 35	16, 173 74	12, 163 00	733 73	1, 092 30	11, 488 15	1, 812, 100 80	51 60	5, 740 70	69, 407 32	344 72
Utah Ter.....	5, 556	145, 655 00	1, 492 65	425 00	36 00	1, 348 30	93 00	130, 960 00	.....	3, 923 78	4, 099 14	.....
Vermont.....	35, 332	587, 261 41	3, 003 18	.....	.....	472 54	67 58	339, 890 00	.....	3, 275 97	11, 027 17	90 15
Virginia.....	67, 021	1, 172, 938 81	7, 289 20	156 46	165 00	2, 899 25	1, 627 97	1, 664, 720 00	110 15	5, 702 32	20, 515 46	47 64
Washington Ter.....	2, 424	82, 065 65	1, 188 05	35 00	.....	203 93	438 72	105, 530 00	10 00	540 41	3, 785 73	.....
West Virginia.....	14, 969	274, 511 68	2, 908 45	194 00	545 00	350 32	840 92	282, 617 00	25 00	1, 436 77	6, 853 19	20 35
Wisconsin.....	155, 440	2, 821, 692 01	21, 468 43	1, 330 00	3, 348 14	7, 177 98	51, 493 05	2, 953, 602 00	139 52	14, 171 89	56, 852 94	217 03
Wyoming Ter.....	2, 711	45, 522 28	1, 499 38	.....	.....	167 71	287 72	135, 376 00	.....	462 09	3, 802 39	.....
Total.....	4, 952, 747	76, 865, 353 75	496, 337 00	722, 109 20	52, 475 08	789, 816 50	617, 418 68	61, 776, 487 70	19, 919 41	354, 655 77	1, 258, 979 08	5, 039 50

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., September 30, 1875.

J. M. McGREW, Auditor.

No. 7.—*Statement of the receipts and disbursements of the Money-Order Office for the fiscal year ended June 30, 1875.*

RECEIPTS.

Balance in the hands of postmasters June 30, 1874	\$1,326,532 70
Amount received for money-orders issued	77,431,251 58
Amount received for fees	493,011 44
Amount received for premiums, &c.	1,705 83
Amount received for deposits and drafts	61,439,398 94
Amount due postmasters	5,166 79
Amount transferred from postage-fund	611,412 30
Amount transferred from Swiss fund	65,667 56
Amount transferred from British fund	1,020,776 81
Amount transferred from German fund	563,667 78
	142,958,591 73

DISBURSEMENTS.

Amount of money-orders paid	\$76,865,353 75
Amount of money-orders repaid	496,337 00
Amount transferred to postage-fund	722,109 20
Amount transferred to Swiss fund	52,475 08
Amount transferred to British fund	789,816 50
Amount transferred to German fund	617,418 68
Amount deposited at first-class offices	61,776,487 76
Amount paid for incidental expenses	19,919 41
Amount paid for clerk-hire and commissions	354,655 77
Miscellaneous items	5,039 50
Balance in the hands of postmasters June 30, 1875...	1,258,979 08
	142,958,591 73

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., September 30, 1875.

No. 8.—*Statement showing the revenue which accrued on money-order transactions for the fiscal year ended June 30, 1875.*

Total amount of fees received	\$493,011 44
Total amount of premiums, &c., received	1,705 83
	494,717 27
Commissions and clerk-hire	\$354,655 77
Lost remittances	399 00
Incidental expenses	19,520 41
Net revenue	120,142 09
	494,717 27

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., September 30, 1875.

No. 9.—Statement showing the transactions of the Money-Order Office of the United States with Switzerland for the fiscal year ended June 30, 1875.

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue.	Transferred from domestic money-order fund.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to domestic money-order fund.	Amount paid Switzerland.	Expenses.	Commissions and clerk-hire.	Miscellaneous items.
				Total fees received.									
Alabama	2	\$2 75	\$68 00	\$2 00	\$171 00	6	\$171 40		\$72 18			\$0 17	
Arkansas	2		23 00	1 00	11 00	1	9 03		30 90			07	
California	97	4 54	2,467 22	69 75	148 05	9	223 36		2,464 18			2 02	
Colorado Ter.	9	17	322 00	8 50					330 67				
Connecticut	23	1 79	526 25	14 75	335 32	14	364 16		513 95				
Delaware	11	77	380 00	10 00	1 05				390 88			94	
District of Columbia	42	19	808 95	23 25	70 00	4	69 84		832 55				
Florida		56 56			27 60	2	27 33		56 77			06	
Georgia	16	50	639 50	16 50	32 78	1	32 70		656 50			08	
Idaho Ter.		97							97				
Illinois	284	2 85	5,879 96	170 50	1,676 80	86	2,426 33	\$39 83	5,259 97			3 28	\$0 70
Indiana	50	5 40	1,134 65	32 00	1,185 96	39	1,176 74	4 96	1,172 59			1 72	
Iowa	45	1 60	928 41	26 50	1,310 47	46	1,328 71		936 83			1 36	08
Kansas	2	1 26	30 60	1 00	1,056 60	38	1,053 81		33 39			2 04	22
Kentucky	19	66	500 75	13 75	222 00	9	243 19		493 97				
Louisiana	19	95	454 50	12 25	1,098 84	38	1,156 41		409 89			24	
Maine	5	25	193 00	5 00					198 13			12	
Maryland	25	54	886 55	23 25	36 00	3	35 21		911 13				
Massachusetts	53	1 46	996 46	28 75	199 78	12	228 47		997 98				
Michigan	98	14 43	1,999 59	57 25	116 79	11	144 89		2,042 63			54	
Minnesota	7	82	83 43	3 00	544 55	17	547 04		83 60			95	21
Mississippi	2		40 00	1 00	56 70	2	56 46		40 98			24	02
Missouri	70	15 75	1,661 70	47 50	2,552 59	103	2,956 86		1,320 18			50	
Montana Ter.													
Nebraska	2	41	60 00	1 50	198 00	5	198 29		61 62				
Nevada	10	26	245 00	7 25					252 51				
New Hampshire		32							32				
New Jersey	39	1 19	516 95	17 00	615 04	31	748 37		401 49			32	
New York	1,385	5 56	36,674 88	1,032 50	30,987 75	222	5,569 97	73 25	34,309 46	\$27,923 57	\$23 75	800 39	30
North Carolina	2	1 34	25 00	75	04				27 07			06	
Ohio	92	5 89	2,411 20	66 75	1,972 05	74	2,121 60		2,333 99			30	
Oregon	16	53	593 05	15 75					609 33				
Pennsylvania	119	4 58	3,144 35	85 50	2,704 95	127	3,146 76		2,789 58			3 04	
Rhode Island	5	31	68 60	2 00	76 00	3	77 67		69 24				
South Carolina					11								11
Tennessee	56	1 82	1,127 78	32 75	239 39	11	306 84		1,094 51			22	17
Texas	15	1 06	303 85	9 25	733 73	22	734 55		313 34				
Utah Ter.	21	93	555 50	15 00	36 00	1	35 62		571 81				

Vermont		17							17				
Virginia	24	2 99	787 50	20 25	165 00	6	176 02		799 09			63	
West Virginia		1 08			545 00	20	544 63		1 17			28	
Wisconsin	92	603 24	2,004 87	55 75	3,348 14	117	3,221 52		2,782 04			7 46	98
Wyoming Ter													
Total	2,739	745 89	68,548 05	1,929 50	52,475 08	1,080	29,135 78	118 04	65,667 56	27,923 57	23 75	827 03	2 79

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., September 30, 1875.

J. M. MCGREW, *Auditor.*

No. 10.—*Statement of the receipts and disbursements of the Money-Order Office with Switzerland for the fiscal year ended June 30, 1875.*

RECEIPTS.

Balance in hands of postmasters June 30, 1874.....	\$745 89
Amount received for money-orders issued.....	68,548 05
Amount received for fees.....	1,929 50
Amount transferred from domestic fund	52,475 08
	123,698 52

DISBURSEMENTS.

Amount of money-orders paid	\$29,135 78
Amount of money-orders repaid	118 04
Amount transferred to domestic fund.....	65,667 56
Amount paid Switzerland.....	27,923 57
Amount paid for incidental expenses	23 75
Amount paid for commissions and clerk-hire.....	827 03
Miscellaneous items	2 79
	123,698 52

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., September 30, 1875.

No. 11.—*Statement showing the revenue which accrued on money-order transactions with Switzerland for the fiscal year ended June 30, 1875.*

Amount of fees received on orders issued.....	\$1,929 50
Commissions and clerk-hire.....	\$827 03
Excess of commissions paid Switzerland.....	399 61
Incidental expenses	23 75
Net revenue.....	679 11
	1,929 50

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 16, 1875.

No. 12.—Statement showing the transactions of the Money-Order Office of the United States with the Kingdom of Great Britain and Ireland for the fiscal year ended June 30, 1875.

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue.	Transferred from domestic money-order fund.	Amount received from assignees of Jay Cooke & Co.	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.	Miscellaneous items.
				Total fees received.										
Alabama.....	78	\$2 08	\$2,026 05	\$54 75	\$503 45		28	\$610 41	\$10 00	\$1,964 52			\$1 00	\$0 40
Arizona Ter.....	25	1 70	898 25	23 25	1 39					921 14		\$1 25	2 20	
Arkansas.....	59	60	1,632 30	44 50	539 84		31	611 01		1,605 23			92	08
California.....	2,304	164 20	46,657 59	1,369 25	2,430 21		319	6,526 32	152 05	43,900 03			43 92	18 93
Colorado Ter.....	1,784	50	41,712 75	1,156 50	1,031 56		126	2,583 13		41,212 63			97 19	8 36
Connecticut.....	2,474	53 74	38,696 77	1,222 75	1,702 83		334	5,678 39	257 20	35,677 18			46 88	16 44
Dakota Ter.....	10	18	180 00	5 25	55 10		6	57 45		182 50			58	
Delaware.....	162		3,344 48	98 00	327 91		44	780 33	100 00	2,878 50			10 32	1 24
District of Columbia.....	531	39	9,486 95	289 25			68	1,219 48	86 67	8,470 44				
Florida.....	169	2 09	4,838 66	133 00	433 39		22	444 77	159 30	4,787 19			13 18	2 70
Georgia.....	301	20 17	6,556 41	185 00	797 37		56	1,123 66	45 00	6,389 36			93	
Idaho Ter.....	231		7,713 15	211 25	131 16		7	134 63		7,889 70			19 62	11 61
Illinois.....	3,680	259 09	64,394 44	1,955 50	8,994 48		1,310	25,949 29	180 13	49,245 31			207 09	21 69
Indiana.....	1,069	108 39	19,585 56	585 00	2,911 62		217	4,432 49	51 20	18,638 14			21 25	47 49
Iowa.....	603	105 05	10,418 06	325 75	3,973 41		258	5,061 58	43 00	9,688 32			21 82	7 55
Kansas.....	263	45 39	3,839 86	111 75	7,974 77		421	8,817 88		3,127 28			24 17	2 44
Kentucky.....	295	35 96	5,797 00	173 75	1,311 54		104	2,143 91	26 40	5,123 32		15 00	9 31	31
Louisiana.....	386	132 05	10,380 85	293 25	424 66		114	2,301 83	20 00	8,896 70			2 28	
Maine.....	2,381	5 31	73,957 86	1,949 50	1,638 99		125	2,653 82	64 15	74,616 79			175 29	41 61
Maryland.....	626	41 30	9,954 94	311 75	1,964 97		199	3,427 15	171 75	8,658 06			13 11	2 89
Massachusetts.....	7,644	123 76	126,083 37	3,942 25	4,818 28		1,530	25,124 99	388 27	108,771 17			669 07	14 16
Michigan.....	2,751	55 56	56,352 80	1,500 50	4,575 66		446	9,089 92	141 00	47,091 37			95 54	66 69
Minnesota.....	251	68 72	4,203 70	127 25	2,254 51		143	2,787 00	82 00	3,773 22			8 06	3 90
Mississippi.....	58	71	1,179 30	35 25	1,057 72		48	1,130 16		1,131 73			4 62	6 47
Missouri.....	1,072	179 51	21,337 42	683 50	3,724 45		436	9,271 35	25 00	16,485 04			71 19	11 40
Montana Ter.....	67	60	2,017 25	54 25	23 34		4	51 57	2 00	2,041 56			33	07
Nebraska.....	187	3 37	2,896 72	69 00	4,051 59		238	4,991 20	20 00	2,013 58			14 51	1 39
Nevada.....	399	28 18	8,226 45	253 50	264 05		20	495 14		8,269 21			4 67	3 16
New Hampshire.....	714	60 65	12,992 97	390 50	774 03		68	1,242 86	11 00	12,922 14			35 53	6 62
New Jersey.....	3,125	82 81	45,281 62	1,486 75	5,123 76		1,016	16,984 08	135 72	34,739 66			75 61	39 87
New Mexico Ter.....	9	64	274 50	7 25	6 22		1	5 41		282 51			69	
New York.....	15,712	128 45	252,946 39	8,054 50	679,945 12		5,018	84,259 67	1,056 89	212,457 54	\$622,372 93	149 32	20,761 59	16 52
North Carolina.....	78	4 80	1,782 58	51 25	649 62		37	755 29		1,725 91			6 34	71
Ohio.....	3,278	114 95	58,625 21	1,784 25	11,104 27		1,074	21,260 46	216 40	50,092 50		7 70	80 65	60 97
Oregon.....	186	1 68	4,199 24	119 75	9 95		8	54 69		4,270 14			5 30	49
Pennsylvania.....	6,136	509 64	98,032 89	3,067 75	18,824 96	\$18,847 99	2,625	48,956 83	427 05	89,483 92			385 01	30 42

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue.	Transferred from domestic money-order fund.	Amount received from assignees of Jay Cooke & Co.	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.	Miscellaneous items.
				Total fees received.										
Rhode Island	1, 679	\$10 56	\$28, 687 27	\$895 75	\$794 73	.....	226	\$3, 870 68	\$72 36	\$26, 429 80	.....	.....	\$9 31	\$6 16
South Carolina	47	83	1, 675 40	43 00	227 09	.....	19	350 62	.....	1, 586 47	.....	.....	4 13	5 10
Tennessee	226	6 98	4, 623 76	136 50	726 17	.....	58	1, 107 63	10 00	4, 373 48	.....	.....	2 29	01
Texas	388	34 99	9, 569 40	262 75	1, 092 30	.....	102	2, 082 96	.....	8, 872 57	.....	.....	2 34	1 57
Utah Ter.	567	75 53	9, 826 67	294 50	1, 348 30	.....	138	2, 964 61	10 00	8, 559 51	.....	.....	9 51	1 37
Vermont	353	28 41	5, 674 39	180 00	472 54	.....	33	526 02	.....	5, 813 21	.....	.....	15 48	63
Virginia	648	17 94	14, 489 19	409 50	2, 899 25	.....	231	4, 968 54	83 00	12, 728 41	.....	\$1 25	11 74	22 94
Washington Ter.	53	.....	1, 521 96	42 00	203 93	.....	13	272 58	54 50	1, 434 97	.....	25	4 45	1 14
West Virginia	204	.....	3, 857 75	114 75	350 32	.....	25	448 12	.....	3, 865 44	.....	.....	8 24	1 02
Wisconsin	921	102 25	15, 871 41	480 75	7, 177 98	.....	319	6, 688 17	130 25	16, 773 28	.....	.....	35 55	5 14
Wyoming Ter.	48	.....	1, 080 75	30 25	167 71	.....	12	244 72	25 00	1, 005 23	.....	.....	3 31	45
Total	64, 172	2, 619 80	1, 149, 382 29	34, 986 25	789, 816 50	\$18, 847 99	17, 677	324, 542 80	4, 257 29	1, 020, 776 81	\$622, 372 93	174 77	23, 036 12	492 11

J. M. McGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT.
Washington, D. C., September 30, 1875.

No. 13.—*Statement of the receipts and disbursements of the Money-Order Office with the United Kingdom of Great Britain and Ireland for the fiscal year ended June 30, 1875.*

RECEIPTS.

Balance in hands of postmasters June 30, 1874	\$2,619 80
Amount received for money-orders issued	1,149,382 29
Amount received for fees	34,986 25
Amount transferred from domestic fund	789,816 50
Amount received from assignees of Jay Cooke & Co.	18,847 99
	1,995,652 83

DISBURSEMENTS.

Amount of money-orders paid	\$324,542 80
Amount of money-orders repaid	4,257 29
Amount transferred to domestic fund	1,020,776 81
Amount paid United Kingdom	622,372 93
Amount paid for incidental expenses	174 77
Amount paid for commissions and clerk-hire	23,036 12
Miscellaneous items	492 11
	1,995,652 83

J. M. McGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., September 30, 1875.

No. 14.—*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, 1874.*

Amount of fees received on orders issued	\$44,508 75
Commissions and clerk-hire	\$20,858 44
Excess of commissions paid United Kingdom	11,812 64
Incidental expenses	462 95
Net revenue	11,374 72
	44,508 75

J. M. McGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., September 30, 1875.

No. 15—Statement showing the transactions of the Money-Order Office of the United States with the German Empire for the fiscal year ended June 30, 1875.

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	213	\$2 31	\$5,980 75	\$160 45	\$457 71	.....	42.	\$1,058 17	.....	\$5,542 98	.....	.....	\$0 07	.....	.....
Arizona Ter.	5	1 00	204 00	5 25	32	.....	.....	.....	.....	210 00	.....	.....	51	.....	\$0 06
Arkansas	73	1 45	1,565 15	43 05	1,701 57	.....	68	1,867 13	.....	1,442 13	.....	.....	1 96	.....	.....
California	1,861	174 87	50,911 51	1,383 35	3,889 23	.....	450	12,195 93	\$171 50	43,938 72	.....	\$1 15	44 36	.....	7 30
Colorado Ter.	109	57	2,740 30	74 80	1,167 19	.....	65	1,857 63	.....	2,124 94	.....	.....	28	.....	01
Connecticut	534	4 76	10,146 33	280 30	3,295 94	.....	196	5,060 49	26 00	8,633 46	.....	50	6 57	.....	31
Dakota Ter.	15	81	302 00	8 05	1,558 56	.....	54	1,550 25	.....	314 50	.....	.....	4 67	.....	.....
Delaware	54	.....	1,556 90	41 40	111 92	.....	5	149 09	.....	1,556 58	.....	.....	4 26	.....	29
District of Columbia	383	18	9,611 72	258 90	940 00	.....	151	3,906 56	.....	6,904 24	.....	.....	.....	.....	.....
Florida	61	2 38	1,634 00	43 10	272 59	.....	7	246 83	.....	1,700 27	.....	.....	.....	.....	.....
Georgia	267	157 02	8,284 05	216 55	434 40	.....	26	684 70	50 00	8,357 14	.....	.....	4 68	.....	.....
Idaho Ter.	10	41	315 25	8 15	580 79	.....	21	579 59	.....	322 46	.....	.....	2 23	.....	32
Illinois	3,381	202 69	59,635 17	1,663 50	47,760 24	.....	2,819	74,324 99	119 27	34,506 31	.....	1 00	243 06	.....	66 97
Indiana	830	91 62	14,400 85	404 20	15,028 09	.....	640	16,943 24	97 60	12,841 33	.....	75	37 80	.....	4 04
Iowa	670	225 16	12,635 96	345 25	22,480 69	.....	912	24,961 34	138 00	10,515 91	.....	1 90	60 42	.....	9 49
Kansas	89	1 68	1,752 80	47 65	10,266 14	.....	397	10,800 19	20 00	1,227 77	.....	50	17 40	.....	2 41
Kentucky	339	16 24	7,394 84	202 60	2,754 79	.....	187	4,597 49	.....	5,761 62	.....	.....	9 01	.....	35
Louisiana	184	141 02	3,979 78	108 30	6,280 22	.....	315	8,303 08	20 00	2,179 84	.....	.....	6 32	.....	08
Maine	139	1 24	4,804 70	123 00	386 64	.....	16	385 03	.....	4,926 32	.....	.....	4 23	.....	.....
Maryland	1,233	24	24,753 60	676 15	4,213 68	.....	425	10,059 93	123 00	19,452 35	.....	.....	7 26	.....	1 13
Massachusetts	1,029	40 98	22,186 97	610 70	2,646 65	.....	279	7,287 63	60 50	18,035 90	.....	.....	100 93	.....	34
Michigan	1,324	82 81	24,880 20	690 50	19,435 11	.....	1,081	28,816 84	138 60	16,078 16	.....	90	45 19	.....	8 93
Minnesota	433	303 56	7,889 63	215 45	24,901 71	.....	964	26,259 45	792 45	6,174 28	.....	2 50	65 91	.....	15 76
Mississippi	32	94	714 00	19 15	869 72	.....	35	998 11	.....	602 99	.....	.....	2 41	.....	30
Missouri	859	105 23	18,732 18	510 70	18,580 70	.....	1,136	29,531 48	60 00	8,223 06	.....	15	107 63	.....	6 49
Montana Ter.	77	1 41	2,636 95	68 15	384 64	.....	14	383 51	.....	2,703 78	.....	.....	2 89	.....	97
Nebraska	142	41 80	3,051 80	81 90	14,165 41	.....	550	15,255 45	55 00	1,993 46	.....	.....	32 86	.....	4 14
Nevada	178	68	5,839 34	156 30	446 98	.....	25	680 57	15 00	5,746 46	.....	.....	75	.....	52
New Hampshire	93	1 91	1,616 27	45 70	123 80	.....	8	174 46	11 12	1,596 97	.....	50	4 46	.....	77
New Jersey	1,237	35 51	24,756 35	677 40	13,683 46	.....	1,006	25,093 29	60 10	13,941 93	.....	50	48 01	.....	8 89
New Mexico Ter.	27	.....	1,061 50	27 50	81 00	.....	5	58 12	.....	1,109 03	.....	.....	2 81	.....	04
New York	11,382	48 98	245,090 14	6,776 60	275,372 84	.....	5,664	137,177 08	700 47	191,228 05	189,474 86	151 58	8,554 95	.....	1 57
North Carolina	172	2 60	6,260 75	160 95	410 53	.....	18	504 68	.....	6,309 77	.....	.....	16 88	.....	3 50
Ohio	2,383	214 35	43,550 93	1,206 00	23,668 40	.....	1,416	37,013 99	156 60	31,337 81	.....	2 25	133 94	.....	5 09
Oregon	169	21 40	4,344 20	120 65	829 56	.....	41	1,029 99	.....	4,282 72	.....	.....	3 10	.....	.....
Pennsylvania	2,350	236 49	51,210 12	1,384 50	29,235 88	.....	1,874	47,743 31	487 00	33,727 18	.....	8 05	93 00	.....	8 45
Rhode Island	.....	1 25	3,477 85	93 40	479 00	.....	36	810 02	.....	3,241 46	.....	.....	.....	.....	.....

South Carolina	31	36	4, 871 00	22 90	407 56	20	524 60	774 40				2 06	76
Tennessee	181	27 64	4, 705 57	126 45	1, 777 91	83	2, 307 84	4, 328 01				1 53	19
Texas	589	442 63	12, 924 16	353 75	11, 488 15	610	16, 928 36	33 10	8, 214 70	65	26 97		4 91
Utah Ter.	74	32	2, 677 00	68 90	93 00	4	98 79		2, 740 39			04	
Vermont	27	1 61	1, 063 25	28 00	67 58	5	64 39		1, 093 20			2 82	03
Virginia	280	25 54	6, 849 30	184 55	1, 627 97	99	2, 420 52	5 00	6, 258 12			3 22	50
Washington Ter.	55	1 06	1, 810 72	47 80	438 72	18	421 72		1, 870 99			5 59	
West Virginia	113	1 27	2, 116 80	58 65	840 92	55	1, 272 82		1, 744 09			73	
Wisconsin	1, 459	383 87	23, 667 30	666 45	51, 493 05	2, 140	58, 080 81	201 01	17, 800 80	1 00	109 92		17 13
Wyoming Ter.	1	32	50 00	1 25	287 72	11	287 27		51 18			84	
Total	35, 319	3, 050 17	746, 644 54	20, 498 25	617, 418 68	23, 993	620, 756 76	3, 541 32	563, 667 78	189, 474 86	173 88	9, 814 71	182 33

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., September 30, 1875.

J. M. McGREW, Auditor.

No. 16.—*Statement of the receipts and disbursements of the Money-Order Office with the German Empire for the fiscal year ended June 30, 1875.*

RECEIPTS.

Balance in hands of postmasters June 30, 1874	\$3,050 17
Amount received for money-orders issued	746,644 54
Amount received for fees	20,498 25
Amount transferred from domestic fund	617,418 68
	1,387,611 64

DISBURSEMENTS.

Amount of money-orders paid	\$620,756 76
Amount of money-orders repaid	3,541 32
Amount transferred to domestic fund	563,667 78
Amount paid German Empire	189,474 86
Amount paid for incidental expenses	173 88
Amount paid for commissions and clerk-hire	9,814 71
Miscellaneous items	182 33
	1,387,611 64

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., September 30, 1875.

No. 17.—*Statement showing the revenue which accrued on money-order transactions with the German Empire for the fiscal year ended June 30, 1874.*

Amount of fees received on orders issued	\$19,288 95
Commissions and clerk-hire	\$7,059 95
Excess of commissions paid German Empire	2,976 57
Incidental expenses	121 55
Net revenue	9,130 88
	19,288 95

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., September 30, 1875.

No. 18.—Amount of letter-postage on British mails received in and sent from the United States during the fiscal year ended June 30, 1875.

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$7,294 61	\$14,775 21	.....	\$142,038 33	\$164,108 15
Dale, or Inman line	4,382 71	9,594 54	.....	82,259 20	96,236 45
North German Lloyd of Bremen	3,058 14	7,629 91	.....	51,201 73	61,889 78
Canadian line	1 08	2 38	.....	126 18	129 64
White Star line	18 82	21 00	.....	1,853 82	1,893 64
Liverpool and Great Western Steam Company .....	.....	.....	.....	68	68
American Steamship Company	3 32	3 32	.....	1 48	4 80
National line .....	.....	.....	.....	24	24
Total	14,758 68	32,023 04	.....	277,481 66	324,263 38
Amount received	46,781 72	.....	\$277,481 66	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line	\$3,953 60	\$97,544 94	.....	\$7,572 62	\$109,071 16
Liverpool and Great Western Steam Company	159 74	28,774 49	.....	2,353 86	31,288 09
Hamburg-American Packet Company	3,473 06	40,284 37	.....	4,483 66	48,241 09
Canadian line .....	.....	12,107 36	.....	540 84	12,648 20
White Star line	3,277 68	57,309 34	.....	3,690 79	64,277 81
North German Lloyd of Bremen	3,531 58	17,648 58	.....	1,244 25	22,424 41
Dale, or Inman line	3,001 24	24,318 81	.....	1,605 84	27,925 89
Eagle line	425 80	21,438 74	.....	1,623 97	23,488 51
American Steamship Company .....	.....	3,275 52	.....	163 90	3,439 42
National line .....	.....	389 09	.....	21 34	410 43
Dominion line .....	.....	2,830 95	\$52 16	122 40	3,005 51
Anchorline	36 12	1,571 46	.....	97 80	1,705 38
Total	16,858 82	307,493 65	52 16	23,521 27	347,925 90
Amount sent	324,352 47	.....	23,573 43	.....	.....

Amount collected in the United States \$371,134 19
 Amount collected in the United Kingdom 301,055 09

Total **672,189 28**

Excess collected in the United States 70,079 10
 Decrease compared with last fiscal year 122,241 17

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
 FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 19.—Amount of letter-postage on German mails received in and sent from the United States during the fiscal year ended June 30, 1875.

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line, via England.....	\$1,843 81	\$5,394 50	.....	\$12,872 59	\$20,110 90
Dale, or Inman line, via England.....	2,366 64	8,521 01	.....	12,860 10	23,747 75
North German Lloyd, of Bremen, via England.....	2,081 08	6,548 68	.....	14,090 86	22,720 62
Hamburg-American Packet Company, via France.....	1,060 37	3,261 30	.....	2,825 94	7,147 61
French line.....	46 78	170 34	.....	108 97	326 09
North German Lloyd, of Bremen, direct.....	1,036 83	3,219 70	.....	38,689 98	42,946 51
Hamburg-American Packet Company, direct.....	1,426 04	4,473 25	.....	47,849 30	53,748 59
Eagle line, direct from Hamburg.....	126 20	434 50	.....	4,441 97	5,002 67
Baltic Lloyd, direct from Stettin.....	12	.....	.....	66	78
Total.....	9,987 87	32,023 28	.....	133,740 37	175,751 52
Amount received.....	42,011 15	.....	\$133,740 37	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line, via England.....	\$713 58	\$16,057 27	.....	\$2,089 39	\$18,860 24
Dale, or Inman line, via England.....	.....	126 62	.....	16 80	143 42
Liverpool and Great Western Steam Company, via England.....	95 88	5,542 32	.....	1,281 68	6,919 88
North German Lloyd, of Bremen, via England.....	2,697 42	21,145 27	.....	1,007 10	24,849 79
Hamburg-American Packet Company, via England.....	1,615 99	12,541 50	.....	879 87	15,037 36
Eagle line, via England.....	206 62	7,273 29	.....	222 92	7,702 83
North German Lloyd, of Bremen, direct.....	963 43	48,996 44	.....	6,215 36	56,175 23
Hamburg-American Packet Company, direct.....	562 08	44,244 07	.....	5,443 57	50,249 72
Eagle line, direct to Hamburg.....	81 72	10,545 15	.....	1,786 53	12,413 40
Baltic Lloyd, direct to Stettin.....	.....	48	.....	24	72
White Star line, via England.....	118 15	2,307 89	.....	154 28	2,580 32
Dominion line, via England.....	5 92	500 88	.....	48 51	555 31
Total.....	7,060 79	169,281 18	.....	19,146 25	195,488 22
Amount sent.....	176,341 97	.....	.....	19,146 25	.....

Amount collected in the United States\$218,353 12

Amount collected in Germany 152,886 62

Total.....371,239 74

Excess collected in the United States.....65,466 50

Decrease compared with the last fiscal year.....28,572 13.

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 20.—Amount of letter-postage collected on French mails received in and sent from the United States during the fiscal year ended June 30, 1875.

RECEIVED.

Lines.	Unpaid distributed.	Unpaid.	Paid.	Paid distributed.	Total.
Dale, or Inman line, via England.....	\$1,851 33	\$1,056 02	.....	\$15,986 51	\$18,893 86
Cunard line.....	748 43	866 72	.....	8,799 15	10,414 30
Hamburg-American Packet Company.....	801 29	539 81	.....	6,841 33	8,182 43
North German Lloyd of Bremen.....	1,990 74	1,350 71	.....	15,296 34	18,637 79
French Steamship Company.....	1,222 63	639 56	.....	7,226 20	9,088 39
Total.....	6,614 42	4,452 82	.....	54,149 53	65,216 77
Amount received.....	.....	11,067 24	\$54,149 53	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Liverpool and Great Western Steam Company.....	\$20 52	\$3,405 40	.....	\$692 97	\$4,118 89
National line.....	.....	21 87	.....	2 07	23 94
Eagle line.....	89 50	4,960 56	.....	810 65	5,860 71
North German Lloyd of Bremen.....	846 36	6,422 05	.....	1,218 46	8,486 87
Cunard line.....	471 24	11,855 16	.....	1,699 66	14,026 06
Hamburg-American Packet Company.....	871 18	7,396 20	.....	1,911 22	10,178 60
French Steamship Company.....	356 04	7,722 43	.....	1,001 28	9,079 75
White Star line.....	.....	960 42	.....	121 63	1,102 05
Dale, or Inman line.....	19 98	462 38	.....	38 40	520 76
Dominion line.....	8 10	396 90	.....	39 84	444 84
Total.....	2,682 92	43,623 37	.....	7,536 18	53,842 47
Amount sent.....	46,306 29	.....	.....	7,536 18	.....

Amount collected in the United States.....	\$57,373 53
Amount collected in France.....	61,685 71
Total.....	119,059 24
Excess collected in France.....	4,312 28
Amount collected in France last fiscal year.....	unknown

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 21.—*Amount of letter-postage collected on Belgian mails received in and sent from the United States during the fiscal year ended June 30, 1875.*

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$370 50	\$581 39	.....	\$2,607 89	\$3,559 78
Dale, or Inman line.....	293 78	492 25	.....	1,894 44	2,680 47
North German Lloyd of Bremen.....	229 35	413 66	.....	1,784 70	2,487 71
Red Star line.....	1 03	2 85	.....	328 06	331 94
Total.....	954 66	1,490 15	.....	6,615 09	9,059 90
Amount received.....	2,444 81	.....	\$6,615 09	.....	.....

SENT

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Liverpool and Great Western Steam Company.....	\$0 80	\$289 58	.....	\$135 56	\$425 94
North Germany Lloyd of Bremen.....	193 92	1,462 33	.....	407 67	2,063 92
Hamburg-American Packet Company....	130 08	845 02	.....	284 38	1,259 48
Cunard line	56 96	1,193 44	.....	304 63	1,555 03
Dale, or Inman line.....	.....	8 72	.....	2 00	10 72
Eagle line	13 60	372 38	.....	138 89	524 87
Red Star line .....	.....	89 70	.....	1 68	91 38
White Star line.....	6 88	158 04	.....	39 18	204 10
Dominion line.....	32	28 22	.....	10 12	38 66
National line .....	.....	2 24	.....	44	2 68
Total.....	402 56	4,449 67	.....	1,324 55	6,176 78
Amount sent.....	4,852 23	.....	.....	1,324 55	.....

Amount collected in Belgium..... \$7,939 64

Amount collected in the United States..... 7,297 04

Total..... 15,236 68

Excess collected in Belgium..... 642 60

Increase compared with last fiscal year..... 1,244 29

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 22, 1875.*

No. 22.—Amount of letter-postage on Netherlands mails received in and sent from the United States during the fiscal year ended June 30, 1875.

RECEIVED.

Lines.	Unpaid distributed.	Unpaid.	Paid.	Paid distributed.	Total.
Cunard line	\$580 70	\$42 15	\$2,576 07	.....	\$3,198 92
Dale, or Inman line	898 08	49 45	2,952 03	.....	3,899 56
North German Lloyd of Bremen	642 75	35 05	2,039 30	.....	2,717 10
Netherlands Steam Navigation Company	12 05	8 91	226 74	.....	247 70
Total	2,133 58	135 56	7,794 14	.....	10,063 28
Amount received		2,269 14	7,794 14	.....	

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Liverpool and Great Western Steam Company		\$609 00	.....	\$124 92	\$733 92
Dale, or Inman line		14 00	.....	3 10	17 10
North German Lloyd of Bremen		2,597 20	.....	567 75	3,164 95
Hamburg-American Packet Company		1,608 70	.....	320 49	1,929 19
Cunard line		1,898 00	.....	337 75	2,235 75
Eagle line		826 30	.....	233 75	1,060 05
Netherlands Steam Navigation Company		241 14	.....	3 24	244 38
White Star line		283 80	.....	72 94	356 74
Dominion line		51 20	.....	6 90	58 10
Total		8,129 34	.....	1,670 84	9,800 18
Amount sent	\$8,129 34	.....		1,670 84	.....

Amount collected in the United States \$10,398 48

Amount collected in the Netherlands 9,464 98

Total 19,863 46

Excess collected in the United States 933 50

Decrease compared with last fiscal year 2,266 02

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875

No. 23.—*Amount of letter-postage on Italian mails received in and sent from the United States during the fiscal year ended June 30, 1875.*

RECEIVED.

Lines.	Unpaid distributed.	Unpaid.	Paid.	Paid distributed.	Total.
Cunard line	\$1,861 36	\$1,056 45	.....	\$5,530 48	\$8,448 29
Dale, or Inman line	1,636 66	1,029 95	.....	4,575 39	7,242 00
North German Lloyd of Bremen	2,749 55	1,752 40	.....	7,387 63	11,889 58
Total	6,247 57	3,838 80	.....	17,493 50	27,579 87
Amount received .....	.....	10,086 37	\$17,493 50	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Liverpool and Great Western Steam Company		\$1,575 20	.....	\$155 97	\$1,731 17
North German Lloyd of Bremen		5,844 90	.....	496 51	6,341 41
Hamburg-American Packet Company		3,022 30	.....	333 69	3,355 99
Cunard line		4,840 10	.....	397 15	5,237 25
Eagle line		1,983 70	.....	200 89	2,184 59
White Star line		739 10	.....	59 65	798 75
Dale, or Inman line		47 30	.....	2 09	49 39
Dominion line		146 30	.....	11 77	158 07
Total		18,198 90	.....	1,657 72	19,856 62
Amount sent	\$18,198 90	.....	.....	1,657 72	.....

Amount collected in the United States

\$28,285 27

Amount collected in Italy

19,151 22

Total

47,436 49

Excess collected in the United States

9,134 05

Increase compared with last fiscal year

2,488 94

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 23½.—Amount of letter-postage collected on Switzerland mails received in and sent from the United States during the fiscal year ended June 30, 1875.

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line, via England.....	\$218 90	\$1,328 80	\$5,923 85	.....	\$7,471 55
Dale, or Inman line, via England.....	109 50	1,210 20	4,825 27	.....	6,144 97
North German Lloyd of Bremen, via England.....	82 55	695 75	3,305 39	.....	4,083 69
Eagle line, via Hamburg.....	.....	13	8 08	.....	8 21
North German Lloyd of Bremen, direct service, via Bremen.....	3 98	42 26	857 28	.....	903 52
Hamburg-American Packet Company, direct service, via Hamburg.....	2 34	38 25	929 12	.....	969 71
Total.....	417 27	3,315 39	15,848 99	.....	19,581 65
Amount received.....	3,732 66	.....	15,848 99	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Liverpool and Great Western Steam Company, via England.....	.....	\$1,102 40	.....	\$275 79	\$1,378 19
Dale, or Inman line, via England.....	.....	20 10	.....	2 30	22 40
North German Lloyd of Bremen, via England.....	.....	4,158 10	.....	831 29	4,989 39
Cunard line, via England.....	.....	3,269 10	.....	651 33	3,920 43
Eagle line, via England.....	.....	222 24	.....	16 24	238 48
North German Lloyd of Bremen, via Bremen.....	.....	907 36	.....	73 30	980 66
Hamburg-American Packet Company, via Hamburg.....	.....	771 68	.....	67 51	839 19
Hamburg-American Packet Company, via England.....	.....	2,387 00	.....	526 58	2,913 58
White Star line, via England.....	\$13 50	1,920 27	.....	319 90	2,253 67
Dominion line.....	.....	102 30	.....	24 80	127 10
Total.....	13 50	14,860 55	.....	2,789 04	17,663 09
Amount sent.....	14,874 05	.....	.....	2,789 04	.....

Amount collected in Switzerland..... \$18,638 03

Amount collected in the United States..... 18,606 71

Total..... 37,244 74

Excess collected in Switzerland..... 31 32

Decrease compared with last fiscal year..... 1,619 01

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 24.—Amount of letter-postage collected on Danish mails received in and sent from the United States during the fiscal year ended June 30, 1875.

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Hamburg-American Packet Company...	\$203 64	\$1,755 53	.....	\$3,730 09	\$5,689 26
North German Lloyd of Bremen	577 52	952 31	.....	2,547 33	4,077 16
Eagle line	2 01	17 84	.....	24 29	44 14
Total.....	783 17	2,725 68	.....	6,301 71	9,810 56
Amount received.....	3,508 85	.....	\$6,301 71	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg-American Packet Company...		\$3,764 14	.....	\$523 26	\$4,287 40
North German Lloyd of Bremen		3,406 52	.....	516 07	3,922 59
Eagle line		666 19	.....	127 47	793 66
Total.....		7,836 85	.....	1,166 80	9,003 65
Amount sent.....	\$7,836 85	.....	.....	1,166 80	.....

Amount collected in the United States \$11,345 70

Amount collected in Denmark 7,468 51

Total 18,814 21

Excess collected in the United States..... 3,877 19

Decrease compared with last fiscal year..... 1,729 17

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 25.—Amount of letter-postage collected on Norwegian mails received in and sent from the United States during the fiscal year ended June 30, 1875.

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Hamburg-American Packet Company, via Hamburg	\$413 62	\$3,074 91	.....	\$4,341 00	\$7,829 53
North German Lloyd, of Bremen, via Bremen	100 70	793 93	.....	1,223 70	2,118 33
North German Lloyd, of Bremen, via England	195 57	1,385 67	.....	1,917 60	3,498 84
Eagle line, via Hamburg	57 71	557 34	.....	646 60	1,261 65
Cunard line, via England	12 38	82 10	.....	123 70	218 18
Dale, or Inman line, via England	4 65	63 75	.....	77 00	145 40
Funch, Edye & Co.'s line, (direct)	36	1 08	.....	26 40	27 84
Total	784 99	5,958 78	.....	8,356 00	15,099 77
Amount received	6,743 77	.....	\$8,356 00	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg-American Packet Company, via Hamburg		\$6,835 10	.....	\$1,424 40	\$8,319 50
Eagle line, via Hamburg		791 70	.....	262 05	1,053 75
North German Lloyd, of Bremen, via Bremen		2,415 80	.....	533 40	2,949 20
North German Lloyd, of Bremen, via England		3,394 95	.....	819 80	4,214 75
Total		13,437 55	.....	3,099 65	16,537 20
Amount sent	\$13,437 55	.....	\$3,099 65	.....	.....

Amount collected in the United States	\$20,181 32
Amount collected in Norway	11,455 65
Total	31,636 97
Excess collected in the United States	8,725 67
Decrease compared with last fiscal year	2,977 78

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 26.—*Amount of letter-postage collected on Swedish mails received in and sent from the United States during the fiscal year ended June 30, 1875.*

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Hamburg-American Packet Company, via Hamburg.....	\$1,329 47	\$10,329 54	.....	\$2,421 27	\$14,080 28
North German Lloyd, of Bremen, via Bremen	820 20	5,591 77	.....	1,202 86	7,614 83
North German Lloyd, of Bremen, via England.....	298 86	3,078 24	.....	880 89	4,257 99
Eagle line, via Hamburg	145 66	1,141 91	.....	276 10	1,563 67
Cunard line, via England.....	38 39	325 55	.....	294 37	658 31
Dale, or Inman line, via England	4 48	25 39	.....	15 12	44 99
Total.....	2,637 06	20,492 40	.....	5,090 61	28,220 07
Amount received.....	23,129 46	.....	\$5,090 61	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg-American Packet Company, via Hamburg.....		\$8,650 05	.....	\$2,424 12	\$11,074 17
North German Lloyd, of Bremen, via Bremen		2,824 65	.....	753 26	3,577 91
North German Lloyd, of Bremen, via England.....		4,381 00	.....	1,448 72	5,829 72
Eagle line, via Hamburg		1,404 27	.....	502 74	1,907 01
Total.....		17,259 97	.....	5,128 84	22,388 81
Amount sent.....	\$17,259 97	.....	.....	5,128 84	.....

Amount collected in the United States..... \$40,389 43

Amount collected in Sweden..... 10,219 45

Total..... 50,608 88

Excess collected in the United States..... 30,169 98

Decrease compared with last fiscal year..... 2,532 25

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 27.—*Amount of letter-postage collected on European mails received in and sent from the United States during the fiscal year ended June 30, 1875.*

RECEIVED.

Countries.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
The United Kingdom of Great Britain and Ireland	\$14,758 68	\$32,023 04	.....	\$277,481 66	\$324,263 38
Germany.....	9,987 87	32,023 28	.....	133,740 37	175,751 52
France.....	4,452 82	6,614 42	.....	54,149 53	65,216 77
Belgium.....	954 66	1,490 15	.....	6,615 09	9,059 90
Netherlands.....	135 56	2,133 58	.....	7,794 14	10,063 28
Italy.....	3,838 80	6,247 57	.....	17,493 50	27,579 87
Switzerland.....	417 27	3,315 39	.....	15,848 99	19,581 65
Denmark.....	783 17	2,725 68	.....	6,301 71	9,810 56
Norway.....	784 99	5,958 78	.....	8,356 00	15,099 77
Sweden.....	2,637 06	20,492 40	.....	5,090 61	28,220 07
Total.....	38,750 88	113,024 29	.....	532,871 60	684,646 77
Amount received.....	151,775 17	.....	\$532,871 60	.....	.....

SENT.

Countries.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
The United Kingdom of Great Britain and Ireland	\$16,858 82	\$307,493 65	\$52 16	\$23,521 27	\$347,925 90
Germany.....	7,060 79	169,281 18	.....	19,146 25	195,488 22
France.....	2,682 92	43,623 37	.....	7,536 18	53,842 47
Belgium.....	402 56	4,449 67	.....	1,324 55	6,176 78
Netherlands.....	.....	8,129 34	.....	1,670 84	9,800 18
Italy.....	.....	18,198 90	.....	1,657 72	19,856 62
Switzerland.....	13 50	14,860 55	.....	2,789 04	17,663 09
Denmark.....	.....	7,836 85	.....	1,166 80	9,003 65
Norway.....	.....	13,437 55	.....	3,099 65	16,537 20
Sweden.....	.....	17,259 97	.....	5,128 84	22,388 81
Total.....	27,018 59	604,571 03	52 16	67,041 14	698,682 92
Amount sent.....	631,641 78	.....	.....	67,041 14	.....

Amount collected in the United States \$783,416 95
Amount collected in European countries 599,912 74

Total..... 1,383,329 69

Excess collected in the United States..... 183,504 21
Decrease compared with last fiscal year 55,470 96

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 30.—*Number and weight of letters, and weight of newspapers, &c., exchanged between the United States and France during the fiscal year ended June 30, 1875.*

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>
Dale, or Inman line.....	181, 913	1, 381, 616	5, 630	49, 847	4, 080, 261	189, 165
Cunard line.....	99, 523	744, 877	157, 301	1, 371, 916	1, 756, 071	4, 662, 883
Hamburg-American Packet Company.....	79, 199	624, 435	106, 504	939, 777	1, 818, 446	3, 535, 276
North German Lloyd, of Bremen.....	179, 589	1, 284, 137	88, 364	774, 595	4, 686, 850	2, 358, 262
French Steam Company.....	87, 880	666, 209	97, 703	852, 758	909, 460	2, 800, 188
Liverpool and Great Western Steam Company.....			44, 937	374, 826		1, 286, 243
National line.....			266	2, 436		12, 218
Eagle line.....			63, 831	538, 160		1, 679, 617
White Star line.....			11, 693	103, 729		305, 508
Dominion line.....			4, 857	40, 730		175, 013
Total.....	628, 104	4, 701, 274	581, 086	5, 048, 774	13, 251, 088	17, 004, 373
Increase compared with last fiscal year.....	531, 517	3, 951, 725	517, 352	4, 367, 524	12, 072, 660	5, 048, 913

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 31.—*Number and weight of letters, and weight of newspapers, &c., exchanged between the United States and Belgium during the fiscal year ended June 30, 1875.*

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.....	37, 024	318, 601	18, 860	184, 009	1, 025, 881	570, 630
Dale, or Inman line.....	27, 695	234, 219	134	1, 470	671, 084	4, 376
North German Lloyd, of Bremen.....	26, 123	219, 666	24, 345	233, 770	921, 094	874, 014
Red Star line.....	4, 966	38, 841	1, 503	13, 044	54, 953	120, 551
Liverpool and Great Western Steam Company.....			5, 374	48, 714		168, 357
Hamburg-American Packet Company.....			14, 938	145, 499		367, 921
Eagle line.....			6, 388	58, 051		193, 927
White Star line.....			2, 484	23, 064		89, 645
Dominion line.....			476	4, 224		16, 928
National line.....			32	300		240
Total.....	95, 808	811, 327	74, 534	712, 145	2, 673, 012	2, 406, 589
Compared with { Increase.....	11, 486	92, 440				163, 783
last fiscal year { Decrease.....			2, 663	27, 096	7, 509	

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 32.—*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, 1875.*

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 ...	69, 584	587, 263	39, 248	357, 902	922, 117	902, 568
Dale, or Inman line, via England	57, 042	458, 158	234	2, 125	458, 941	6, 795
North German Lloyd of Bremen, via England	38, 286	314, 702	49, 980	456, 749	665, 117	1, 536, 677
Eagle line, via Hamburg	102	850	2, 981	27, 304	8, 601	274, 765
North German Lloyd of Bremen, direct service to Bremen	11, 074	93, 038	12, 262	115, 007	1, 046, 962	1, 346, 086
Hamburg-American Packet Company, direct service to Hamburg	11, 927	99, 244	10, 490	107, 095	1, 208, 906	1, 121, 844
Liverpool and Great Western Steam Company, via England			13, 829	122, 158		289, 105
Hamburg-American Packet Company, via England			29, 009	269, 022		685, 691
White Star line, via England			24, 692	213, 974		729, 711
Dominion line			1, 271	11, 150		27, 180
Total	188, 015	1, 553, 255	183, 986	1, 282, 486	4, 310, 644	6, 920, 422
Compared with { Increase					912, 164	682, 962
last fiscal year { Decrease ..	4, 434	25, 938	7, 954	447, 849		

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 33.—*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, 1875.*

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	29, 732	288, 126	22, 431	216, 677	546, 323	360, 900
Dale, or Inman line	35, 829	328, 148	171	1, 685	674, 360	4, 439
North German Lloyd of Bremen	24, 872	228, 335	31, 813	298, 356	568, 971	914, 061
Netherlands Steam Navigation Company	3, 970	38, 237	4, 073	35, 287	38, 101	53, 944
Liverpool and Great Western Steam Company			7, 376	67, 740		102, 468
Hamburg-American Packet Company			19, 429	184, 832		309, 973
Eagle line			10, 620	97, 280		126, 564
White Star line			3, 571	32, 955		75, 598
Dominion line			581	5, 220		11, 778
Total	94, 403	882, 846	100, 065	940, 032	1, 827, 755	1, 959, 725
Compared with { Increase					112, 958	4, 025
last fiscal year { Decrease ..	2, 692	19, 230	14, 708	152, 215		

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 34.—*Number and weight of letters, and weight of newspapers, &c., exchanged between the United States and Denmark during the fiscal year ended June 30, 1875.*

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	70, 969	651, 051	59, 762	550, 262	1, 031, 980	727, 443
North German Lloyd of Bremen	49, 969	430, 585	54, 352	498, 571	694, 810	553, 297
Eagle Line	508	4, 650	10, 830	95, 889	26, 700	106, 289
Total	121, 466	1, 086, 286	124, 944	1, 144, 722	1, 753, 490	1, 387, 029
Compared with last fiscal year. } Decrease	13, 519	71, 233	13, 781	132, 355	303, 856	356, 973
last fiscal year. } Increase						

J. M. MCGREW, Auditor.

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No. 35.—*Number and weight of letters, and weight of newspapers, &c., exchanged between the United States and Italy during the fiscal year ended June 30, 1875.*

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	69, 969	524, 990	52, 225	436, 010	742, 117	1, 275, 531
Dale, or Inman line	59, 630	444, 789	492	4, 230	803, 390	10, 873
North German Lloyd of Bremen	98, 450	731, 630	63, 075	533, 327	1, 062, 873	1, 840, 964
Liverpool and Great Western Steam Company			17, 231	142, 912		376, 394
Hamburg-American Packet Company			33, 408	288, 498		1, 033, 510
Eagle line			21, 725	178, 765		492, 092
White Star line			7, 938	67, 555		222, 823
Dominion line			1, 570	12, 980		57, 984
Total	228, 049	1, 701, 409	197, 664	1, 664, 277	2, 608, 380	5, 310, 071
Increase compared with last fiscal year	21, 827	188, 101	544	22, 480	338, 768	481, 318

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 36.—*Number and weight of letters, and weight of newspapers, &c., exchanged between the United States and Sweden during the fiscal year ended June 30, 1875.*

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 Hamburg...	110, 226	768, 875	112, 952	1, 047, 002	639, 602	1 062, 733
North German Lloyd of Bremen, via Bremen.....	59, 019	427, 700	36, 859	339, 238	334, 109	442, 093
North German Lloyd of Bremen, via England.....	33, 779	291, 113	53, 864	533, 830	516, 551	850, 336
Eagle line, via Hamburg....	12, 167	90, 620	19, 194	172, 064	52, 350	105, 522
Dale, or Inman line, via England.....	322	3, 210	.....	.....	2, 690	.....
Cunard line, via England....	5, 505	42, 122	.....	.....	56, 243	.....
Total	221, 078	1, 623, 640	227, 269	2, 092, 134	1, 657, 455	2, 466, 684
Compared with last fiscal year. } Increase..	6, 474	39, 791	2	.....	683, 696	695, 153
last fiscal year. } Decrease..	.....	.....	24, 463	284, 905	.....	.....

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 37.—*Number and weight of letters, and weight of newspapers, &c., exchanged between the United States and Norway during the fiscal year ended June 30, 1875.*

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 Hamburg...	66, 717	524, 990	72, 319	743, 278	290, 060	1, 131, 514
North German Lloyd of Bremen, via Bremen.....	12, 221	143, 170	27, 714	259, 766	70, 105	165, 511
North German Lloyd of Bremen, via England.....	29, 773	244, 970	39, 343	366, 832	156, 100	353, 263
Eagle line, via Hamburg....	10, 567	63, 570	9, 664	26, 610	61, 325	61, 999
Cunard line, via England....	1, 872	14, 950	.....	.....	5, 550	.....
Dale, or Inman line, via England.....	1, 216	9, 500	.....	.....	2, 500	.....
Funch, Edye & Co.'s line, (direct service)	446	4, 170	.....	.....	6, 020	.....
Total	128, 812	1, 005, 320	155, 040	1, 456, 486	591, 720	1, 712, 287
Compared with last fiscal year. } Decrease..	13, 181	117, 231	12, 530	122, 780	.....	.....
last fiscal year. } Increase..	.....	.....	.....	.....	108, 805	365, 287

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 38.—*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, 1875.*

Pacific Mail Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received	2,761	372	\$552 20
Sent.....	4,074	8,207	814 80
Total.....	6,835	8,579	1,367 00
Add newspaper-postages, at two cents each.....			171 58
Total postages.....			1,538 58
Increase compared with last fiscal year	621	1,260	149 40

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 39.—*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, 1875.*

Pim, Forwood & Co's Line.	Letters.	Newspapers, &c.	Postage on letters.
Received	2,938	423	\$88 14
Sent.....	3,004	2,539	300 40
Total.....	5,942	2,962	388 54
Add newspaper-postages, at two cents each			59 24
Total postages.....			447 78
Compared with last fiscal year.....	515	503	.....
{ Increase			39 03
{ Decrease			

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 40.—*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, 1875.*

Pim, Forwood & Co's Line.	Letters.	Newspapers, &c.	Postage on letters.
Received	10,386	2,434	\$1,036 74
Sent.....	9,487	11,853	958 70
Total.....	19,873	14,287	1,995 44
Add newspaper-postages, at two cents each.....			285 74
Total postages			2,281 18
Increase compared with last fiscal year	4,753	8,303	650 82

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 41.—*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, 1875.*

Pacific Mail Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received	113, 477	65, 914	\$12, 421 95
Sent.....	106, 863	184, 457	15, 931 98
Total.....	220, 340	250, 371	28, 353 93
Add newspaper-postages, at two cents each.....			5, 007 42
Total postages			33, 361 35
Increase compared with last fiscal year	12, 984	24, 349	1, 728 86

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 42.—*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, 1875.*

United States and Mexican Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received	22, 509	17, 620	\$1, 022 32
Sent.....	39, 927	45, 536	4, 019 40
Total.....	62, 436	63, 156	5, 041 72
Add newspaper-postages, at two cents each.....			1, 263 12
Total postages.....			6, 304 84
Increase compared with last fiscal year.....	16, 514	3, 554	1, 249 83

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 43.—*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, 1875.*

	Letters.	Newspapers, &c.	Postage on letters.
Received	40, 870	27, 313	\$5, 818 94
Sent.....	56, 112	68, 554	8, 638 90
Total.....	96, 982	95, 867	14, 457 84
Add newspaper-postages, at two cents each.....			1, 917 34
Total postages			16, 375 18
Increase compared with last fiscal year	551	13, 443	57 84

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 44.—*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, 1875.*

West India mail-steamers.	Letters.	Newspapers, &c.	Postage on letters.
Received	544,577	117,942	\$50,803 97
Sent	379,215	210,657	30,387 66
Total	923,792	328,599	81,196 63
Add newspaper-postages, at two cents each			6,371 98
Total postages			87,568 61
Compared with last fiscal year	{ Increase ... 47,351	22	8,046 96
	{ Decrease ...		

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 45.—*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, 1875.*

Pacific Mail Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received	171,196	105,498	\$9,878 35
Sent	96,723	162,727	10,453 20
Total	267,919	268,225	20,331 55
Add newspaper-postages, at two cents each			5,364 50
Total postages			25,696 05
Compared with last fiscal year	{ Increase ... 43,565	45,538	5,509 31
	{ Decrease ...		

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 46.—*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, 1875.*

American and Australian Mail Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received	82,320	65,188	\$1,710 90
Sent	77,053	161,179	7,740 30
Total	159,373	226,367	9,451 20
Add newspaper-postages, at two cents each			4,527 34
Total postages			13,978 54
Increase compared with last fiscal year	87,153	125,845	7,882 74

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 47.—*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, 1875.*

	Unpaid.	Unpaid distributed.	Paid distributed.	Number of letters.	Number of newspapers, &c.*
Received.....	\$911 89	\$1,012 14	884 01	21,933	4,777
Sent.....			4,765 22	72,836	12,393

* Reported by the New York office only.

J. M. McGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 22, 1875.

No. 48.—*Amount of postages on mails exchanged between the United States and the British provinces during the fiscal year ended June 30, 1875.*

Amount on unpaid received.....	\$9,221 99	
Amount on paid received.....	118,026 85	
		\$127,248 84
Amount on unpaid sent.....	13,560 61	
Amount on paid sent.....	126,889 85	
		140,450 46
Total.....		267,699 30
Amount collected in the United States.....		136,111 84
Amount collected in the British provinces.....		131,587 46
Excess collected in the United States.....		4,524 38
Decrease compared with last fiscal year.....		175,635 89
Number of letters sent.....		2,262,604
Number of letters received.....		2,056,179
Number of newspapers sent.....		652,601
Number of newspapers received.....		358,628

NOTE.—Several of the larger offices have failed to report the number of newspapers exchanged.

J. M. McGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
October 22, 1875.

No. 49.—*Number of letters exchanged between the United States and foreign countries during the fiscal year ended June 30, 1875.*

Countries.	Number of letters.	
	Received.	Sent.
United Kingdom of Great Britain and Ireland	5, 104, 188	5, 323, 937
Germany	2, 396, 179	2, 777, 310
France	628, 104	581, 086
Belgium	95, 808	74, 534
Netherlands	94, 403	100, 065
Switzerland	182, 015	183, 986
Italy	228, 049	197, 664
Denmark	121, 466	124, 944
Sweden	221, 078	227, 869
Norway	128, 812	155, 040
Panama	113, 477	106, 863
Mexico	28, 509	39, 927
Brazil	40, 870	56, 112
Ecuador	2, 761	4, 074
Venezuela	2, 938	3, 004
New Granada	10, 386	9, 487
West Indies, &c	554, 577	379, 215
China and Japan	171, 196	96, 723
Honolulu	82, 320	77, 053
Nova Scotia and Bermuda	21, 933	72, 836
Canadian provinces	2, 056, 179	2, 262, 604
Total	12, 281, 248	12, 854, 333
Decrease compared with last fiscal year	1, 411, 808	2, 031, 656

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1875.

No. 50.—*Amounts reported as due the steamers of the Dale or Inman line for services rendered during the fiscal year ended June 30, 1875.*

Quarter ended September 30, 1874	\$3, 892 67
Quarter ended December 31, 1874	1, 806 27
Quarter ended March 31, 1875	1, 353 43
Quarter ended June 30, 1875	4, 269 00
Total amount paid	11, 321 37

Amounts reported as due the steamers of the North German Lloyd, of Bremen, for services rendered during the fiscal year ended June 30, 1875.

Quarter ended September 30, 1874	\$12, 274 13
Quarter ended December 31, 1874	10, 280 51
Quarter ended March 31, 1875	9, 133 26
Quarter ended June 30, 1875	7, 126 45
Total amount paid	38, 814 35

Amounts reported as due the steamers of the Canadian line for services rendered during the fiscal year ended June 30, 1875.

Quarter ended September 30, 1874	\$841 53
Quarter ended December 31, 1874	1, 279 13
Quarter ended March 31, 1875	1, 406 00
Quarter ended June 30, 1875	1, 350 02
Total amount paid	4, 876 68

Amounts reported as due the steamers of the Hamburg-American Packet Company for services rendered during the fiscal year ended June 30, 1875.

Quarter ended September 30, 1874.....	\$8,772 20
Quarter ended December 31, 1874.....	12,257 35
Quarter ended March 31, 1875.....	11,048 97
Quarter ended June 30, 1875.....	12,270 64
Total amount paid.....	44,349 16

Amounts reported as due the steamers of the Cunard line for services rendered during the fiscal year ended June 30, 1875.

Quarter ended September 30, 1874.....	\$11,874 48
Quarter ended December 31, 1874.....	10,493 75
Quarter ended March 31, 1875.....	12,715 90
Quarter ended June 30, 1875.....	14,116 85
Total amount paid.....	49,200 98

Amounts reported as due the steamers of the Liverpool and Great Western Steam Company for services rendered during the fiscal year ended June 30, 1875.

Quarter ended September 30, 1874.....	\$6,603 28
Quarter ended December 31, 1874.....	2,685 50
Quarter ended March 31, 1875.....	4,069 94
Quarter ended June 30, 1875.....	2,605 12
Total amount paid.....	15,368 84

Amounts reported as due the steamers of the White Star line for services rendered during the fiscal year ended June 30, 1875.

Quarter ended September 30, 1874.....	\$5,938 00
Quarter ended December 31, 1874.....	7,760 48
Quarter ended March 31, 1875.....	8,676 45
Quarter ended June 30, 1875.....	4,408 96
Total amount paid.....	26,783 89

Amounts reported as due the steamers of the Eagle line for services rendered during the fiscal year ended June 30, 1875.

Quarter ended September 30, 1874.....	\$3,412 81
Quarter ended December 31, 1874.....	6,406 67
Quarter ended March 31, 1875.....	4,154 71
Quarter ended June 30, 1875.....	3,057 37
Total amount paid.....	17,031 56

Amounts reported as due the steamers of the Red Star line for services rendered during the fiscal year ended June 30, 1875.

Quarter ended September 30, 1874.....	\$7 25
Quarter ended December 31, 1874.....	8 10
Quarter ended March 31, 1875.....	12 93
Quarter ended June 30, 1875.....	14 23
Total amount paid.....	42 51

Amounts reported as due the steamers of the American Steamship Company for services rendered during the fiscal year ended June 30, 1875.

Quarter ended September 30, 1874.....	\$645 91
Quarter ended December 31, 1874.....	521 27
Quarter ended March 31, 1875.....	629 02
Quarter ended June 30, 1875.....	519 54
Total amount paid.....	2,315 74

Amounts reported as due the steamers of the National line for services rendered during the fiscal year ended June 30, 1875.

Quarter ended December 31, 1874	\$73 96
Quarter ended March 31, 1875	80 92
Total amount paid	154 88

Amounts reported as due the steamers of the Dominion line for services rendered during the fiscal year ended June 30, 1875.

Quarter ended March 31, 1875	\$1,386 31
Quarter ended June 30, 1875	84 74
Total amount paid	1,471 05

Amounts reported as due the steamers of the Anchor line for services rendered during the fiscal year ended June 30, 1875.

Quarter ended June 30, 1875	\$794 55
Total amount paid	794 55

The sea-postages on the mails conveyed from the United States to France by the steamers of the French Steamship Company, and settled in the accounts between the United States and France, during the fiscal year ended June 30, 1875.

Quarter ended September 30, 1874	\$286 93
Quarter ended December 31, 1874	457 82
Quarter ended March 31, 1875	556 19
Quarter ended June 30, 1875	623 74
Total	1,924 68

The sea-postages on the mails conveyed from the United States to Netherlands by the steamers of the Netherlands Steam Navigation Company, and settled in the accounts between the United States and Netherlands, during the fiscal year ended June 30, 1875.

Quarter ended September 30, 1874	\$3 73
Quarter ended December 31, 1874	28 36
Quarter ended March 31, 1875	25 16
Quarter ended June 30, 1875	29 61
Total	86 86

Amounts reported as due the steamers of the Pacific Mail Steamship Company for the conveyance of the mails between the United States and Panama during the fiscal year ended June 30, 1875.

Quarter ended September 30, 1874	\$12,914 42
Quarter ended December 31, 1874	10,244 69
Quarter ended March 31, 1875	6,519 41
Quarter ended June 30, 1875	7,070 14
Total amount paid	36,748 66

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, 1875.

Quarter ended September 30, 1874	\$17,499 63
Quarter ended December 31, 1874	16,027 29
Quarter ended March 31, 1875	18,260 12
Quarter ended June 30, 1875	17,722 58
Total amount paid	69,509 62

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, 1875.

Quarter ended September 30, 1874	\$690 23
Quarter ended December 31, 1874	628 67
Quarter ended March 31, 1875	354 96
Quarter ended June 30, 1875	312 02
Total amount paid	1,985 88

Amount reported as due the steamer City of Sandusky for services rendered in carrying the mails from Cleveland, Ohio, to London, Ontario.

From April 1, 1874, to October 28, 1874 \$194 25

Total amount paid 194 25

The following reports for the transportation of closed mails, for the periods named, have been made during the fiscal year ended June 30, 1875:

To the steamers of the Liverpool and Great Western Steam Company:

For quarter ended December 31, 1873.....	\$610 80
For quarter ended March 31, 1874	668 03
For quarter ended June 30, 1874	2,801 08
For quarter ended September 30, 1874	1,385 12
Total	5,465 03

To the steamers of the Cunard line:

For quarter ended December 31, 1873.....	\$230 86
For quarter ended March 31, 1874	1,985 51
For quarter ended June 30, 1874	410 63
For quarter ended September 30, 1874	489 07
Total	3,116 07

To the steamers of the White Star line:

For quarter ended December 31, 1873.....	\$108 09
For quarter ended March 31, 1874	112 78
For quarter ended June 30, 1874	82 26
For quarter ended September 30, 1874	42 11
Total	245 24

To the steamers of the Hamburg-American Packet Company:

For quarter ended December 31, 1873.....	\$255 87
For quarter ended March 31, 1874	179 49
For quarter ended June 30, 1874	173 51
For quarter ended September 30, 1874	1,528 83
Total	2,137 70

To the steamers of the North German Lloyd of Bremen:

For quarter ended March 31, 1874	\$16 06
For quarter ended June 30, 1874	1,161 15
For quarter ended September 30, 1874	1 44
Total	1,178 65

To the steamers of the Eagle Hamburg line:

For quarter ended June 30, 1874	\$14 39
For quarter ended September 30, 1874	1,356 70
Total	1,371 09

To the steamers of the Dale, or Inman line:

For quarter ended June 30, 1874.....	\$17 95
For quarter ended September 30, 1874.....	29 42
Total	47 37

J. M. MCGREW,
Auditor.

No. 51.—*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, 1875.*

Quarter ended September 30, 1874.....	\$3,334 00
Quarter ended December 31, 1874.....	2,334 03
Quarter ended March 31, 1875.....	2,176 52
Total	7,844 55

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, 1875.

Quarter ended September 30, 1874	\$1,212 39
Quarter ended December 31, 1874.....	1,179 92
Quarter ended March 31, 1875	1,206 56
Total	3,598 87

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, 1875.

Quarter ended June 30, 1874	\$1,333 48
Quarter ended September 30, 1874	925 42
Quarter ended December 31, 1874.....	1,511 18
Quarter ended March 31, 1875	1,802 39
Total	5,572 47

Balances due the United States on the adjustment of the extranational postal accounts between the United States and France for the quarters indicated, settlements made during the fiscal year ended June 30, 1875.

Quarter ended September 30, 1874.....	\$2,845 48
Quarter ended December 30, 1874	4,598 08
Quarter ended March 30, 1875	4,622 58
Total	12,066 14

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, 1875.

Quarter ended December 31, 1873.....	\$24,832 43
Quarter ended March 31, 1874.....	14,390 38
Quarter ended June 30, 1874.....	11,876 11
Quarter ended September 30, 1874.....	9,875 41
Quarter ended December 31, 1874.....	6,666 93
Total.....	67,641 26

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, 1875.

Quarter ended June 30, 1874.....	\$15,222 40
Quarter ended September 30, 1874.....	13,611 32
Quarter ended December 31, 1874.....	14,248 24
Quarter ended March 31, 1875.....	13,718 18
Total.....	56,800 14

Balances due from the United States to the kingdom of Denmark on the adjustment of the extra-national postal accounts between the United States and Denmark for the quarters indicated, settlements made during the fiscal year ended June 30, 1875.

Quarter ended June 30, 1874.....	\$570 99
Quarter ended September 30, 1874.....	310 97
Quarter ended December 31, 1874.....	503 72
Quarter ended March 31, 1875.....	574 11
Total.....	1,959 79

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, 1875.

Quarter ended June 30, 1874.....	\$2,159 37
Quarter ended September 30, 1874.....	2,134 36
Quarter ended December 31, 1874.....	2,114 66
Quarter ended March 31, 1875.....	2,249 32
Total.....	8,657 71

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, 1875.

Quarter ended June 30, 1874.....	\$3,850 45
Quarter ended September 30, 1874.....	4,317 76
Quarter ended December 31, 1874.....	3,291 67
Quarter ended March 31, 1875.....	4,506 04
Total.....	15,965 92

Balances due from the United States to the kingdom of Norway on the adjustment of the postal accounts between the United States and Norway for the quarters indicated, settlements made during the fiscal year ended June 30, 1875.

Quarter ended December 31, 1873.....	\$1,481 67
Quarter ended March 31, 1874.....	1,931 68
Quarter ended June 30, 1874.....	1,311 01
Quarter ended September 30, 1874.....	838 96
Quarter ended December 31, 1874.....	1,136 32
Total.....	6 699 64

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
October 22, 1875.